ADVISORY PLANNING BOARD
APPROVED MINUTES OF MEETING
Greenbelt Community Center
February 13, 2013
Approved Minutes Prepared by Jaime Fearer

I. The meeting was called to order at 7:34 pm

BOARD MEMBERS PRESENT: George Branyan, Jeff Lemieux, Brian Gibbons, Matt Johnson, Keith Chernikoff, and Isabelle Gournay

COUNCIL LIAISON PRESENT: Emmett Jordan

CITY STAFF PRESENT: Jaime Fearer

OTHER ATTENDEES: Shaneka Owens, SHA Team Leader—District 3, Prince George's Co.; Bill Orleans

II. Agenda was amended and approved.

III. The October 24, 2012 minutes were approved.

IV. The December 12, 2012 meeting minutes were approved.

V. Q & A with State Highway Administration representative Shaneka Owens
- Please see attached notes for details from the discussion.
- APB may want to further discuss if the board would like to submit a letter to SHA regarding the responses from this meeting and to follow-up with any additional questions.

VI. Update on Bus Stop Accessibility Study: Volunteer training on Saturday, February 16, 10:00 am—12:00 pm, City Council Room
- Ms. Fearer gave a brief update, including a reminder of the upcoming training session.

VII. APB Report 12-07: Sunnyside Avenue Bridge Replacement Project
- Final edits were made to the APB Report – final approval of the report at the upcoming February 27 meeting. Edits included changing all instances of "Kenilworth Avenue" to "Edmonston Road," Moving the first paragraph of the Analysis section back into the Background section, and clarifying board's thoughts on the sustainability of the proposed project.

VIII. The meeting was adjourned at 9:04 pm.

APB Q & A with State Highway Administration at 2/13/13 Meeting

Shaneka L. Owens – SHA Team Leader, District 3 Traffic, Prince George's Co.

"Apart from signal timing, all other issues raised require District 3 Traffic to perform a traffic study. This study requires a 90 day turnaround time. Pleases see our response to each question below:"

- What is the status of the light phasing study for MD-193?
  - **The signals through Greenbelt on MD 193 were evaluated in 2011 and minor adjustments were made at that time.**
- Explain the pros and cons of shorter vs. longer signal cycles.
  - **Longer cycles provide better progression, handle higher volumes, and have fewer mainline stops. However, the trade off is more delay for side streets and pedestrians. Shorter cycles are sometimes beneficial to control queue lengths at closely spaced intersections.**
- Explain how signal progression works on a major arterial (i.e. MD-193 and MD-201)
  - **First we have to pick a fixed system cycle, typically the shortest cycle which can provide acceptable operations at the worst intersection. We have models, which tell us how much time each movement will typically need. This tells us when the mainline will turn green. Knowing that allows us to adjust when the mainlines turn green relative to each other to provide progression (one-way is easy, two directions is very difficult or impossible).**
- Explain speed management through signal progression.
  - **We will not time the signals for some artificially slow speed. In fact, we typically time for about 5 mph over the speed limit because most speed limits are too low. With good progression, drivers are typically approaching a red signal, which then turns green. There is no advantage to racing ahead to a red signal. You cannot do this at every location, especially when there are heavy volumes in both directions.**
- Who controls the light timing at the BW Parkway exit to Southway (it's set by motion detector to stay green for exiting Parkway traffic far too long, to the detriment of local Greenbelt drivers trying to get to Greenbelt Road)? What is the maximum and minimum length of that timing?
  - **Yes the signal at this intersection is controlled by SHA. As of 2/22/13, our Office of Traffic and Safety (OOTS) addressed this issue. If you notice any problems from this day forward please let me know. As stated previously stated and confirmed by OOTS we do favor the ramp due to limited sight distance coming off 295 and we want to keep the ramp clearing.**
- Who controls the light timing at Crescent Road and MD-201? Similar issue as above; during non-rush periods (even 9:30 pm) the light is timed for 2+ minutes for 201 through traffic, and facilitates speeding.
  - **Yes the signal at this intersection is controlled by SHA. It is likely free after 9 PM (master calls free but is traffic responsive). The longest cycle we have is 2 minutes.**
- Who controls signal timing for Greenbelt Road in Greenbelt East? (Again, too much through time and not enough cross time most times of day.)
  - **SHA controls the signal timing on Greenbelt Road. Please see response above.**

- Who controls signal timing for the beltway exits to MD-201? Can these be shorter and more frequently set/triggered, again, to slow cars down and prevent long unnecessary waits?
    - **This signal is controlled by SHA. This is the same system as Crescent Road. MD 201 is a 4 lane divided highway in the area (with an interchange at MD 193) and it is not safe to run short cycles. OOTS is going to check the detection to make sure it is working properly.**
- At the MD-193/MD-201 interchange: Can sidewalks be widened, crosswalks marked, lanes narrowed etc. when the next round of maintenance is done?
    - **As mentioned in the meeting, District 3 Traffic will review all pavement markings at the interchange and complete work orders to restripe any worn or faded markings. We will check with other SHA offices to determine if there are any planned projects in the future. Narrowing lanes (if warranted), bike signing, bike lanes (if feasible), pedestrian accommodations and ADA upgrades would occur at that time. A detailed response to this question will be answered in our 90 day study. In addition, SHA projects typically try to include improvements listed in Sector Plans where feasible.**
- Can lanes be narrowed on MD-193 to provide either wider sidewalks or bike lanes (or even both) throughout Greenbelt?
    - **See previous response.**
- How can we work with SHA to have more local input on MD-193 and MD-201?
    - **As mentioned in the meeting, SHA is always available to address your concerns. You can call our District Office, send an email and/or online. Here is the link: http://www.sha.state.md.us/index.aspx?pageid=519. *[Ms. Fearer notes: APB can discuss and decide if the board would like to send a follow-up letter to SHA to clarify any concerns or to ask follow-up questions]***
- Explain the basics of splits and off-sets.
    - **Split is what portion of the total cycle each phase gets (green time). Offset is when intersections change phases relative to each other.**
- Does SHA use Leading Pedestrian Intervals? If so, what is the process for installation?
    - **As mentioned in the meeting, SHA has implemented lead pedestrian phasing at various intersections. The process consists of District Traffic performing a traffic study to determine if the change is warranted based on various factors and final approval comes from our Office of Traffic and Safety before implementation.**
- What are the default pedestrian facilities at a signalized intersection where pedestrians are legally allowed?
    - **Accessible pedestrian signals (APS) and countdown pedestrian signals (CPS) are standard at signalized intersections where crossings exist. For any new construction projects, either existing pedestrian signals are upgraded to APS/CPS or new APS/CPS is installed at crossings where they currently do not exist.**
- What policies does SHA have regarding the installation of four-quadrant crosswalks at signalized intersections?

    - **There is no particular policy in place for four quadrant crosswalks at signalized intersections. District 3 Traffic would perform a study to determine feasibility of installing crosswalks at a given location.**
- Does SHA use bike signals? If so, what is the process for installation?
    - **As mentioned in the meeting, bike signals are not permitted for use on state owned and maintained roadways in Maryland.**
- What is the status of a bike actuator at the intersection of Crescent and Kenilworth (in front of SHA)?
    - **As mentioned in the meeting, bike signals and thermal actuators are not permitted for use on state owned and maintained roadways in Maryland.**

In addition to the items mentioned above, District 3 Traffic will perform a study to address pedestrian safety concerns, determine feasibility of adding a lead pedestrian phase (west leg) and determine the feasibility of installing a new crosswalk (east leg) of MD 193 at Hanover Parkway. Please allow 90 days for this study to be completed.