

CityScaping December 11, 2008

TIS Update

Next session January 14 or 15

Statecenter.org

-concerned about adding Linden Avenue light between Howard and Eutaw, with only two lanes of traffic headed west/south on MLK; it will affect other intersections

-can the proposed MLK/howard solution be tested by the city, by changing timing of the lights for a period of time?

-since the light rail is part of the problem, is it possible to remove it from the intersection?

...move it to the west side? (cost prohibitive)

-can the new linden avenue intersection be without a traffic signal? Which intersections are signalized?

-we have to make sure to keep the pedestrian connections highest priority while we're talking about traffic

-concerned about the narrowing of dolphin street—heavy traffic on dolphin may cut through on lanvale/Bolton street, through Bolton hill

-how will cyclists get across dolphin with the proposed turning lane & median configuration?

Also want right turn from dolphin onto Bolton

Street. Cyclists need to be carefully considered in the design.

-city temple Baptist is at the corner of dolphin & eutaw—dolphin street gets congested with parking on both sides, in more lanes, on Sundays, during special events, etc. Will the church lose that parking to the proposed design solution? (no, because street width is the same)

-proposed solution to dolphin street might be missing an opportunity to make it a beautiful street, i.e. similar to Roland Ave

-ensure that future add'l office & current/future church uses are able to share parking

-mason street is two way traffic & wide for an alley. Can the bike lane be there instead of headed north on Bolton street?

-don't want cyclists to turn right onto a one way street; needs to be a solution to this intersection.

-the renderings don't show parking meters. Does that mean there won't be parking fees (no, the city is in support of parking stations. Won't be meters, but there will be parking fees)

-if dolphin isn't actually narrowed, or if there isn't a signal at Bolton & dolphin, traffic will still speed on Dolphin. Signal? Raised crosswalk? Buildings along eutaw and Madison—want an urban feel

- Madison Avenue: what is going on the state center side? (residential with limited retail/service)
- the idea of the TMA is great; a great opportunity to continue dialogue
- value engineering street ideas was good; now we need to look more closely at the details
- what guarantee is there in the PUD that the traffic mitigation outside of the boundaries will be addressed? (streets on boundary are part of Traffic Mitigation Plan/agreement, and permits cannot be issued for buildings until the plan [including funding & timeline] is in place)
- the presented/proposed solution at MLK & Howard will not solve the problem.
- the build out will change in the progress of the project; want to be informed of those changes along the way; will there be a Traffic Impact Study on that changed buildout? (required if there is an increase)
- should contact the bike lane coordinator about the cycling issues in the surrounding neighborhoods & through state center

