

Public Meeting
February 17, 2009

Chip Jackson: Good evening, everybody. I'm Chip Jackson, associate vice president of planning and facilities for St. Mary's College. Welcome tonight to the meeting of the Capital Design Advisory of Historic St. Mary's City and St. Mary's College. We are here tonight to talk about Route 5 and the pedestrian crossings and as you can see on the agenda, we will have a brief introduction and we'll talk about survey results. Everyone knows, most of you all were here for our meeting on January 26, and we had some preliminary information from surveys that were taken. Can I not be heard? Muffin, am I okay?

Muffin Padukiewicz: [Unintelligible.]

Chip Jackson: Louder would be better. And is this helping at all?

Audience: [Cheers.]

Chip Jackson: All right!

Audience: That's so much better.

Chip Jackson: Okay and so we'll go over the survey results that came in through the surveys. There were over 300 surveys that were filled out. So thanks to everyone who

took the time. We will then look at each of the criteria that had been presented. You will remember, we'll review again, there were five alternatives and we will review those. Then, we have now developed a recommendation that we'll be making and we will let you know, as part of the presentation, that recommendation. Again, before we really get started, if you have cell phones, you should turn them to vibrate or something. I need to do that myself. There will be time tonight for comments from the public. So, like previous meetings, we will just open the floor. We are doing a transcript tonight like we have at other meetings and we'll put those on our website so everyone can have the information that is reviewed tonight. So, let me give a little bit of background. The discussions about Route 5 and the pedestrian crossings began talking about the pedestrian bridge. In November, I think it was the 13th, we had a public meeting primarily to talk about the shoreline project, but we also began some early discussions about the footbridge and what we heard clearly that night were two comments, primary comments. One was a need to better understand the basic issues that led to the footbridge proposal to begin with. What was the basic need, why was the College and the City interested in a footbridge. The second one was what alternatives, besides the footbridge, had we already looked at or could be considered in addition to the footbridge. Was that the only option? After that meeting the College and the City had a lot of discussions and we listened. We heard that comment and agreed that the community deserved a discussion about this basic need and the different alternatives. That began, then, the process that many of you have been involved in. We wrote a report on the various needs and we identified five alternatives. The first one was to do nothing at all. The second one, we called 2.0, was a series of miscellaneous items that would happen at the crosswalk to improve safety at the

crosswalk where most students cross. The traffic calming, which is a technique that State and Federal Highways use to slow vehicles down by changing the character of the road. The pedestrian footbridge, which we had proposed previously and a pedestrian tunnel, which had been suggested by some folks in the community that we wanted to test as well. As I mentioned, we wrote a report in the middle of January about the basic needs and discussed these alternatives. We held a couple open houses on the other side of campus in Glendening Hall. Many of you came out to review the information about the needs and about these alternatives. We had over 300 surveys responding to the issues that were being presented. Then we had that meeting on January 26 where we had an opportunity to review that information and get feedback from the community. Just another important note to make is that part of our homework assignment that we took upon was to talk to some of the other stakeholders in the community. We met with the officers of the Ridge Volunteer Fire Department, and Bruce and Francis Raley I see are here tonight. We met with them, was it last week or the week before, I'm forgetting.

Francis Raley: Last week.

Chip Jackson: Last week, okay, to talk about some of the issues. We've met with the vestry of Trinity Episcopal Church to talk about some of the issues as well. So, we've tried to bring in more people, more voices, people that have specific issues. So, that's been part of our homework. With that, I would like to ask Christophe Bornand, who is part of our facilities office, to talk about the survey results, the completed survey results

and then Dan Branigan will talk about the analysis of each of these alternatives compared to the criteria that were presented earlier. Christophe.

Christophe Bornand: Thank you, Chip. The survey results. As Chip said, we received a large number of responses. Exactly 327 responses were received. If you remember, surveys were available at the open houses that you could fill in by hand. Surveys were also available to students at the Campus Center the same week or the week after that and the survey was also available online for people who couldn't come to the open houses. Comments were also possible by email and through the CDA website. I think most of you probably filled this survey. Just to remind you, it was divided into three sections. The first section was about safety concerns. There were actually eight safety concerns that were proposed. They were to be rated between one, not important for you, to five, extremely important. The results of the first part of the survey. As you can see, speed is the main, the main concern for everyone. This is a tally of all responses from the Committee, from students, from faculty and staff at the College and the City. So, speed for vehicles over 30 m.p.h. through the City and the College is the number one concern for all, followed by lighting at crosswalks and at ad hoc crossings. Lighting on the shoulder is also important beyond the three mark, which is the important rating. The next slide shows the same results, but broken within the three groups I mentioned before: students, the community and faculty and staff from the College and the City. For each of these groups, here are the three top safety concerns. As you can see, you find most of the same concerns between the three groups. Speed is found very important among faculty, staff, students and community. Lighting at crosswalks is obviously also an important

concern, and, there are discrepancies, there are a few differences between the three groups. As you can see at the top, students, the three blue lines, their concern seems to be less than the two other groups, nothing goes beyond very important. It's interesting to notice that. So again, speed and lighting can be found in the three groups. The next slide is about the second part of the survey, which was to define criteria to evaluate alternatives. There were 10 proposed criteria and, again, they had to be rated between one, not important, and five, extremely important. These are the results for all the groups put together, 327 responses. Improve pedestrian safety comes first. Preserve environment second, and preserve archeology third. The cost is also, went very high, for everyone. Again, we did the same exercise as for the safety concerns. We tallied the results for the three groups separately. Students in blue, environment, cost, archeology are the three top criteria. For the community, pedestrian safety is first, environment second and archeology is third. Pretty much the same thing for faculty and staff in a slightly different order, with safety first, environment second and archeology third. So, it's interesting to notice that for students, pedestrian safety does not come first. If you remember, the survey form had a third part which was open to comments from everyone and we got a large number of comments. About two thirds of the survey respondents provided comments. And we, it's difficult to summarize all these comments. They were very, it was a very broad range of comments. Some were comments on the proposed alternatives. Others were new ideas or comments on the process. The next slide is a brief summary of that. It's just a few highlights of the open comments. They are listed in order of, not importance, but the number of times the issue was mentioned. Lighting, concerns about lighting and the need to improve it was mentioned many times, with more than 60 comments on that. There

were also a large number of comments on, which showed support for traffic calming. Also many comments that support improving the existing conditions, such as sidewalks, go through that. Suggestion for better enforcement of the speed limit is also a comment that was mentioned many times. So, if I could provide a brief summary of these results and it's not easy, but, I would say that improving pedestrian safety is very important to the people who responded to this survey and they expressed the need that action be taken. And in which direction, mostly to slow down vehicles that are traveling too fast through the campus and the City, and to improve street lighting as well, and address pedestrian crossing at points other than the designated crosswalks. Also, there's obviously a comment that any proposed solution should minimize impact to the environment and to archeology. With this, I'm going to hand the microphone to Dan.

Dan Branigan: Good evening, everybody. Can you hear me good? I'm going to walk you through real fast our analysis of the various alternatives as we compare them to the criteria that we previously stated. Alternate number one was the do nothing alternate and as you might guess, it does nothing. It also costs nothing, so, it has a good side. It does nothing negative, it does nothing positive, it is what is now. I think what is important from the surveys you saw earlier, the results, people really are concerned about pedestrian safety, so I think a big point here is that it doesn't do anything to improve pedestrian safety, which is a really big negative for this alternative. Alternative two dealt with various improvements, I'll call them localized improvements, at the crosswalks themselves. A lot of different things happened here because this covered quite a wide range of things. Obviously, you know, it would improve visibility by improving lighting.

If you do bump-outs, it slows down vehicles as they approach crosswalks. We don't see any of these alternatives affecting archeology or the environment in a negative way. Costs. A pretty good range on this one. It could be minimal if you did nothing more than a little bit of lighting. It could be a couple hundred thousand dollars per crosswalk if we start putting in bump-outs, and curbs and ramps, handicapped ramps and everything else that you need to really spruce it up nice. Helps out bicycles and vehicle traffic at night because you do have increased lighting. The viewshed doesn't change. ADA accessibility, it says, accessibility for handicapped persons, would be improved. Crosswalks would be a, have a different texture. If you've ever been on any of our newer crosswalks on campus where we've used brick, or we also have the tactile of pavers, where those little, what do you call them, little bumps all over the pavers right before you get to the crosswalk so somebody who is blind can use their stick to feel that they are now entering into a crosswalk. That's what that's for. They are also a different contrasting color for people with eyesight problems to see that there's a crosswalk there, as well as help drivers to recognize that there's also a crosswalk there. Slight impact on vehicle congestion during the high crossing periods with this. You're going to constrict the crosswalks a little bit, you're going to slow vehicles down. There would be some additional congestion at the high crossing periods. We don't suspect there will be much of a change during the slow crossing period, which is most of the time. The third alternative deals with the traffic calming measures. Federal Highway Administration suggests that this is a very highly effective method in reducing accidents. The intent, again, is to create a visual scene for, and a lot of cues for motorists to recognize that they are now in a congested area and that they need to slow down and travel as if they were in

a small town or a small city and not out on the interstate highway somewhere. We would improve lighting also, just like in the previous alternative. We don't see much of an impact to archeology. We actually think that the scope of this is large enough that we will probably, if we use this one, we'd have to put in storm water management measures, which would actually improve the quality of storm water runoff that we currently have now. You know the road, the water just runs off the side of the road and goes in the ditch and goes in the river and doesn't get any treatment. That's the current condition. If we do any type of traffic calming, we would have to put in storm water treatment facilities for that water. The cost. This has a good price tag on it, one to two million dollars and that's a good range. Again, that depends on the scope of the project, how far we take it and how long we go. We've looked at this project from just in the area of the current crosswalks to enlarging that area past, almost down to, the entrance to the Campus Center going southbound all the way up to the north field. We certainly did hear that, you know, that there are just as many pedestrian problems on that end of the campus with that narrow bridge down there at Fisher's Creek and so, in a full, expanded scope would, the project would cover that whole area. Bicycle lanes would help with bicycle safety. It would also help, again, with vehicles trying to comply with the speed limit because they recognize that there is a bicycle lane and they would watch out for bicycles. We don't see any impact on the viewshed with this type of a project. It could actually enhance the sense of arrival, which wasn't real high on the list of things that people wanted, but it made the list. It wasn't like people said, forget it, we don't want that. ADA accessibility again, is improved at crosswalks for the same reasons we stated before, and overall, the idea, the main thrust of this is to get vehicles to slow down and drive 30 m.p.h, which is

the posted speed limit. The fourth alternative was the pedestrian footbridge. This provides a real nice safe crossing at one point only. The downside to it is that we've been told that vehicles might then think they are on a limited access highway because of the bridge and would actually speed up their speed. Could have some pretty good impacts on archeology. We'd have to be very careful how we laid this out and planned it and develop an archeology plan to work around that. Again, storm water management would probably be improved. This size of a project would require some storm water plan with erosion control measures and sediment treatment. Cost at about one and a half million dollars. The bike safety, it has great improvement for bike safety at the bridge, if they go over the bridge. If they won't go over the bridge, it doesn't do anything for bicycle safety. The viewshed is certainly impacted and, either negatively or positively, it's all in your point of view, but it won't be the same as it was if you build a bridge. May provide some sense of arrival, now that there's this big way going across the road. But again, that's subjective and it's all in one's point of view. ADA accessibility, the bridge is safer. It would certainly have to be built to standards that would allow persons in wheelchairs, and others, to be able to use the bridge and certainly, it would eliminate congestion during peak crossing times at the south crosswalk only, because that's the only place it would got. It doesn't do much, again, at the low crossing periods, there isn't that much traffic that you have a back-up. The last alternative we looked at was the pedestrian tunnel. Again, like the, it's very similar to the bridge in many respects. It has a few advantages and some disadvantages. It's a safe crossing at one point only. Again, vehicles not seeing a, the crossing would be eliminated, may even be encouraged to speed up. Certainly has a big impact on archeology and during construction, this one would be a real, real bugger

to keep environmentally, you know, you're going to be pumping a lot of water and have to put coffer dams and everything else. This one would be a tough construction project. Cost, we're saying two and a half plus. I've had some people tell me we are way low on that, but we'll leave it at two and a half plus for now. Bicycles may not want to use the tunnel due to the switchback. If you came to the open house and saw the slide, in order to get down to the necessary grade, about ten feet below the road, to get under the road, requires a whole lot of paths to switch back and forth in an ADA slightly graded manner. So, it's reasonable to expect a bicyclist would just want to shoot the shortest distance between two points, which won't be that tunnel. ADA accessibility, of course it would have to be ADA accessible. However, there won't be an excessive path of travel, again, because of these ramps. The bridge is a little straighter shot because we are already starting at a higher elevation and going up to a higher elevation, again, where with a tunnel, you've got to go down and then come way back up. And of course it would eliminate congestion at the south crosswalk during peak crossing periods, but again, there's not a whole lot of congestion, that we've noted, during the non-peak hours. And lastly, I want to talk about some other suggestive alternatives, which were really good ones and we did some homework on these and checked them out. Some persons have suggested a stop light. State Highway Administration, informally, not officially, we did not send them a letter and say rule on this for us, but they have suggested to us that the volume of traffic and the number of pedestrians is probably not going to qualify us for a traffic light at those crossings. We're not like a corner in Baltimore. We just don't have that level of traffic. They said we're not, they have pretty strict standards, for when they will allow those and we probably wouldn't make it. A stop sign would, unusual again, in

this circumstance, to have a stop sign not at an intersection, would really increase the likelihood for rear-end collisions and significant traffic congestion because a stop sign, as everybody knows, means stop. Every car would have to stop. A stop light, even now with the crosswalk, where you stop and then three cars will see nobody coming and just drive on through. This means every car has to come to a stop, no rolling stops and it'll be a, it'll be a tough enforcement thing. Rumble strips along the road shoulders. This is a good idea and actually could be considered with any of the previously stated alternatives, either the localized crosswalk improvements or the road calming improvements. So that might fit in with some of those. College enforcement. We did do some checking and our public safety officers are not authorized to enforce traffic. They don't have the legal jurisdiction to issue traffic citations. Radar cameras. This is interesting, we've found out, only Montgomery County has authorized by law the use of radar cameras to issue tickets is, what we've been told. Then, there's roadside radar and that's, you've seen those. If you travel on base you may have seen those, if you travel to some other locations, and they're a pretty good idea, although, we've been told, again by our highway expert, that they are great for today. As soon as you take it away, people quickly forget that it's there and so it's a short-term enforcement issue. It's not going to provide you with a long-term solution. Speed bumps, SHA is not going to let us put speed bumps in a state highway. They are just not going to allow it, probably for safety reasons. In-pavement crossing lights. You've seen them in use, at least on the internet, in Southern California. If you don't know what these are, this is at the crossing, you have lights that from your car, you can see these lights. When people are in the crosswalk, they start flashing in the pavement so that you can recognize that there are people there. SHA has told us they

employed these somewhere up in the D.C. vicinity as a trial and they were a maintenance failure. They could not keep them operating and repaired so they told us, don't suggest it because we won't support it. Then we had various pavement markings and bollards, and these are not ruled out of hand, but SHA has told us they won't support unconventional signage or traffic markings. In other words, they, if it's something that is commonplace to the highway that is used universally throughout the United States, at least, they would consider it. But, they won't consider some type of red stripes across the road, or something, that, you know, you've never seen anyplace else. Their concern, of course would be that a driver who is not from here would come across this and not know what to do and could quite possibly injure themselves or run into somebody else, you know, wondering what are they supposed to do with these marking that they don't know what they mean. That was the short of the analysis of the various alternatives and so with that, I'll turn it over to Chip.

Chip Jackson: Thanks, Dan. So what do we do with these recommendations and this analysis? It's a lot of information and we've heard a lot from a lot of people. There's been a lot of input provided and then it comes down to how do we take all the various information and say what is the best solution. It was useful in our mind to look at each of the alternatives on all of the criteria that we had established and try to get from that a sense of what is the best solution and we came with up with a method that, it helped us, and we hope it helps you as well. It's a little complex. This is a chart and it shows across the top alternative, which is do nothing. Alternative two, which was the localized things at the existing crosswalks, like a stop light or the bump-out, which would highlight the

crosswalk more. Alternative three is traffic calming. Alternative four is the pedestrian footbridge. Alternative five is the tunnel, the pedestrian tunnel. And there on the left, we put the criteria and we ranked them in order from the highest priority to the lowest, taken from the surveys. They are not what we thought was the highest priority. We based it on the surveys. So, if you look back at this graph that Christophe showed earlier, in terms of criteria, pedestrian safety was the highest ranked concern, or the most important criteria that be solved by what project is put forward. The environment is second, archeology third, cost, bicycle safety, viewshed, vehicle safety, accessibility, vehicle congestion and sense of arrival is last. We took those as kind of what we, as a community, all of us, felt were the most important things in looking for a solution. So, we put them in that order on this list and I hope it's readable in the back. It's pedestrian safety, it's environment, it's archeology, it's cost, it's the exact same, top-to-bottom order. And then, because pedestrian safety is the highest, and in fact, this whole thing is about pedestrian safety. We wouldn't be here talking about it if it was not out of concern for pedestrian safety. We went back, as well, to the survey, and in terms of the safety concerns that we, as a community, identified as being the most important, vehicles over 30, lighting at the crosswalks, the ad hoc nature of crossings. What that means is that we all know students don't cross at the crosswalks. They cross wherever they are and that was ranked as the third most concerning issue in terms of safety, the fact that students are crossing everywhere on Route 5. Lighting on the shoulders was the fourth. We took those top four that were all rated well above three, which was important. They were all near four, which we rated as most important, or very important, I'm sorry, very important, and we put those then, those are the key issues under this pedestrian safety. Then we just tried to

simplify it, and I hope this it can show, it doesn't show as well here, there is white, which means doesn't really meet the objectives we set out, so for example, Dan was talking about alternative one, do nothing, and it does nothing to improve pedestrian safety, and so that's white. There is, this is light green right here, it's harder to see. It didn't show up as well as we would have liked, but, it's something that addressed, the one of the criteria, the concerns, modestly, but not fully. We gave it a lighter green color and then if it took care of a criteria or concern really well, we gave it a darker color. So, for example, the, on the alternative one, do nothing, the preserving archeology, it doesn't disturb archeology, so it does a great job of preserving archeology. It costs nothing, so, of course it does a great job at costing little. When we did this and stacked it all up it became clear to us that if we, if we go back to the criteria and the things that are most important to us, it's traffic calming that, that meets the objectives best. Not the footbridge and not other things. And, step back from that for a moment and what were some of the key things? At least it helped me in my mind, the footbridge has always been proposed as a safety project that was what it all was about, safety. When we began this process of looking harder at needs and looking at alternatives, and we thank you as a community who asked us to do that, we learned new information from State Highways that over the past few years they've learned, there's been more information nationwide that the Federal Highway Administration reports that shows where pedestrian bridges work really, really well are in two conditions: one where the land is already high above the road on both sides so people don't have to go up and down and we solved that pretty well here. That's one of the things that made the footbridge attractive to us in the first place, is that the land, certainly on the Anne Arundel Hall side, is very high, high enough to get straight

across without going up at all and on the Campus Center side, it's not as high, but there is that hillside there and that attracted us to the footbridge to begin with. So that's one condition where footbridges worked really, really well. The other condition, though, is where it is the only place that pedestrians cross a road. Many of you brought that up back in November when we first began talking about this, that you know, we need to think harder about it because people are crossing Route 5 everywhere and when we learned that, in fact, footbridges have done the opposite effect, that they give visual clues to the driver that there's less need to be wary of pedestrians. Federal Highways says that cars start driving faster when their pedestrian bridges go up, not slower. You may remember back in the first report in the open house, Federal Highway Administration says the number one killer of pedestrians and accidents is excessive speed. That's the number one thing, so, speed is bad. A footbridge may cause people to drive faster. They also had the statistics that at 30 m.p.h., and this really came home to us, at 30 m.p.h. the speed limit, a pedestrian that gets hit has a 60% chance of survival. Not great odds, but at 40 m.p.h., which is about what the average speed is there, it's only 10% and so, if we're truly interested in safety, why would we, this is a question we asked ourselves, why would we do something that improves safety for some of the individuals crossing Route 5 through the footbridge, but increase speed, which has a greater risk of accident and much greater harm if there is an accident for the other sections of Route 5. That sunk home to us and it kind of made sense. So, it's traffic calming that the College and Historic St. Mary's City will recommend as the preferred option to move forward. And, I hope that graph helps. In terms of, of, what is traffic calming, we've talked a little bit about it. I'm going to have Christian in our office give you some slides that show some of the ideas.

Just to mention really quickly, we have not designed a traffic calming solution. We haven't had time. That would be irresponsible to try to do so. This has just been developing over the past week or so. But, we did ask the traffic engineer that works with us, and does a lot of work with State Highways, to give us just some ideas about what the things that they see typically done in traffic calming projects, and begin to illustrate what some of those might be. So, we'll show you a little bit of those early thoughts. In terms of, in terms of scope, Dan mentioned earlier, we don't know exactly how far traffic calming will be. We don't have an exact project, but we're compelled by this information we've received that, that it does the best job according to the experts at managing speed, which manages safety. There is money, as you know, there was a million and half dollars of federal funds that are available right now to use for the pedestrian bridge. That money can be used for traffic calming or any pedestrian safety project here in St. Mary's City. I would mention that, I think there's a slide later, that we also heard very clearly the need, it was mentioned earlier, about the bridge at Fisher's Creek, Wherritt's Pond, some of us call it still, that, that causeway, that road, that little bridge there is not wide enough for pedestrians and many students who go to the north fields, and so, in reality we are going to recommend a footbridge, but we're going to recommend a little side-car wooden bridge, kind of like at St. John's Pond, where we have one existing. That would allow students, either walking or on bicycles, to get from the main campus up to the north fields without having to play dodge ball with vehicles coming either way. I think I actually have that on a slide. Also, I didn't mention lighting improvements. Clearly, lighting is important. As the survey suggested, lighting is a very high priority and in the open sections of the surveys, it was the first, it was the number one comment in all the surveys,

was improved lighting. We're working right now, the College and the City, to develop a project to get better lighting there as fast as possible. So, we're doing that, regardless of what happens. We're going to get some lighting up at that crosswalk, maybe both of the crosswalks, and as I mentioned, the footbridge (at Fisher's Creek) as well. So, now I'd like Chris to come up and show you a couple slides that show what traffic calming options might be. So, Chris...

Christian Merger: Thank you, Chip. Can everybody hear me? My name is Chris Merger. I'm a capital project manager at St. Mary's College. I'm going to talk to you very briefly about a few concepts. First of all, I'd just like to address, the question is, what is traffic calming? Traffic calming basically is a holistic approach to a difficult and complex problem. Albert Einstein once quoted, "As we evolve as a society, our problems become more and more difficult as we try and solve them and the solution of our problem will ultimately become our next problem." This is self evident by the sight conditions along Route 5 through St. Mary's County, Maryland. Starting in 1934, and going back as far as 1634, the last 375 years, there's been a lot of changes and improvements made along this section of road. One of the interesting things was, in 1934, when the road was constructed, over 100,000 people came to this city and witnessed the 300th anniversary of this state. We are now in our 375th anniversary this year. When you look at the existing road condition of Route 5 through the campus, you'll see that it's quite simple. There's 11 foot lanes and shoulders that vary from 10 feet to as little as five feet. There is a clear span of about 42 feet across the road. Traffic calming, as I said, is a holistic approach to a very difficult and complex problem. There are a lot of issues here

on the table. I'm not going to go into all of them because you'll find that all of them that we've talked about in the report such as archeology, to speed, to residents, to students, to faculty, all the comments that we've discussed contribute to the solution that we're looking at. So, we look at this particular road section, this is an example of traffic calming, not only isolated at the existing crosswalk, but along the entire stretch of road. Some of the features include lighting, improved visibility at the crosswalk itself, sidewalks, and a green buffer between the road, dedicated bike lanes that run along the side of the road in the green buffer and improved landscaping to help reduce scale for pedestrians, and as well motorists to give a sense of arrival and that they're actually in a place. I'd like to quote two facts from a leading authority, the Federal Highway Administration. The Federal Highway Administration estimates that traffic calming can reduce accidents by 25 – 46% and that according to the Federal Highway Administration, traffic calming can reduce vehicle speeds by 5 to 20%. Here's another variation of the same option with the idea that there is a center median. The center median can be at isolated locations for short durations to help give a sense of movement on the road and to help slow speeds. Or it might be a little longer section, again helping to divide the road, and it may be in key areas, like a pedestrian crosswalk, to provide a refuge island for people as they cross the road and then proceed further. These are just options. They are just ideas. There are a lot of features and attributes that could come with this, with additional input along with the support from traffic engineers, the State Highway Administration, the College, the community. So, these are basically, just two basic concepts that I'd like to present to you. And, with that, I'd like to turn that over to Chip.

Chip Jackson: Thanks, Chris. The, do you have the pointer? We have a missing pointer. Thanks. Moving forward, we're going to show you some plans of this area, the roadway sections. This is, these are just as Chris said, they are beginning idea points. If we move forward with this, we will, there will be a lot more study of how this might actually work and the dimensions, where medians may be or not be. Those are all what we would call part of the design process. They are not things that we would decide now. So I'm going to show you some early sketches. This is a section of Route 5 heading southbound. Queen Anne Hall is here, St. Mary's River, St. John's Pond, this is the intersection with State House Road, excuse me, Trinity Church Road, the post office, Anne Arundel site, the library and the Campus Center. So, Route 5 comes southbound through this section. It's hard to see on the drawing, but what it's trying to suggest is maybe sidewalks, those little pink lines, if you can see them, are sidewalks. We may have sidewalks on both sides, we may not. The sidewalks may continue up past the old public safety site, maybe not. This tries to show suggestions of trees, where there might be some trees. We're not showing trees in this stretch here. An interesting idea here, when we met with the vestry at, when we met with the vestry at Trinity Church a few weeks ago, one of their questions is, could the parking lot at the post office be improved. Many of us, I know, get our mail there and one of us, I know sitting here, is somebody that works there. The parking lot is tough to get in and out of. If the road is narrowed somewhat, then, we may be able to move and make that parking lot a little wider and so that's something we'll study. I can't promise that we'll do it or we won't do it, it's a design issue. But it is something that was suggested, maybe that can get done. One of the other issues is that, we have a crosswalk right there, this is the Freedom of Consciousness Monument right

there, and there is a sidewalk there and the reason it's there is because State Highways requires that crosswalks connect to a sidewalk somewhere. They can't just be a crosswalk in a road and the only sidewalk around is the little brick sidewalk behind the monument. So we have asked State Highways, for the 20 years that I've been around here, can we move this crosswalk closer to the St. John's Pond inlet because that's where people would cross and we can't do that. They, and, that's the answer we get. It doesn't matter who we ask, that's the answer that we get. One suggestion that, again, it's a suggestion, is if Trinity Church Road, instead of the shoot that comes off to Route 5 is turned just a little bit. Some of you know that we had suggestions maybe a year ago, maybe a year-and-a-half ago, about eliminating that end of the road entirely, or turning it back here behind the monument and when we talked with the vestry of the Church, there was no interest doing that, so that's not on the table. We're not ever going to bring that back on the table. We respect that opinion. But, if we could turn it slightly, just a little bit closer to the monument, it does, it could do two things. One, make that more of a T intersection. As many of us know, if you leave this section of Trinity Church Road and turn right to go southbound on Route 5, you actually end up crossing the yellow line and end up going into the northbound lane. I do it. I know many of us all do that. This would eliminate that because it would give you a chance to get perpendicular to the road before you make the right hand turn. It's a safety issue. State Highways, they were like, this is a great idea, we should do that. The other benefit is that if we then took the old road, that's currently there, some of us know that it's not the old road because we had changed it 15 years ago, a little bit, if we then put a sidewalk in this section here, then we may have solved State Highways hesitation to move the crosswalk. Now there would be a sidewalk to connect to

and they would consider moving a sidewalk that nobody uses there by the monument and move it down to the inlet at St. John's Pond. Again, another option, another idea. It's not firm here or there. Turn your head 90 degrees, we're now moving southbound on Route 5 heading towards Rosecroft and Mattapany up here. This shows continuation of street trees, street lights, sidewalks maybe on one side or the other. That's, again, unknown at this time. One of the suggestions is that the intersection to State House Road and to the Campus Center and the library, right here, it's an offset intersection. They don't point at each other and that's a safety hazard. And, so, we would, regardless of any other action, we would look towards using that service drive to be perpendicular to the intersection with State House Road. That by itself should improve safety. Get more lighting here as well because we know that intersection can be dark. Then another alternative that has been suggested by some is what about a roundabout? The state's crazy about roundabouts right now, they're coming up everywhere.

Audience: [Unintelligible talking.]

Chip Jackson: Maybe. Well, we certainly heard something.

Audience: [Unintelligible talking.]

Chip Jackson: Yeah, and so, we're not selling this idea. What we're trying to suggest is that there are ideas that need to be sorted out. That's an idea.

Audience: [Unintelligible talking.]

Chip Jackson: What was that?

Unidentified woman in audience: Erase it, quickly!

Chip Jackson: Erase it, quickly? We will move past that one very quickly and the point here is not, the reason we show it, is not to say we're selling any of these things particularly. It's the nature of the kinds of things that can be done that can improve safety by reducing speeds. So, we're not, it's not about this or that, it's about suggestions of ideas. This is going the other direction. Now, northbound is this direction. This is the inlet to Fisher's Creek. That's the new College Drive that we put up by admissions a few years ago. The old West Fisher Drive that came up by Cobb House. Potential of sidewalks coming all the way and the side car footbridge on that bridge, to that vehicular bridge, here at the pond, is a possibility. Or, not sidewalks this direction. Again, it's an open issue. The traffic engineer, JMT Engineers, that we have been working with, they're intrigued by this idea of a median, just a short median, maybe 30 feet long, that just maybe has a couple shrubs, it gives the signal to slow down a little bit, but then you're past it and you're moving on. Another idea that hasn't been drawn is a median that maybe goes through the whole section of the area, that is, maybe it's paved, maybe it's planted, but again, another possibility. I think what's common about all these schemes is sidewalks, trees, they may come and go, these little islands, the circle may come or go, or not come at all. But the main issue that we're, that, we're told is, that by closing the road down a little bit, it has the effect of slowing down vehicles. Really, an intriguing thought

that, or, it's not a thought, it's a practice that State Highways uses sometimes is that, yes sir?

Unidentified person in audience: [Unintelligible.]

Chip Jackson: We're going to open it up for questions and comments at the end, so if we can wait a second, we're almost there.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Okay. We're going to hold off on that question until the end. That's the process we have here. We will...

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Then I ask you to be respectful for the process and wait, okay? That's all I'm asking. Thank you.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Okay.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Okay, thank you. I appreciate that. The, what's common here is the notion to take the road which is 40, 42 feet wide and make it 28 to 30 feet wide. It's got, we'll go back to one of the sections that Christophe had, Christian had. Is that, back one more, that the road is about 40 feet from edge of payment to edge of payment, 40 to 42. Some places it's shorter. The Freedom of Consciousness statue, for example, the shoulder there is only about four or five feet wide on the river side of the road. So, it varies along the way. The travel lanes are 11 and some places they get a little wider, up towards 12 feet wide. The proposed section here that is suggested, and again, it's a safety, the state has done this, it, many states have been doing these traffic calming projects, so it's not unique. It's not some brand new crazy idea. It is to have curbs, 10 foot travel lanes instead of 11, which are more appropriate for 30 m.p.h. and then four to five foot wide bike lanes on each side of the road. The state recently built this kind of section up at Garrett Park in Montgomery County. They did that at 26 feet, six inches wide. That's pretty tight, that's pretty tight.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: I'm sorry. It's four to five feet across for each, width for each bike lane.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Oh, between the bike lanes? It would be about 20 feet.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Yeah.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Well, no, okay. You're going, I'm misunderstanding.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: From shoulder to shoulder, from edge to edge, we go from 42 feet to about 28 to 30 feet and that's the whole purpose of what traffic calming is about, is to...

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Yeah, absolutely.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Absolutely.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Absolutely.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Well, let me finish up and then we'll open the floor to comments.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Yeah, I apologize for that. I apologize for that. The process, the absolutely, someone said we started this after the community were asking questions and I started the meeting talking about tonight, talking about the meeting in November and we heard when people said, you know, we need to think harder about the footbridge. We listened to that comment and we have, we have gone back and worked with State Highways, we've worked with traffic engineers. We've got comments from the community, significant comments from the community, in an attempt to understand what are things that people are worried about in terms of safety. And I think the community has spoken fairly clearly about that. Reduce traffic speeds, provide better lighting, take care of the ad hoc nature of students crossing and improve crosswalks. We heard those comments and then looked at the various alternatives to find what is the best alternative that improves safety. As I mentioned earlier, we've talked to some of our emergency folks that deal with getting through roadways in a safe manner and with the Ridge Fire Department and talked about a specific solution and have come up with, as I mentioned

earlier. The pedestrian bridge is not the preferred solution. It does not deal with safety in an holistic way. It improves it in one way and makes it worse in other ways. When we look at how do we improve safety for people crossing Route 5, traffic calming seems to be the preferred solution. It is highly recommended by the State and Federal Highway Administrations. And, I will go back to surveys, that the number one comment on the surveys, after lighting, was traffic calming. So, the community, we heard a lot from the community about traffic calming. The question then is, is that the right direction. We believe it is. We want your feedback, but our process will be, after this discussion and a lot of input, is to recommend to our Board of Trustees the traffic calming alternative, the City recommend to its Commissioners the traffic calming alternative. The state thinks this is the preferable solution as well. They are on board and want to work with us on that. Then we would begin a process with the community on the details. Is the road 28 feet? Is it 30 feet? Is it bike lanes here, or there? Is there a traffic circle? I think we understand that one. Is there medians? Is there not medians? Where are there sidewalks? Where are there trees? Where are there lights, and the other characteristics and have a very open community process about figuring out how we can develop a specific project that meets that objective of improving safety, because that's what it's about. And that's the end of the presentation and now we'll take questions. Before we start, as I mentioned earlier, we do record these and we post the transcripts on our website, so they are available. We think that's important for the openness of the process. So, I do ask that you use the microphone, state your name and make a comment. I'll start here. Pete.

Pete Himmelheber: Thank you. My name is Pete Himmelheber and I represent the St.

Mary's County Historical Society on this board and from tonight, I think it's fairly obvious that we have another player in the game. It's called the State Highway Administration, okay. There was a whole lot of we can't do this, we can't do that, you can't do this. And for this reason, I recommended to Mr. Jackson, and to the College, and to the museum, that this board be represented by the State Highway Administration in any further discussions we have on this because I think they could have answered a whole lot of questions about six months ago and [unintelligible] we put it in front of them and they tell us they [unintelligible] they should be here, so, has accepted this recommendation and so hopefully, we'll bypass a lot of this flailing around here in later meetings. Thank you very much.

Linda Howell: Linda Howell, a resident of St. Mary's City. I just have a couple of concerns looking at your plans there, of course, you know, the traffic circle, the same reason I wouldn't want a traffic circle down here, it's the same concern that I think a lot of people have. But the narrow roadway, is that Route 5 is the only two north south commercial routes on this peninsula and when you have a lot of commercial traffic, you have a lot of large trucks and special equipment going to Webster Field and you have a lot of vacationers that come down here with their RVs. We have an RV we drive north, going through a narrow road, we don't want to run into that, I want to call it the Hughesville situation. Do you remember before the bypass and as you go through Hughesville and you've got the oncoming traffic and the lanes are way too narrow and you're like, do I have enough room to not sideswipe the oncoming traffic. I think that's a big concern, especially when you're talking about putting bicycle paths at this same

point. It would be ideal if the bicyclists would stay in the bicycle path instead of white lining, which they do a lot. And, I just think that that narrowness is a big concern for a lot of people and I think there was a gentleman in the back that was concerned about the same thing. I think that's the biggest issue and plus, if you did widen the road to accommodate sidewalks, easements, bicycle paths, and a wide enough lane to accommodate all the vehicle traffic that uses Route 5, where would you expand it? Towards the, to the College land side, shall I call it that? Or would you expand out into the water, waterway?

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Thank you, Linda. We, your last question first. The, most of this section, we believe can be handled within the existing section. If there were sidewalks that need, or trees that need, to go beyond the existing road bed, then the College would be willing to have those put on its property. It's state property as well, obviously. But the exact, that's why we don't have exact designs here yet. That's a part of the design issues. You go foot by foot down the road and you figure out where things fit and don't fit and you adjust and make them fit. There would be absolutely no interest in increasing impervious surfaces, which create more runoff. That would be something we would not do, I can say quite clearly. The main issue is, then, where the sidewalks fit and where do the trees fit and the light poles and part of that is part of the design process that we would have to, we would research and work on and try to get right. On your question about narrowness, and we'll have more questions about this, it's interesting in our process, none of us are traffic

engineers, and when we worked with State Highways and traffic engineers who are in the business of building roads in this state, and for the engineer, all over the states around, nearby, when they first started talking about traffic calming down here, they talk about 26, 27 foot wide roads. We said ourselves that's getting fairly tight. When we went down and met with the Ridge Fire Department, we had, we pushed it up to 28 feet. They asked us to go to 30 feet. We're willing to go to 30 feet. When we went back to State Highways and the engineers, they said that, wait a second, if you get too wide then you are defeating the purpose. Route 5, the reason people speed on Route 5, State Highways says, is the road was designed for 60 m.p.h. They pick a speed limit, design a road, the lane widths, the shoulders, all the characteristics. If it's a turn, how much it's banked, it's a lot of different things and they pick a speed they think is appropriate and they build a road for that speed. And, we as motorists tend to drive about the speed they design roads at. When Route 5 was put through in its last life, the College was in completely on the historic side of campus. The College didn't move, start to move, to the northern campus until 1966. The road was already designed and built at 60 m.p.h. at that time. If we started today, the road probably might not have been designed. Probably might not have, I don't know. It's hard to speculate. But, when we work with the engineers, there is this tension, there's this balancing act that how wide is wide enough for emergency vehicles, bikes, RVs, farm equipment, all those types of things, and then they know the stuff much better than I know. What's wide enough for that? The bike lanes can be used to pull off for emergency vehicles if emergency vehicles come through, for example. And then, how wide do you get where you lose the effect and people continue to drive too fast and it gets back to the beginning issue, which is the speed that causes the greatest harm both in numbers of

accidents and the severity of accidents. That's the tension. I don't have an answer to that question. I don't have an answer to that question, but I am intrigued by the idea that if we can, as a community, get behind something that works for all of us, improve safety, it seems that that is a goal we should work to, at least. Next question. Sir, you're already standing up.

Bill Durkin: Thank you. My name is Bill Durkin. I live down St. Inigoes. The part that I am thinking about with this is, if there was a nuclear disaster at the power plant over in Calvert County and we were to evacuate, Route 5 is the only way that we can come out. 235 would be shut down. The other thing is, I do drive a snow plow at times and when you try and drive a snow plow through a narrow road, you are going to have problems. Why don't you just lighten the road, illuminate it on both sides, teach the kids that they should wear some light clothing at night and you know, just stop and think about the cars coming along. I see them coming across that crosswalk wearing black clothing. You don't even know they're there until they step in front of you. So, consequently, I think that's something that's very important do we necessarily have to spend the money? Couldn't we use it to some other project that would be more beneficial?

Chip Jackson: I can address that question. Thank you for your comments. Those are good comments. The question about funding is, the way the federal funding works is that the money is appropriated. The money is appropriated and it's used for purposes. It's appropriated in a budget for highway improvements, this one in particular for pedestrian safety on highways. If it's not used here, the federal government will use it someplace

else. I'm not saying that's good or bad. I'm not giving you my opinion of whether that is right or wrong. That's how that works. So, it can't be used for other types of improvements and it is interesting that we've all heard about the stimulus package right now and we all have different opinions about the stimulus package, but there's no question, the federal government, the state governments are asking agencies to figure out what projects they can move quickly with to get work done. Again, I'm not saying that's the reason for it, I'm just saying it's something that's out there. I can tell you, anecdotally, over the past 10 years when the College has had construction projects, we get three or four bidders, probably, on a project. Most recently we just did bids on the Bruce Davis Theater. We had 19 contractors interested. That says something about that issue. Anyway, I'm not trying to preach, I'm not trying to say what's right. Those are some people's thoughts. Yes, sir?

Jason Babcock: My name is Jason Babcock. I'm a reporter with The Enterprise newspaper. I was just curious if the College has any data about pedestrian related accidents here in this area we're talking about.

Chip Jackson: the accident data, there was a student last fall who broke her ankle getting out of the way of a car that didn't stop at the crosswalk. That's one that we know of. There are no other recorded accidents that we know of. But shame on us, I say, and this is my opinion, shame on us if we say because there's not been an accident, we shouldn't worry about safety. And I think that the response from the surveys that we got supported that view, that there are safety improvements that should be done and I think that's right.

No kids got killed on Mattapan road a few years ago, until they did. Stuff happens.
Question? Yes, sir.

Don Beck: Yes, my name is Don Beck and I guess I'll cut out about two thirds of what I had because one of the things I was starting with was no more charades, let's stop the destruction of Historic St. Mary's City because I could just see another ugly monument rising out of the ground. But, I am disappointed in regard, I know why the group up in front was formed. I hope that people change their ways, but basically, the group we have up front is President O'Brien's hand-picked group and I think it was picked with the idea that it was going to rubber stamp all these multi-million dollar projects. I'm glad to see they came to some alternatives. I'm also glad to see the community overwhelming said no to the bridge and for a lot of reasons. However, it also appears to me there's also a hidden agenda and it came out just recently. We got the \$1.5 million, we've got to spend it, let's rush it through. The bridge idea was never put in with pedestrian safety. If any of you had gone to the first meeting over in Cole Auditorium, where you remember President O'Brien in briefing and seeing this beautiful bridge up at an ivy league school up north and we just had to have one of those. It was Maggie's dream, the bridge. It was not put in with the idea of pedestrian safety. If somebody was really concerned about pedestrian safety at that crosswalk, they could use a system that's been used by schools for as long as I've been going to school, that's a long time, a crossing guard. You know the little gals that come out with crossing paddles and let people go? It's an easy solution. I go to the post office and I've been living down here 20 years and I can tell you, I didn't need anything about illegal crossing and trying to do something with the adult students

because had they built the bridge, there wasn't any doubt in my mind, if you built the bridge, it wouldn't be long before a brick, a beer can, something came off that bridge, or a student, and bang in the middle of Route 5. I'm really delighted they have dropped the idiotic idea of the bridge. But I think, really, this is a time to fall back and regroup. We have a new president coming in at the College, we have Mrs. Faden, the new director of Historic St. Mary's City and maybe for a change, we'll get somebody who really will keep St. Mary's City historic and beautiful and stop the dereliction. Bulldozers make lousy archeologists and we have done a lot on this campus. If you were to take a look at the footprint on this campus over the last 20 years, when is it gonna be solid concrete or asphalt or parking lots from the river to Route 5 to Mattapany Road in the backside and the creek. It's happening. So, I'm glad, in some ways I have such mixed emotions. I'm glad they tanked the bridge, but, I also think this approach of traffic calming has some dangers. It's holistic, it's a theory. But also, you see all those trees parked along the road? Guess what? That also means that at times when the idiotic biker come, they come out from behind a tree on Route 5 and bango. I don't know why I haven't hurt anybody and I have a suggestion. Why do they allow students to bike across Route 5? It ought to be very simple. You either don't take bikes to class or if you go across Route 5, you get off it and you walk your bike. As Minnie Russell said, they play Russian roulette, they come rolling down the hill. I've looked, I've slowed down, and I don't see anybody and the next thing you know, whoooosh, one goes right in front of me. Somewhere along the way, Chip, I think the College has to get on some education programs to the students and say, look it, you're adults, if you go, if the light, any of us, at any crosswalk, the light turns green, we don't go running out in the middle of the intersection. No, something will

happen, so, I really, I'm encouraged by some things Chip, but very disappointed by the others because I think, why all of a sudden, at this briefing tonight, the thing pops up on Fisher's Creek. John Juicy, my neighbor, and I brought this up the last time. That's a horrible place. People go across two and three abreast going to the athletic field. It's a prime place for a fatal accident and why did it have to come out of the community effort where all of a sudden now it's in, but it happens to fit very nicely in the plans for the \$1.5 million? I was gonna say on the bridge, \$1.5 million, there's no design, there's no specs, how does anybody know it's going to be \$1.5. It could easily be \$2.5 or \$3. I'm one of those people that don't believe with Senator Chuck Schumer, that says, well, these silly little ol' earmarks, you know, the public doesn't care about them. The heck we don't care about those things. If we're gonna put a million and a half dollars, if this was so necessary for traffic safety and pedestrian crossing in St. Mary's City, why didn't our Congressman Hoyer introduce a bill so that the full congress and the full Senate could see it, read it, debate it, and then pass it? No, they did not. It was not handled that way, so, I think this approach may work, but I also worry about when we start putting trees. Right now you can see the students, at least that's one, to your one advantage, except for coming down off the hill. So I hope that somebody looks, and I've heard some comments tonight and I think it's probably people that travel through here a lot. This is not the panacea, I don't think it is. I think it is really gonna have to be worked out. But, I get the feeling that it's just another one of these projects that the College does and puts on fast track. If we would have had the openness and this type meeting a couple years ago on the boat house, I doubt very seriously it would have been built. We had 500 people sign up in our petition, and by the way I'm, the Citizens for the Preservation of Historic St. Mary's

City have a very, very strong position on the bridge. I'm glad the bridge is gone, but I do think the College needs to work inside the thing and I also think that somewhere along the way someone needs to put some money, either ban students from going on to Mattapan Road. That stretch coming out the back parking lot at Mattapan and Route 5 is a death trap absolutely waiting and I think pedestrians, bicycles, walkers, hikers, ought to just be safe. No, don't go there. Right. So, I'm pleased that the bridge is gone, but I'm also skeptical that we're pumping a lot of money into something and will it help? What's the flip side. Just because somebody says that these things work doesn't mean that they really work. You need to talk to people who live around here, people travel through, Michele over at the post office, we see it all and none of this is going to help unless we cut down on people cutting across. When they put the boat house and the river house down there this summer, in summertime, zingo, zingo, zingo, you have to have your head on a swivel all the time because that crosswalk, I'd say maybe 30, 40% use the crosswalk, the others do not. So somewhere along the way, the College has got to take some responsibility and work on their end, not just a traffic, the people driving through it. Well, I've blown my horn long enough, so, but I am pleased at least, that now when these things are coming, there's some early discussion because everything in the past, it got on the fast track and bingo, by the time anybody knew about it, there was, they were about ready to pour concrete and I'm very upset over some of those things. I know you, I or anybody else couldn't get away with going down 30, 40 feet with concrete and building in open waters. So, we've been burned once, Chip, but I will tell you one thing, the citizens in this county have got our guard up and we're watching very, very carefully. I am very much in hopes that with the new incoming administration and Mrs. Faden in

Historic St. Mary's City, people will really give a long, hard look about doing something and be sure that the City stays historic. We don't dig things up and we watch out for it.

Thank you.

Chip Jackson: Thank you, Don. Just a couple quick notes about that. One is, very constructive thoughts about trees and we need to worry about where there will be trees. We don't want to make mistakes with doing things backwards. I want to go back to process a little bit, Don, and I would hope, when we started the Design Advisory, the Capital Design Advisory, I believe it was a very sincere attempt to say, listen, the boat house was, we all know that history, but we should have better dialogue with the community about projects coming up. I think the College and the City both got that. I think this Committee that's been put together is, it's incorrect to say it was hand-picked by Maggie O'Brien. Maggie was not involved in any way in the creation of this organization.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Let me finish, real quick. We held a meeting a year ago or so where we brought forward the idea of this Capital Advisory. We asked people in the community about how it should be formed. We had organizations select people. The College nor the City picked any of these individuals that are here. So I am, but my main point, my main point is, as I said earlier, we listened in November. In November, I was at the podium over at Cole Cinema talking about how we wanted to hire architects to start the design of

the footbridge and we wanted the community to have comments about that and I remember Bryan Siebert saying, don't just let us pick the color. I heard that clearly, I heard that and others heard it as well. The fact that the College and the City have had all this process, I mean, we've been working hard to get public input over the past two months. I don't think people would disagree with that. With open houses, surveys, a couple public meetings, we've been working hard. The fact that we have come off based on the feedback, based on the technical data that we've got, more, newer information that when the footbridge idea came up back in 2001, probably initially, we weren't hearing this kind of feedback from the experts that footbridges can also, can increase speeds, not solve problems. It was a genuine interest of saying, okay, we're going to look hard at the issues, and we're going to look at alternatives. When we saw what came out of that process, it was clear to us the footbridge wasn't the first choice. So, I hope that says something about just what you're talking about, Don, about us building and desire by the College and the City to have these kinds of conversations early and get feedback into the process. If it wasn't for the community feedback in November that asked us to look harder, the College and the City would not have done this diligence that we've done over the last two months. We wouldn't have asked for this kind of feedback, so, I hope, I guess that my point is, I hope that it is suggestive that we are trying to listen. Next person. I know you want to be last.

Unidentified person in audience: [Unintelligible.]

Bob Boyd: Chip, I'm Bob Boyd, I live here in St. Mary's City. A couple of design considerations. When we're at the post office, quite often the parking lot is full. We use the shoulder as an overflow parking lot. If you take that away, then we have to go on home without our mail. So, that's a consideration on both sides of the road there, to make sure there's room to pull off so you can go in the post office. Another point is, since they put the new campus drive in, the people turning left heading southbound and trying to get into the campus can back up traffic really bad. That's a, I saw your little, what looked like a left turn lane, though you didn't say anything about it. There should be a left turn lane there, if you're gonna design that.

Unidentified person in audience: [Unintelligible.]

Bob Boyd: Coming south, okay, trying to turn into the new Campus Center, just before you get to Fisher Road, there's a lot of left turn traffic going in there.

Unidentified person in audience: [Unintelligible.]

Bob Boyd: Yeah. Yes, southbound so that you have a left turn lane in the middle of the road. I mean, if you're gonna put a median in there, make it useful, make it mean something. Make a left turn lane there.

Chip Jackson: Those are great comments. As we said earlier, those are exactly the kinds of [unintelligible] there's no design here, it's suggestive ideas that if we move into

design, then those are the exact kind of things that we want to make sure we get right. We're not interested in those mistakes and then I'll trot to the other side.

Rae Thompson: I'm Rae Thompson, I live in St. Mary's City. There's another little piece of feedback. First Saturday in February I went for the mail late Saturday afternoon about 4:00 p.m. and so there was not much traffic there and so forth. We had three students skateboarding down Trinity Church Road and without even stopping, take a left onto the shoulder in the road and just kept right on going. Now if you tell me that's not tragedy waiting to happen. There and again, I think I agree with Don Beck. You need some education for those students to be responsible adults. I mean, that would be a disaster.

Chip Jackson: I can't agree more that that would be a disaster and that's behavior that we need to work on. It was very interesting, in the survey response you saw when Christophe was going through the surveys, some of the highlights, and there was one towards the bottom of the list that said students need to look both ways, they need to be more adult about how they cross the road. Interestingly, that comment was made, not just by community members, and not just by faculty and staff at the College and the City, there were five or six or seven students themselves that said, we're part of the problem and we agree with that. We need to figure that out. Most of us have had children and know, and some of who have had children that age, it is a hard thing to turn to 18 – 22 year-olds and tell them what to do. But how can we work with them, and then how can

we do things, for example, we've heard many times bikes that come across the sidewalk and just jump into Route 5. You know...

Unidentified person in audience: [Unintelligible.]

Chip Jackson: They're not pedestrians.

Unidentified person in audience: [Unintelligible.]

Audience: Laughter and talking.

Chip Jackson: Actually, actually, Bob, on that, let's try not to get into the back-and-forth. On that, I read a rather interesting article. I don't know if it was on the Federal Highway Administration page, a question about that. It seemed to be some legal debate about whether or not they are pedestrians or not. I don't have the answer on that, but back to the point, how can we, can we, at that, at those places where the sidewalks come to the crosswalk, might we put, a student that was here at the last meeting talked about bollards on the side of the road. Well, what if there are some bollards in the sidewalk that are kind of staggered, that you'd have to be pretty skillful in weaving your bike through before you entered the highway at 15 to 20 m.p.h. How can we do things that would greatly discourage, I'm not saying that education is not a part of it, but how can we also do things that would make it hard for students to do things that they might not really want to do. We know that they think they are indestructible. I'm going to move over to this side.

John Paradis: I'm John Paradis, I live here in St. Mary's City and I have for been for a number of years following this thing. One of the things a lot of you probably don't know, I work as a consultant for the Maryland Department of Transportation and I find a little bit of the data missing. What are the numbers of students that cross the road and for why? The point is, if most of them cross to get to the post office, move the post office. I also go back about 10 years ago when we talked about narrowing this road and got a lot of opposition from the Ridge Fire Department and the rescue squads, and so forth, of the dangers involved so it was not done. But I suggestion you include in your data the number of crossings for various reason so you get a feeling for what the heck your problem really is and there may be other solutions you haven't come up with yet.

Chip Jackson: Thank you, John. We have done some data collection. Certainly some students go to the post office. Most of them go to classrooms, Kent Hall, Anne Arundel Hall. About, I haven't, we haven't done the numbers recently, but between Anne Arundel, Kent Hall and a classroom in Calvert Hall, about 18 to 20% of our classrooms in terms of numbers of classes that are held on that side of campus. So, a lot of the traffic is just going.

Unidentified member of audience: [Unintelligible.]

Chip Jackson: It's in that 18 to 20% of our classes are held in the historic side of campus and that's important to us. You know, the College was founded as a monument

to, at that point, the lost city and I can, the 19th century, and when we have, and Don Beck pointed out well, that we've built a lot, this campus has expanded a lot, most of it on the north campus, a lot of new academic buildings. One of the things that we think about in all that planning, is, and someone, there has been suggestions in the comments, in the comments from the surveys, there were a couple people that suggested thinking about moving all the classrooms to the other side of campus. It's very, very expensive to do this, it's in the \$30 to \$50 million range, probably. But, beyond that, it's really not the money issue. I mean the money is a big issue, but that's kind of the soul of campus and to remove students and classes from the historic campus is, is somewhat contrary to the whole mission of the institution and why the College was founded. So, we, that's an important issue to us as well.

Unidentified member of audience: [Unintelligible.]

Chip Jackson: I'm not aware of that at all, but that's a different discussion. Another question over here, Bryan?

Bryan Siebert: [Unintelligible.] Hello, I'm Bryan Siebert and first, before I, the reason I asked to be up here is because I want to read what I have written here, but I want to say that it's my view that while the movement towards openness and transparency is a difficult one, I think that what the College has tried to do in the area in the last two, three, four months has been productive, and I think Chip has done a good job in trying to marshal the change from a fairly closed process to a more open process, reflecting, I

think, better on management than, than, certainly the past five or eight years would have thought. But, what I'm going to read, I said that to be nice, but what I'm going to read now is not that nice. Tonight the topic has been the bridge over Route 5 and the community has been asked to be involved in the process of determining whether there are safety issues involved and if so, what to do about it. While the organization I belong to, Citizens for the Preservation of Historic St. Mary's City, has a position on the potential bridge, there are larger and far more momentous capital projects decisions underway by the City and the College and, apparently, completely without public participation. We want to know why the CDA, the College, the Board of Trustees and the City have not put the plans on the table in a completely transparent manner. Someone has decided there will be a Visitor's Center at the site of the current Anne Arundel Hall. Whose idea was it anyway? And is the mill site really to be turned into a parking, a parking lot? The faintest outline of these potential, massive projects came to dim light when we had informal discussions, at our request, with College officials last summer concerning the bridge and a little more ankle was shown at the College sponsored display of options revolving around the bridge issue. Now, with congress shoveling our money out the door as fast as they can shovel and with a member of the Board of Trustees being the number two person in the House, it seems quite likely that some of that money could flood onto the campus of the College, and without public debate, just like the bridge money arrived without public consultation or debate. Rumors abound that the College and the City are deep in discussions on the Visitor's Center, museum complex, and the mill site. We have heard that Mr. Hoyer, Hoyer is well aware of these moves, so we think, we think, we know that there is a strong movement to tear down Anne Arundel and Margaret Brent

and build a Visitor's Center - Museum - classroom complex there. Again, we do not know where this idea came from, but we do know there have been no public meetings, such as this one, on this idea. Thus, we do not know anything about the traffic patterns or the safety issues involved in turning Anne Arundel and Margaret Brent into classrooms, visitor's destination and museum display areas. We do not know where the idea came from to turn what may be some of the most fragile and historic and undisturbed areas of Historic St. Mary's City into a parking lot and [unintelligible word] it to the student center, north of Mattapany, and east to Route 5, much less the obviously archeologically important areas only a few feet from Maryland's first capital. We do not know what the alternatives were considered, or indeed, were they even considered. This is the antithesis of the much needed and belated move towards openness and transparency we thought the College and the Board of Trustees had in mind. So, if the College and the Board of Trustees and you yourselves, and to this, by you, I mean you folks up here, and you, yourselves as approved appointees of President O'Brien have an interest in having the public involved in important capital project decisions of the College, you had better exercise, and quickly the same or better techniques of public participation that you have just recently begun on the bridge, recently dubbed safety issue. These decisions should encompass far, these decisions could encompass far more damage to the 375 year-old history of St. Mary's City than the combination of a potential bridge and the problem Muldoon boat house combined. Your job is to interface with the public and advise the public and the Board of Trustees on the public's views about the College's capital projects. There are big projects planned just ahead. Please don't let the College, the City and the Board of Trustees run away from you again. Do not wait for the College to bring

you the issues. Get out ahead of their plans and bring the public early to the capital projects table. I hope I am not incorrect in stating that none of us want a repetition of the trust demolishing ,citizen excluding, Muldoon boat house decision process. The citizens of the, the citizens, the students and the faculty have not been informed as to just what the historical impact on these important HSMC sites will be. Additionally, there are also architectural, traffic, environmental, funding and safety issues. We know these matters are top considerations for the faculty, the students and the citizens of the county, judging from the recent informal survey conducted during and after the Glendenning Hall meeting, which is basically what you saw here tonight. Likewise, the proposed parking lot on the east side of the road, known as the mill site, from this layman's perspective, must have, just by looking at it's central location, great historical significance. This land was not protected for hundreds of years only to have it turn into a parking lot. There must be a thorough explanation to the public just what would be lost before the College rushes any further head, any further ahead with such a project. The public needs to be informed now if the managers of the College and the City and the Board of Trustees are out trying to procure funds for these complexes without citizen approval. Have Steny Hoyer or Ben Cardin been involved in this again, without public input? The citizens, the state, and the county must not be shorted by steamroller decisions having disastrous and permanent archeological and historical consequences and leaving the public in the dust jut like was done by the Board of Trustees and the College on the widely disliked Muldoon River Center. An [unintelligible word], that for some stance for the obdurate behavior of the College management, the Board of Trustees, the City's Commission and the City's Commission, please let us not go through that process again. We all, we all know too late

that in the vicinity of the new Glendening building, historically significant property was turned into assorted parking lots and they just do not know how the Commission allowed the College to get away with it. There were certainly no before the fact public hearings or inputs on that decision. It is the Historic City's Commission's job to protect the unique heritage with which they have been endowed. Why aren't they doing it? We believe there could be other instances where the has College kept quiet its capital project deals with the City in which the historical heritage was subordinated forever, forever, to the desires of the College management to spend, spend, spend, expand, expand, expand. After discussing the matter with many individuals, I suggested in a recent letter to The Enterprise that until a new senior manager is chosen for the College that all major capital projects be suspended. This would include, of course, any project stemming from House or Senate earmarks or the stimulus bills. Let us start off with a clean slate, without potentially damaging decisions from a prior administration hanging over the newly selected senior manager when that time comes. Should we allow the huge changes contemplated by outgoing managers and Board members to proceed without full and complete public participation? The impact on such non-esoteric factors as the viewscape, the environment, public safety, and in particularly, the historical significance of these sites is at stake. These very major expansions have not received a lick of deliberate community review. Therefore, we ask the City and the College leadership to furnish the citizens with the details of the environmental, archeological, historical viewscape and safety considerations before proceeding any further on their planning, funding or designs. What were the alternatives considered and who took part in their vetting and why weren't the citizens asked to participate? These decisions will have an irrevocable impact on the

community and our shared mutual heritage in this last remaining 17th century quintessentially American site. On this 375th anniversary, let us not celebrate by burying our past, but instead, let us celebrate with renewed vigor and commitment towards actualizing our democratic principles of openness and transparency. Thank you.

Chip Jackson: Thank you, Bryan.

Audience: Applause.

Chip Jackson: Just a real quick couple notes about that and I appreciate the points. On archeology, every project that we do gets thorough review with both Historic St. Mary's City, Henry Miller and his staff, and the Maryland Historic Trust. The parking lot you mentioned by Glendening Hall, it was done with very careful coordination of archeology. We built, we avoided an area of most significance. And the areas that had some other lower significance, we built above without disturbing the archeology below it. As an example of how we work very hand-in-hand on all these projects to make sure we do no harm and I welcome to have more dialog about that process because clearly, it is not well understood and there's nothing to hide there. We'd love you to understand that. With Anne Arundel Hall and the new museum of the City, you are right. The College and the City have been working with the state of Maryland for capital projects for those projects. There is design money in hand to start design of those projects. We fully intend to have discussion with the community about these projects. In fact we had debates with the City and the College about adding those to these agendas about the bridge and knew that these

meeting were already fairly thick with information and have gone long into the night. So our plan is, absolutely that, after this discussion about, was there a bridge or not and what would be the recommendation, then we begin a process to inform the community about the planning for these two projects. So we hear you absolutely about the need to have that dialog and we'll have that dialog. We just didn't feel that it was, we could get it all done in this period of time. It's, it's, well, these folks here that you've heard speak have been working pretty hard to get this information together as it is. So, I think we're with you in terms of we need to have those dialogs and we welcome an opportunity, both on the archeological considerations and these additional projects. Thank you. Are you ready to go?

Unidentified audience member: [Unintelligible.]

Chip Jackson: No, to talk, are you ready to speak?

Unidentified audience member: [Unintelligible.]

Chip Jackson: No, no, no, I knew you wanted to be last.

Minnie Russell: He thinks he's being funny, but he's not. [Laughs] I have some questions that's kind of mixed-up, up and down. First of all, I was amazed that students are concerned about the cost. I, that, that boggled my mind. But anyhow, on that same line, I understand the boat house has a mortgage on it. Is that true?

Chip Jackson: There's not a mortgage on it, no. There...

Minnie Russell: Is there money due on it?

Chip Jackson: There is still fundraising going on, that is correct.

Minnie Russell: There's what?

Chip Jackson: There's still fundraising going on.

Minnie Russell: There's still fundraisings going on to pay for the boat house.

Chip Jackson: That is correct.

Minnie Russell: Okay, so there's money due there.

Chip Jackson: That's correct.

Minnie Russell: And you have plans that where it's coming from though.

Chip Jackson: Yes, the College is continuing working actively on [unintelligible] and is continuing to [unintelligible].

Minnie Russell: Okay, I'd like to say that Maryland Route 5 is an 80 foot wide right-away. 235 is a 160. I'm gonna tell you, if this project was on 235, I would be willing to bet the College wouldn't be doing what they're doing. It's under the explicit control of the Ladybird Johnson Beautification Act and you can't touch a thing. That's why you don't see, a, well Johnny Sivak's produce stand was supposed to have been removed and they tried to save it, that's just perched there because nobody's said anything. If you start selling strawberries along the way, you'll soon find out who owns the property on 235, or who controls the property, not owns it, controls it. And it is an 80 foot right-away on Maryland 5. How can you narrow it down to 40 feet? I'm puzzled at that one. And, besides, we don't need a median gateway island, nor do we need any cement in the middle of it. That's only creating another problem. If you don't believe me, ask the folks who were on 235 somewhere in the neighborhood of, well, south, south of the gate there. They used to have a median strip that ran all the way from Hermansville to the light. Is it there anymore? No. It tore up more cars than it was worth. I mean, cars hit it just because they didn't see it. So, we don't need that gateway median strip, if that's what you call it. I have a question here for, did we ask SHA what we can do, I mean what you can do? SHA, SHA is not all the controller of Maryland 5, I don't think. They have bosses and I think you can go above them. As far as the rumble strip that you were mentioning, they have rumble strips, you mentioned on the shoulder, wherever I wrote that down. Yeah, rumble strips along roadway, road shoulder. There's rumble strips on the main travel portion of the road. Why are we talking about the shoulder?

Chip Jackson: We could also consider that in the road at the crosswalks [unintelligible].

Minnie Russell: It's not the shoulder.

Chip Jackson: It could be either or both.

Minnie Russell: Because you said shoulder.

Chip Jackson: We may have [unintelligible.]

Minnie Russell: Well, I know there's rumble strips a lot of places around here. One of them is over there in Clements.

Chip Jackson: Yes.

Minnie Russell: At that turnaround. How many bikes are on campus?

Chip Jackson: I don't know.

Minnie Russell: It would be a good idea to find out. How many are we talking about? Are we talking about one or 100, or 2,000, I don't know. I mean, you know, I'm only one person and another person couldn't control me, but if you get a whole army they might change their mind. And when this one to two, I think you said one to two million, if the

bridge doesn't go in and some other factors do along this strip that we're talking about, I hope that sometime, somebody gives the citizens of this county, or at least makes it available, we know the breakdown of what each thing costs. Like, if it was a light, or if it was the widening of the road, or whatever you do to it. I hope we should get a breakdown so we'll know where this one to two million dollars went because I'm bamboozled with that one to two million dollars. Have you asked the students if they would use the bridge?
No.

Chip Jackson: We have lots of feedback from students. We had many comments from students. There were many students who said they loved the idea of the bridge and there were students who were not in favor of the bridge.

Minnie Russell: So, you don't know?

Chip Jackson: The question, and I think we agree, that there's no question that the bridge would have, would not be used by everyone. We know that.

Minnie Russell: You don't even know the percentage that would be willing to use the bridge then.

Chip Jackson: We're moving off the bridge. We're not proposing the bridge.

Minnie Russell: I don't know, if they're putting another bridge across the Potomac River, I bet you that somebody know how many used it. And by the way, how many students speed through there? I saw you had a, the road counter going on here a couple, three weeks ago or so. How many of them were students, do you know? Don't blame it all on us civilians out here, or us working people out here.

Chip Jackson: [Unintelligible.]

Minnie Russell: You don't know.

Chip Jackson: The road counters can't detect if it's a student car, or...

Minnie Russell: Oh, you can still, you know, they stop people every day and ask them different questions. And, the radar cameras, they said that only Montgomery County are authorized to use them?

Chip Jackson: Not, the police can use the radar, hand-held, anywhere in Maryland. But, to have one of these cameras that has, that detects your speed, takes a picture of your license plate, and then sends you a ticket, Montgomery County, we were told quite clearly, is the only county that is approved for that automatic ticketing. Every county, of course, can have...

Minnie Russell: Well, I'd better not tell my sister that because she got one right in Waldorf here about a month or two ago and that's not in Montgomery County, right in Waldorf.

Chip Jackson: They have them in red-light zones in different areas of the state. But, this is what we were told.

Minnie Russell: Well, I question that. I highly question that one. And no mention, it hasn't been mentioned tonight about moving the classes from the side, I guess you call it the south side.

Chip Jackson: Yes, we call it the historic campus.

Minnie Russell: That there's only one building that has classes in it, to my knowledge.

Chip Jackson: No, there are three.

Minnie Russell: There's all three of them that has classes?

Chip Jackson: There's Calvert Hall, Kent Hall and Anne Arundel Hall. All three have classrooms.

Minnie Russell: Okay. Are there not some buildings on the north side that some of these classes could be moved to?

Chip Jackson: Actually, not. We've just completed academic buildings like Goodpaster Hall, which is taking care of a short-fall in classrooms. The state of Maryland uses a space calculation formula. Before Goodpaster Hall was built, we had, according to state calculations, a 51% shortage in classroom space campus-wide. We now have about a 23% shortage of classroom space campus-wide. So, we still struggle with classroom space. It's certainly not, it would require additional buildings on the north campus.

Minnie Russell: Well, when Glendening Hall was built, was it considered then that they could move some students in that building and not make it Glendening Hall?

Chip Jackson: It's all part of the planning process and I did mention earlier, the College is clearly, it will not put on the table, moving all of our classrooms to the other side of the campus. That is just not in our planning, it's not what we believe is in the mission and the history of the College. It would be contrary. And I can tell you honestly, that's not going to be a proposal that we would make.

Minnie Russell: It was a promise 14 years ago.

Chip Jackson: [Unintelligible.]

Minnie Russell: Excuse me? It's slowly catching up to you, Chip, slow catching up. Because, that was one of the promises that was down at the fire house 14 years ago when this thing started breaking, but got nowhere, as far as I'm concerned.

Chip Jackson: I can respect a disagreement.

Minnie Russell: You were there.

Chip Jackson: I was there and I understand that and I would say that there was not a promise that we would move all our classrooms to the other side of the campus.

Minnie Russell: I didn't say all of them, I just, I didn't say nothing about all of the classes. I said you would attempt to move classes on the other side, as many as you could.

Chip Jackson: [Unintelligible.]

Minnie Russell: I didn't say nothing about all of them

Chip Jackson: And I think we have built a lot of new classrooms on the other side of campus. That's where we've been building them.

Minnie Russell: Have you moved some classrooms over there in the last 14 years? I doubt it.

Chip Jackson: Overall, you know, I could have that figured out, but my guess is, if I figured it out right now, Kent Hall has about the same number of classrooms, Calvert has a classroom, Anne Arundel Hall used to have about seven classrooms and it now has four or five. So in the scheme of things, maybe a couple classrooms...

Minnie Russell: Well, since then, you've renovated Kent, haven't you, the one across the...

Chip Jackson: Kent hall was renovated in 1996, 1997...

Minnie Russell: So you can make more classrooms, huh?

Chip Jackson: It's full of classrooms already.

Minnie Russell: Well, that's been renovated since the meeting at the fire house. Yes.

Chip Jackson: Yes.

Minnie Russell: Yes.

Chip Jackson: Yes and actually it has fewer classrooms in it than before. I don't understand where we're going with this, but the point is that the College is going to maintain classrooms in the historic campus and I think...

Minnie Russell: That, that...

Chip Jackson: [Unintelligible.]

Minnie Russell: I don't have a problem with that. I said try to move as many as you can on the other side. That was what was said that night. I'm not senile yet. [Laughs.] Excuse me. All right, thanks for your time.

Chip Jackson: Thank you.

Minnie Russell: Thank you for listening to me.

Chip Jackson: Yes, ma'am?

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Your name?

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Carolyn, just for the record. Thank you.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Yeah, yeah, yeah that's a great question. Do, if I remember right, there were more students than anyone else. There were probably equal amounts, roughly, of faculty, staff and the local community and I'm guessing, of that total, maybe 120 to 150 were, were non-students. And that's why we also show, we showed this yellow graph that showed everybody combined and then we also showed the graphs that showed them separated so that people had a sense of that.

Unidentified person in audience: [Unintelligible.] ..expand the road, I hope that you're not planning to go, to expand it onto the water.

Chip Jackson: Absolutely not.

Unidentified person in audience: You will not.

Chip Jackson: Absolutely not.

Unidentified person in audience: You will not destroy the water's edge?

Chip Jackson: We will not go one foot closer to the river than we currently are.

Unidentified person in audience: All right.

Chip Jackson: I promise that.

Unidentified person in audience: All right.

Chip Jackson: Write it down.

Unidentified person in audience: [Unintelligible.]

Chip Jackson: Okay, thank you all very much. We've got great feedback here. We do appreciate it. I hope you all feel that we are listening and stay tuned because as Bryan asked, we will come back with meetings on Anne Arundel Hall and the Interpretive center and then also more discussions about the road. Thank you.