

Community Advisory Group Notes

Thursday, December 15, 2016 from 4:00 pm to 5:30 pm

Community Advisory Group Members

Present

Kevin Bloom
Andy Hall
Debbie Slack Katz
Lori Lilly
Gary Maule
Ron Peters
Bruno Reich
Don Reuwer
Angela Tersiguel
Beth Woodruff

Not Present

Tammy Beideman
Simon Cortes
Frank Durantaye
Mark Hemmis
Timothy Kendzierski
Reverend Joan King
Ken McNaughton
Senator James N. Robey

County Staff

Maria Bernadzikowski
Kate Bolinger
Jeff Bronow
Beth Burgess
Mark DeLuca
Jim Irvin
Joseph Herr
Phil Nichols
Karitsa Norman
Lt. Chris Neubaur

Discussion Topics

Welcome – Recovery Manager, Joe Herr

- Welcome from Joe Herr; Senator Robey was unable to make 12/15's meeting.

Approval of Meeting Minutes – Recovery Manager, Joe Herr

- Approval of meeting minutes for 12/8/16.

Historic Ellicott City Recovery Community Advisory Group

Presentation – Rebuilding, Don Reuwer

- Don presented a PowerPoint of photos of the rebuilding effort chronologically by business/building.

Q & A – CAG Members

- Question: Do you find yourself doing much code improvement?
 - Answer: Added sprinkler systems and various other improvement mechanisms where they could - always have to get permits and the County has been very good about this process.
 - With the Marketplace – raised all electrical fixings off the floor.
 - In residential buildings, electrical fixings have to be 18 inches off the floor - with commercial buildings, there is no such requirement.
- Question: Did you have any major lessons learned?
 - Answer: Overall, tried to build back better, more flood proofed and resilient than before, etc.
- Question: What are you putting in Caplan's?
 - Answer: Haven't decided – will probably be completely ready by June/July.
- Question: Did you take advantage of state/federal tax credits when you rebuilt? How did you find the process?
 - Don feels the 20 percent tax credits are almost impossible to get.

Presentation – Traffic Study, Lt. Chris Neubauer

- Lt. Neubauer presented on the various speed surveys/traffic studies done in Ellicott City.
 - They use this survey to determine what the speed threshold for the roadway is and if there are life-safety speeding issues that need to be enforced in an area.
 - Lt. Neubauer noted that this information comes from the boxes that show your speed and say “slow down” at a certain speed as well as from the tubes they put on the road to measure time/distance.
 - The studies are done at various times of year, over different days, at all hours of the day and are done going both directions on Main Street.

Historic Ellicott City Recovery Community Advisory Group

- They also look at roadway configuration to determine the appropriate speed limit for the roadway- i.e. (does this road go through a town? Is the road narrow? Are there turns? What is the topography?)
- After the study is conducted, the traffic engineers look at the 85th percentile of speeds during that time.
 - The 85th percentile is an industry-wide standard.
 - If the pace speed range is 10 mph more or over the speed limit in the 85th percentile, the police department will go out and enforce and consider that roadway to have a speeding problem.
 - Once you reach 10mph and over, the probability of an accident increases.
 - All studies conducted on Main Street have an 85th percentile **below** the 10mph threshold and have therefore been determined to not have a speeding problem.
 - That is not to say that there are not individuals speeding on Main Street – but not enough to go over the 10mph threshold in the 85th percentile.
 - Lt. Neubauer encouraged CAG members if they repeatedly saw individuals speeding 10mph over to take down their tags and report it because they can enforce individually.
 - Lt. Neubauer also commented that they will continue these studies in the future.
- DPW explained that, because Main Street is a residential, narrow street, etc. they have to put the speed limit at the lowest allowable speed limit possible: 25mph, even though you could travel it safely at 35mph.
 - It takes a change in Maryland vehicle law in order to change the speed limit lower than 25 mph.
- Question: Do accidents get put into the equation for speed limits/enforcements?
 - Answer: Yes.
- Question: Are there any place in the County where you have permanent “this is how fast you’re going” signs?
 - Answer: No, not currently. They can only place them in certain places and they consult with traffic engineers first. They don’t want to be getting an information overload.
- Lt. Neubauer encouraged everyone to always report accidents, mirrors getting hit by cars, etc. because otherwise they can’t factor those incidents into their traffic study equations.
- The CAG had questions about signage for cross walks.
 - Response: the issue with cross walks is sight distance. It doesn’t qualify in a lot of areas because of the curvy roads – many aren’t legal by state criteria.
- As a final note, the Master Planning process will be for entire drainage area – will be a much more comprehensive look.

Sub-group Breakouts – CAG Members

- CAG members broke out into their groups to discuss project ideas.

Closing – Recovery Manager, Joe Herr

Historic Ellicott City Recovery Community Advisory Group

- Joe wished everyone a happy holiday and reminded the CAG that the next meeting would be Thursday, January 5th.