

SUBJECT: Cherrywood Lane Complete and Green Street Retrofit Project
Engineered Design Plans

BACKGROUND:

In 2017, the City was awarded grant funding from the Chesapeake Bay Trust (CBT) to undertake 90% engineering for Phase 1 of the subject project. Following an RFP process and an award of contract to Charles P Johnson and Associates (CPJ) the project is currently underway. A kickoff meeting was held on February 4, 2019 to finalize the scope of work with a timeline of completion in June 2019.

The project awarded to CPJ for Phase 1 takes the project from conceptual design recommendations to develop engineered designs, ready for construction. To accomplish this, the city was granted an award in the amount of \$56,000, delivered through the CBT's Green Streets, Green Jobs, Green Towns Grant Program as part of a contract agreement signed July 5, 2017. It is understood that CBT has stipulated that grant monies must be spent by October 2019.

ANALYSIS:

A representative from Charles P Johnson Associates (CPJ) presented to the APB on June 19, 2019. It was noted that Phase One (1) now begins at Breezewood drive (to accommodate for other developer related projects) and ends at 350 feet south of the Greenbelt Metro Access Drive roundabout's center. Along with the coordination of City Staff, CPJ has been working on completion of the engineered designs and presented a near final project for the Advisory Planning Board (APB) for review.

COMMENTS:

Following the presentation, the board had several questions and discussed the Cherrywood Lane Project details. Comments from the meeting were as follows:

- 1) The Board strongly favors the installation of a protected bicycle lane for as much of the project area as possible. To this end, the Board favors the removal of the parking spaces on the east side of Cherrywood Lane near the Springhill Lake Recreation Center allowing for the adequate width needed to install a barrier, such as a bio-swale or grass channel, between cars and bicyclists on the west side of the street.
- 2) Some of the members of the Board expressed concerns regarding the installation of street trees, including the possibility of reduced visibility due to the trees. This concern, however, was not unanimous and other Board members felt that the inclusion of trees was adequately addressed by the technical recommendations of the contractor.
- 3) Inquired about the possibility of having public art/art installation in order to improve the visual appearance of the streetscape

Respectfully submitted,
Keith Chernikoff
Chair