

Attendees

- Matt Baker, MDOT SHA
- Darren Bean, MDOT SHA
- Kandese Holford, MDOT SHA
- Monica Meade, RK&K
- Melissa Miklus, RK&K
- Megan Oliver, RK&K
- Jessica Pilarski, MDOT SHA
- Scott Pomento, MDOT SHA

- Jacqueline Davison, SAG
- Michael Houston, SAG
- Jessica Landman, SAG
- Cynthia Mariel, SAG
- Lorraine Pearsall, SAG
- Andrew Strongin, SAG
- Emanuel Wagner, SAG

Observers/Residents (21)

- Councilmember Cindy Dyballa
- Councilmember Peter Kovar

- Rosalind Grigsby, Takoma Park Community Development

- Jingjing Liu, NDC
- Laura Barclay, Old Takoma Business Association

- Robert Anderson
- Mike Blau
- John Blount
- David Cookson
- Kathryn Desmond
- Tracy Duvall
- George French
- Bob Gibson
- Paul Huebner
- Byrne Kelly
- Sally Kern
- Sue Miller
- Jacqueline Moore
- Mike Reust
- Roger Schlegel
- Marcie Stickle

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 opened by explaining that staff would be sharing highlights from the draft Takoma Junction Vision Study document at this meeting. The goal of the meeting was to have SAG members prioritize how and in what order the recommendations should be advanced if funding was identified.
- MDOT SHA reviewed the meeting agenda and attendees introduced themselves.
- MDOT SHA reviewed meeting guidelines and noted that comment cards were provided for observers.
- MDOT SHA provided an overview of the study area, noting key roadway features and existing pedestrian amenities.
- MDOT SHA emphasized the need to consider context-sensitive improvements and balance access and mobility for all users.
- MDOT SHA explained that the vision study process was values-based, with the goal of identifying a consensus-driven, aspirational vision for the long run.

2. Key Takeaways from Public Engagement

- MDOT SHA summarized the community's values based on surveys, comments, and workshops. The most common aspirational goals for Takoma Junction were:
 - Safer conditions for pedestrians—sidewalks and crosswalks;
 - Accommodations for bicyclists;
 - Parking for customers and loading zones for deliveries to local businesses;
 - Less congestion for vehicles – smoother flow of traffic;
 - Simplified intersections;
 - Bus stops that don't encourage unsafe car driver behavior;
 - Improved access into and out of city parking lot;
 - More landscaping; and,
 - Improved public gathering spaces.

3. Draft Plan Highlights

- MDOT SHA shared highlights from the Draft Vision Plan, which is still under review. The highlights were shared via a guided presentation, which is explained below:
- The first highlight was how the Plan captures the unique character of Takoma Junction
 - MDOT SHA explained that the Vision Plan would include an introduction that presented contextual information about the study area to locate the reader.
- The second highlight was how the Plan layers community voices.
 - MDOT SHA explained that it received many different types of comments, suggestions, and questions. MDOT SHA combined, or layered, that input and organized it by areas of need.
 - MDOT SHA grouped suggestions into the following groups: bicycle access, pedestrian circulation, transit, streetscaping and plantings, placemaking and signage, and traffic operations.

- The third highlight was the Vision Statement established in the Plan.
 - MDOT SHA used the results of the surveys and workshops to establish the following Vision Statement based on community suggestions. The Vision Statement should guide future improvements in Takoma Junction. A SAG member read Takoma Junction's Vision Statement aloud:

Takoma Junction is a welcoming, inclusive, historic, creative space that reflects Takoma Park's values of sustainability, inclusivity, creativity, diversity, and respect for nature. It offers the local, vibrant community an opportunity to gather, relax, take advantage of local goods and services, and enjoy public and green spaces. The Junction is safely accessible by foot, bike, transit, and private vehicle. It is a magnet for community events and the creative arts, providing opportunities to meet new people and form new ideas, while balancing social functions with the essential services the Junction provides.

- The fourth highlight provided examples of how the Plan could achieve the long-term Vision, also termed "recommendations"
 - MDOT SHA provided a list of the following illustrative recommendations that align with the Vision:
 - Establish gateway treatments at all approaches to Takoma Junction
 - Explore "Don't-Block-The-Box" markings and signage
 - Install high-visibility crosswalks and ADA-accessible ramps
 - Install a brick center median
 - Expand sidewalk space
 - Consider consolidated and reduced curb openings
 - Explore ways to activate public space
 - Improve bus stop amenities
 - Consider placemaking and beautification treatments
 - Install pedestrian refuge island and roadway shift to deter unsafe passing movements
 - Create pedestrian amenities on expanded sidewalks
 - Provide bike corrals
 - MDOT SHA emphasized that the illustrative recommendations are not engineered alternatives.
 - Instead, they are a starting point for potential improvements that promote the values outlined in the vision.
 - Further coordination and analysis would be required to advance these illustrative recommendations if funding is identified.
- The final highlight shared was how the Plan outlines steps to implementation.
 - MDOT SHA explained that the last component of the Vision Plan will outline how the recommendations could advance into planning and design projects, and eventually, implementation.
 - MDOT acknowledged that some of the recommendations are not completely within MDOT SHA purview, but the MDOT SHA is committed to working with its partners to improve the Junction.
 - MDOT SHA also explained that by considering incremental context-sensitive solutions, it could phase implementation to begin addressing the community's needs sooner.

4. Recommendations Walkthrough

- MDOT SHA reviewed each of the recommendations as they applied to Takoma Junction. The recommendations achieve three things the community wanted:
 - Improve access;
 - Promote circulation; and
 - Celebrate Takoma Junction.
- The following key points were noted:
 - The recommendations balance mobility and accessibility for all users
 - The recommendations may require more flexibility than MDOT SHA has shown traditionally

- MDOT SHA explained that recommendations could be programmed into 10 packages:
 1. Gateway Treatments
 2. Branding and Placemaking
 3. Roadway Safety and Accessibility
 4. Street Trees
 5. Bicycling Improvements
 6. Parklet
 7. Traffic Calming
 8. Sidewalk Expansion/Bulb-outs
 9. Transit Amenities
 10. Benches
- The packages provided to the group were explained in more detail, including how some recommendations may be dependent on others.
- The group was reminded that the Vision Plan is not a prescriptive document, but a reference guide of ideas and values that the community agreed would make the Takoma Junction better.

5. Group Activities

PART I

- Before the study team provided an overview of the first exercise, some key points were reiterated about the recommendations:
 - The recommendations are community and consensus driven.
 - The Vision Plan is *not* a highway project
 - Collaboration is needed between jurisdictions, agencies and stakeholder groups to bring ideas that align with the Vision Plan to life
- The SAG members were randomly divided into two groups to rank how each package meets each of the values.
- The community identified three common values:
 - **Balancing safety** across all modes of travel
 - **Moving about** Takoma Junction
 - **Celebrating** Takoma Junction
- As SAG members discussed together in groups, they also had the opportunity to write individual comments in their workbooks which were returned to MDOT SHA for review.
- The ranking options provided were qualitative, ranging from “somewhat” to “very well.” Each SAG member was advised to discuss with their group, then individually rank each recommendation’s ability to support Plan objectives honestly, even if that meant going outside of the ranking scale provided.

PART II

- The next group exercise involved prioritizing five of the ten packages, in order of importance.

Top 5 Priority Packages

Group A

1. Trees/Landscaping
2. Transit Amenities
3. Sidewalk Expansion
4. Roadway Safety and Accessibility
5. Branding/Placemaking and Gateway/Beautification

Group B

1. Traffic Calming (Add cameras to enforce compliance)
2. Sidewalk Expansion (Sidewalks on MD 410 east all the way to MD 650)
3. Roadway Safety and Accessibility
4. Transit Amenities
5. Bicycle Improvements

PART III

- For the final group activity, MDOT SHA gave each group 20 tokens to allocate to any of the 10 packages.
- Each package cost a certain number of tokens, loosely correlated with estimated costs.
- Group A divided their tokens between Roadway Safety and Accessibility, Street Trees, Sidewalk Expansion/Bulb-outs and Transit Amenities.
- Group B divided their tokens between Roadway Safety and Accessibility (with no signalized crosswalks due to cost), Bicycle Improvements, Traffic Calming, Sidewalk Expansion/Bulb-outs and Transit Amenities.
- All attendees at the meeting gathered around each group's board showing their results and a designated SAG member presented them.
- Even though the groups slightly differed in results, they liked aspects of the other group's results and would agree with some of the comments/additions and revisions the other group made on how they spent their tokens.
- SAG members provided additional comments after reporting out:
 - SAG members wanted "Do not block the box" striping/signage on MD 410 at Holt and at Woodland to be included with the safety improvements, although they are outside Takoma Junction.
 - It was noted the traffic laws must be enforced, whether it by cameras or police officers.

6. Next Steps

- Next Steps for the study team include compiling the comments provided at this meeting and finalizing the draft report.
- MDOT SHA also will be meeting with its partners and discussing funding needs, resources, and timelines.
- MDOT SHA thanked SAG members for their time, commitment, and enthusiasm. A SAG member thanked MDOT SHA for looking beyond highways only. Attendees were grateful for everyone's participation.

The meeting adjourned.

TAKOMA JUNCTION

VISION PLAN

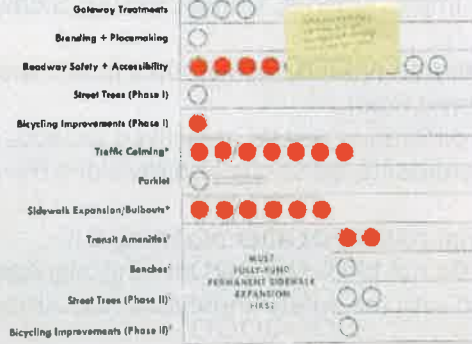
WHICH

Place the highest priority package at the top, then the next two packages.

- TEMPIC CHANGING
- SIDEWALK EXPANSION
- ROADWAY SAFETY + ACCESSIBILITY
- TRANSIT
- BIKE

HOW

If you had limited funds to implement the packages below, how would you allocate your resources? As a group, use 20 tokens to fund the individual packages by filling every circle in the package row. (Tokens have a "right" side and a "left" side, and tokens are used in a priority-based order.) Add tokens, note how the first four packages (1) are only "begin" or "fully fund" the remaining 16 packages.



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