

CityScaping January 14, 2009

-Is traffic data from greater surrounding area missing?

Interstates

-The problem with the traffic on MLK is at Eutaw & MLK, not at Howard Street (?)

-Are there other TODs that have been studied whose elements we can use to apply to State Center? Montgomery County...
(yes)

-Dolphin Street solution: make sure the left turn lane is long enough that the stacking doesn't affect traffic

-will Dolphin Street be repaved?

-Dolphin currently stays 4 lanes west of Eutaw. Concern that narrowing Dolphin will create more problems

-Is improving pedestrian connections an attempt to connect state center to surrounding neighborhoods? (yes)

-how will new residents on Madison Avenue feel about facing McCulloh Homes?

-Do Eutaw streetscape phasing renderings reflect construction phases? (not necessarily-to be determined)

-Are buildings shown in renderings going to be built?

-What is timeline for street changes, related to the construction of the whole project? Beginning, end, etc? (work in progress; depends on phasing & funding—will likely take the duration of the project buildout for all street improvements)

-how will all these improvements affect McCulloh Homes? (hope is to improve safety, improve connections & provide services to all surrounding communities)

-project edges/pedestrian safety: Linden & MLK—is there any intent/idea for a pedestrian bridge across MLK?

-A new light at Linden for auto traffic will likely improve the pedestrian crossing without need for bridge

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