



CITY COUNCIL WORK SESSION AGENDA

Work Session “ State Highway Administration

This meeting will be held in-person and virtual.

**25 Crescent Road
Greenbelt, MD 20770**

OR

**Virtual Participation
Zoom Webinar Attendees:**

Please submit your request in writing via email to questions@greenbeltmd.gov

<https://us02web.zoom.us/j/86181188609?pwd=QUxqd0M2bXlwZjJLZmhLN0tIQ0cxUT09>

Dial-in: 301 715 8592

Webinar ID: 861 8118 8609

Passcode: 324731

**Monday, December 18, 2023
7:30 PM**

Work Session Packet - State Highway Administration

Work Session - State Highway Administration

Suggested Action:

Agenda

- Introductions
- Council Discussion
 - Installation of a street light at the westbound land crosswalk at Greenbelt Road and Hanover Parkway
 - Status of traffic signal timing study at Hanover Parkway/Greenbelt Road and Greenbelt Road/Baltimore Washington Parkway

- Need for a No U-turn sign at Greenbelt Road eastbound at the entry to Greenway Shopping Center area (38.994123, - 76.876408)
- Greenbelt Road Streetscape improvements for pedestrians and cyclists between Kenilworth Avenue and Baltimore Avenue (installing bollards or paint to better define the bike lanes)
- Installation of "Welcome to Greenbelt" gateway signage on Greenbelt Road
- Litter removal on ramps and roadways
- Improvements to the intersection of Lakecrest and Greenbelt Road
- Speed camera on Kenilworth Avenue near Pontiac
- Status of the installation of flex posts along the new bicycle lane striping installed between Kenilworth Avenue and Cunningham Place
- Pedestrian safety concerns for those accessing the bus shelter located adjacent to the westbound off ramp from Baltimore Washington Parkway and Greenbelt Road. Has this area been studied to determine if there are needed safety counter measures or if re0design is warranted?
- Poor pavement conditions at the intersection of Greenbelt Road/Hanover Parkway. Are repairs scheduled?
- Request for a pedestrian signal on the north leg of the Hanover Parkway/Ora Glen intersection - the crossing is marked, and the other three legs are signalized.
- Reconnecting Communities and Neighborhood grant submission for Unlocking University of Boulevard-Greenbelt Road Community Plan - When are award announcements expected? The City was pleased to be able to support this project and looks forward to the opportunity to partner on future grant opportunities.
- Update on the Feasibility Study for the Greenbelt East Trail project.
- Questions and Answers
- Other Items

[State Highway Administration Work Session Minutes November 4, 2020.pdf](#)

[State Highway Administration Work Session Minutes November 7, 2022.pdf](#)

City Council Work Session Agenda Item Report

Meeting Date: December 18, 2023

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: Work Session Item

Agenda Section: Work Session Packet - State Highway Administration

Subject:

Work Session - State Highway Administration

Suggested Action:

Agenda

- Introductions
- Council Discussion
 - Installation of a street light at the westbound land crosswalk at Greenbelt Road and Hanover Parkway
 - Status of traffic signal timing study at Hanover Parkway/Greenbelt Road and Greenbelt Road/Baltimore Washington Parkway
 - Need for a No U-turn sign at Greenbelt Road eastbound at the entry to Greenway Shopping Center area (38.994123, - 76.876408)
 - Greenbelt Road Streetscape improvements for pedestrians and cyclists between Kenilworth Avenue and Baltimore Avenue (installing bollards or paint to better define the bike lanes)
 - Installation of "Welcome to Greenbelt" gateway signage on Greenbelt Road
 - Litter removal on ramps and roadways
 - Improvements to the intersection of Lakecrest and Greenbelt Road
 - Speed camera on Kenilworth Avenue near Pontiac
 - Status of the installation of flex posts along the new bicycle lane striping installed between Kenilworth Avenue and Cunningham Place
 - Pedestrian safety concerns for those accessing the bus shelter located adjacent to the westbound off ramp from Baltimore Washington Parkway and Greenbelt Road. Has this area been studied to determine if there are needed safety counter measures or if re0design is warranted?
 - Poor pavement conditions at the intersection of Greenbelt Road/Hanover Parkway. Are repairs scheduled?
 - Request for a pedestrian signal on the north leg of the Hanover Parkway/Ora Glen intersection - the crossing is marked, and the other three legs are signalized.
 - Reconnecting Communities and Neighborhood grant submission for Unlocking University of Boulevard-Greenbelt Road Community Plan - When are award announcements expected? The City was pleased to be able to support this project and

looks forward to the opportunity to partner on future grant opportunities.

- Update on the Feasibility Study for the Greenbelt East Trail project.
- Questions and Answers
- Other Items

Attachments:

[State Highway Administration Work Session Minutes November 4, 2020.pdf](#)

[State Highway Administration Work Session Minutes November 7, 2022.pdf](#)

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, November 4, 2020, to meet with the State Highway Administration.

Mayor Byrd started the meeting at 8:04 p.m. The meeting was held virtually via Zoom.

Present were: Councilmembers, Judith F. Davis, Emmett V. Jordan, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts and Mayor Colin A. Byrd.

STAFF PRESENT WERE: Nicole Ard, City Manager; Chief Rick Bowers, Greenbelt Police Department; Terri Hruby, Director of Planning and Community Development; Nicole DeWald, Arts Supervisor; and Shaniya Lashley-Mullen, Assistant to the City Clerk.

Also present were: Shannon Coyne, Erica Rigby, David Rodgers, Peter Campanides, State Highway Administration; Mayor Pro Tem Jodie Kupla-Eddy, Councilmember Ethan Sweep, Town of Berwyn Heights; Kap Kapastin, Quantum; Susan Walker; Konrad Herling; Renaud Brown; and others.

Ms. Coyne explained Royal Farms would not need an access permit from the State Highway Administration (SHA) Maryland Department of Transportation (MDOT) because the access will be via Capitol Drive. She provided the contact information for the Royal Farms developer, Mr. Edward Scott. Ms. Davis inquired about the SHA Stormwater Plan next to the Royal Farms development. She indicated that the SHA Stormwater Plan was to remove a batch of trees along and around Greenbelt Road. Ms. Coyne stated she will follow-up with the Council regarding the current environmental plans and the removal of trees. Ms. Davis noted that the National Park would like the trees to remain.

Based on a question asked by Mr. Campanides, Ms. Hruby explained during the Royal Farms Development review with the Maryland National Capital Park and Planning Commission (MNCPPC), it was indicated that Royal Farms would apply for a separate permit for permission to clear trees from SHA right-of-way to accommodate stormwater management. The City isn't a part of the permitting process and has concerns regarding the need to clear the trees and what would be the magnitude of the clearing. Mr. Campanides advised the City's concerns will be conveyed to the District Area Management Supervisor. Mr. Roberts stated that the Royal Farms developers had an alternative regarding the gas station. They could use the adjacent property for stormwater management instead of cutting down the trees.

Ms. Hruby advised there was discussion regarding trip access from the Capital Drive and Greenbelt Road intersection when Royal Farms Developers received their approval from the Prince George's County Planning Board. She wanted to reiterate why Royal Farms doesn't need access. The police department indicated that the intersection had been problematic and in the past five years there had been 12 vehicular accidents.

Mr. Campanides noted that SHA received a request from a resident to evaluate the intersection of Lakecrest Drive and Greenbelt Road regarding safety concerns. He explained the review was performed and it was found vehicles were compliant with pedestrians. Mr. Campanides

recommended any additional attention would be addressed by the police department. He advised that SHA isn't pursuing any additional enhancements.

There was discussion regarding the Lakecrest Drive and Greenbelt Road intersection. Ms. Davis explained at a previous Work Session with SHA, Council suggested that the intersection be redesigned due to the traffic pattern from the Belle Pointe Business Office and the American Legion. SHA would research and redesign the intersection. Ms. Pope explained that intersection is a nightmare and needs to be reevaluated. Mayor Byrd agreed with Ms. Pope that the intersection is a nightmare. Mr. Putens requested that the intersection be reevaluated for safety for the drivers. Mr. Campanides advised SHA would reevaluate the intersection, but do not think the intersection could be redesigned geometrically. Mr. Putens requested that SHA reevaluate the half-mile stretch of Greenbelt Road starting at Southway heading west to the proposed Royal Farms development.

Michael Hartman, a Greenbelt resident, inquired if the off-ramp from Southbound Baltimore Washington Parkway onto Southway might be widened for a dedicated right turn lane. Mr. Campanides explained the ramps are maintained by the National Park Service (NPS).

Mr. Campanides advised that SHA is waiting on Pepco to provide power to the pedestrian walk signal at the Southway/Baltimore Washington Parkway Ramp. Based on the current schedule with the contractors, the signal would be turned on in January.

In response to Mr. Hartman's question, Ms. Davis advised the City made the same request to NSP to widen the ramp three or four times. She explained that NPS noted the agency doesn't have adequate right-away to widen the ramp.

Ms. Davis thanked SHA for installing the crosswalks and pedestrian signals.

Based on a question asked by Ms. Davis, Mr. Campanides inquired could the City install a "Do Not Block the Intersection" sign and pavement markings at Lakecrest Drive and Greenbelt Road. Ms. Davis noted that the sign and marking are at that intersection. Mr. Jordan stated additional lines might be helpful.

There was a discussion regarding the Greenbelt Road Improvement Corridor. Mr. Rodgers noted that SHA currently doesn't have any project programs that would contribute towards the Greenbelt Road Improvement Corridor. Mr. Jordan noted there is tremendous development planned on RT 193 between RT 1 and Kenilworth Avenue. He explained it's a pressing need to plan to accommodate all the future car trips, to include pedestrian and cycle safety. Mr. Jordan stated that the City of College Park, the Town of Berwyn Heights, and the City of Greenbelt have been working together to develop concepts that could be implemented. He advised all three municipalities would like to work with SHA to develop a plan to connect all three communities. Mr. Campanides advised coordinating more meetings to have more in-depth discussion.

Mr. Roberts explained he wasn't in favor of 2,500 apartments at Beltway Plaza and 1,000 more vehicles on Greenbelt Road.

Mr. Sweep requested that an SHA representative attend the next Greenbelt Road Task Force Work Session. Mr. Rodgers advised a representative will be at the next work session. He noted that SHA has limited funds.

Ms. Coyne explained that the refreshing of the pavement markings on Kenilworth Avenue and Greenbelt Road Bridge would be complete in three weeks.

There was discussion regarding the Southway and Greenbelt Road intersection. Ms. Davis explained the City has requested crosswalks and pedestrian walkway at that intersection. She noted the sidewalk at that particular intersection is narrow and the crosswalks would make it safer for the pedestrians to cross. Ms. Davis advised the need for the City to have signage on Greenbelt Road to direct drivers into Historic Greenbelt. Ms. Coyne explained there are specific rules about signage on roadways and the signs would need to be approved. She advised that SHA would review and reevaluate the crosswalk/pedestrian walkway. Mr. Campanides reiterated what Ms. Coyne stated that there are specific criteria regarding signage on roadways. He noted that a white on brown sign with Historic Greenbelt, with nothing specific, could be considered.

Based on a question asked by Mr. Jordan, Mr. Campanides stated SHA is committed to Zero Vision. He explained that SHA just completed a Context-Driven Guideline Manual on what type of treatments that could be used on Greenbelt Road, which would be classified as a Suburban Town Center. Mr. Campanides noted that SHA is slowly trying to implement crosswalk markings and evaluating posted speed limits. He stated that bicycle usage is more challenging to address and it would determine traffic volumes to address adding more or reducing travel lanes. Mr. Jordan stated the most dangerous part of Greenbelt Road is the north entrance ramp of the Baltimore Washington Parkway up to Edmonston Road.

Mr. Roberts explained there is already a Historic Greenbelt sign on Greenbelt Road at Southway. He suggested adding a Historic Roosevelt Center Shops/Stores sign on the existing sign.

Ms. Davis thanked SHA for repairing the Edmonston Road ramp and repainting the lane markings on Greenbelt Road and Kenilworth Avenue intersection.

Based on a question asked by Ms. Davis, Mr. Campanides stated that the signals at the interchange have been reconstructed within the last 6-8 months. He said there was a “No Turn on Red” sign on Southbound Kenilworth Avenue to make a right on Westbound Greenbelt Road, and the configuration of the double left signal at the on-ramp Eastbound Greenbelt Road to Northbound Kenilworth Avenue.

There was a discussion regarding the red-light cameras. Chief Bowers explained that the red-light cameras were removed two years ago due to construction on Kenilworth Avenue and Greenbelt, and SHA denied the City’s request to reinstall the cameras. Mr. Campanides noted that SHA would need a couple of years of traffic data to determine if the reengineering of the traffic signal at that intersection was effective before the red-light camera could be reinstalled.

Ms. Kupla-Eddy thanked SHA on behalf of the Town of Berwyn Heights for being so responsive to the request that the Town of Berwyn Heights made this fall, regarding the repair of a sign on Kenilworth Avenue and fence repairs across from Greenbelt Metro Station.

Mr. Jordan inquired were there any plans for Kenilworth Avenue. He noted that the road was terrible on Kenilworth Avenue near the light an East/West Highway. Mr. Campanides stated that there weren't any plans for Kenilworth Avenue in the Greenbelt area at this time. He advised that Kenilworth Avenue at East/West Highway was under construction due to the Purple Line.

Informational Items:

Ms. Davis provided a report on the SCMaglev Strategy Group conference call she attended.

There was a discussion regarding the Royal Farms Appeal Process. Mayor Byrd requested that if the City needs to act on the appeal process that the City proceed promptly. Mr. Putens suggested that this item be added to the next Council Regular Meeting agenda. Ms. Hruby stated Mr. Pounds advised waiting on the Prince George's County Planning Board's final resolution. She suggested that this item be added to the following agenda.

The meeting ended at 9:37 p.m.

Respectfully submitted,

*Shaniya Lashley-Mullen
Assistant to the City Clerk*

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, November 7, 2022, to meet with the State Highway Administration.

Mayor Jordan started the meeting at 7:30 p.m. The meeting was held in the Council Chambers at the Municipal Building and virtually via Zoom.

Present were: Councilmembers Colin A. Byrd, Judith F. Davis, Brandon Ric Gordon, Silke I. Pope, Kristen L.K. Weaver (virtual), and Mayor Emmett V. Jordan. Councilmember Rodney M. Roberts was out sick.

STAFF PRESENT WERE: Tim George, City Manager; Terri Hruby, Director of Planning and Community Development (virtual); James Wisniewski, Communications Specialist; and Bonita Anderson, City Clerk.

Also present were: Derek Gunn, Acting District Engineer for the Maryland Department of Transportation (MDOT); Winstina Hughes, Customer Relations Manager; Peter Campanides, Assistant District Engineer for Traffic Prince George's County; Urooj Zafar, Chief for the Engineering Systems Team State Highway Administration District 3 Office; Jeff Lemieux; and Bill Orleans.

Mayor Jordan provided opening remarks and introductions.

Mayor Jordan asked for a brief update of the State Highway Administration District 3 Office.

Mr. Gunn provided a brief overview. He stated that the State Highway Administration (SHA) District 3 covers two counties, Prince George's and Montgomery Counties. He indicated that SHA has four maintenance facilities, two per County. In Prince George's County, one is in Laurel and the other in Upper Marlboro. The SHA District 3 Office in Greenbelt handles all state roadways in both counties. Mr. Gunn noted that they completed the Consolidated Transportation Plan Season when the Transportation Secretary goes to each county to share with the 6-year program. The fiscally constrained program will look like the CTP of Prince George's County. SHA focuses on addressing pedestrian and bicycle safety action plans, which are close to completion.

Changes/Improvements to the Lakeside Drive/Greenbelt Road Intersection

Mayor Jordan asked about the status of why the State Highway Administration would not investigate further any changes or improvements to the Lakeside Drive and Greenbelt Road intersection. Mr. Campanides noted the completion of the signal review at that location. He indicated that the City Council would be informed when implementation began, including the crosswalk markings.

Traffic Light Timing At Hanover Parkway/Greenbelt Road and Greenbelt Road/Baltimore Washington Parkway

Mayor Jordan indicated that the traffic light timing at the Hanover Parkway and Greenbelt Road and the Greenbelt Road and Baltimore Washington Parkway intersections appears off. Mayor Jordan inquired about the timing cycles at this location. Mr. Campanides indicated that the Office of Traffic and Safety Signal Operations Section manages the signal timing for coordinated locations. This is where several traffic signals are clustered together, and specific timing is needed. They will check the timings and decide whether adjustments are necessary to alleviate the blocking at the Hanover Parkway and Greenbelt Road intersection. Mayor Jordan asked about the number of cycles at this particular location. Mr. Campanides noted three timing cycles- morning, midday, and evening. The cycle lengths are 150 seconds in the morning, 120 seconds midday, and 150 or 180 seconds in the evening, depending on the traffic demand.

Mayor Pro Tem Weaver suggested the "Don't Block The Box" marking indicator if this has been considered at this location. Mr. Campanides noted that this type of treatment regarding the usage of pavement markings and signing is usually implemented at non-signalized intersections that happen to be in close proximity to another traffic signal and that queuing backs up through those locations, which creates gridlock. He stated that they would look into a short-term solution if they could not improve it from a single timing standpoint.

Mayor Jordan noted concerns that the Greenbriar Condominium Management has about the western side of Hanover Pkwy. intersection. There is no street light there for pedestrians and for cars to see pedestrians trying to cross. It is very dark and dangerous. He requested that SHA follow up on this matter.

Status Update of the Greenbelt Road Construction

Ms. Davis inquired about a status update of the Greenbelt Road construction. Ms. Hughes replied that the WSSC project work is complete on Route 193. Traffic calming measures are being look at near Route 201 and Branchville Road.

Proposed Speed Limit Changes Along Greenbelt Road

Ms. Davis asked about the proposed speed limit changes along Greenbelt Road. Mr. Campanides stated that along Route 193 from Kenilworth Avenue to Walker Drive the speed limits will be from 40 to 35 mph. He indicated that there would be a message board to give notice about this change to pedestrians and motorists.

Ms. Davis asked if traffic calming measures include new crosswalk markings after Route 193. Ms. Hughes noted that the work would narrow lanes along Route 193 based on the Greenbelt Road report for traffic calming measures.

Mr. Campanides indicated that WSSC had implemented permanent markings, including crosswalk markings. SHA will adjust and repurpose the right-turn lane from Route 201 to Cherrywood Lane. He stated that there would be modifications to add striping for bicyclists and motorists to open up the right turn lanes approaching the intersection rather than have it as one continuous lane. Mr. Campanides indicated that they'd seen improvements in how people drive, but more adjustments should be made in early winter.

Mayor Jordan reiterated that the bike lane along Greenbelt Road still needs to be finished. He was pleasantly surprised about the extension from Kenilworth Avenue to Cunningham St. He indicated that there had been a lot of challenges, feedback, and WMATA concerns. Mayor Jordan shared a photo of the lane going west on Greenbelt Road near the Prince George's County bus lot. He indicated that drivers are ignoring and driving along the bike lanes. Mr. Campanides noted that they would be installing flex posts.

Mayor Jordan acknowledged the online question from Robert Payton about whether speed signs with radar can be used for traffic calming. Mayor Jordan asked if speed cameras or signs would let people know to reduce speed. Mr. Campanides replied that they would be coordinating with the Greenbelt Police Department to implement speed-monitoring trailers along Route 193.

Based on preliminary findings from the Greenbelt Road report, Mr. Campanides indicated that they would narrow the lanes along Route 193. The lanes were narrowed down to two 10' ft. lanes and one 11' ft lane in the eastbound direction and resized to a 10.5' ft. lane westbound direction.

Mayor Pro Tem Weaver asked what would be the next steps in going forward with the 193 Corridor Revisioning Plan.

Mr. Campanides replied that right now, there will be an interim step with what is available to go curb to curb. The study's results will be necessary for SHA to determine the next steps. One of the recommendations considered was a more drastic road diet - going from the current traffic pattern of 6-8 lanes down to a 4-lane section. SHA made one of the comments about doing a synchro-analysis to run a model to see how traffic would operate if they were to go down to only 4-lanes. The right balance must be looked with utility, right-of-way issues, and traffic patterns. Only one component of the problem has been addressed. They're still providing a better facility for pedestrians and bicyclists and improving overall transit. The outcome of what the planning study states needs to be seen and then figure out the next steps. At this point, a series of interim steps will be followed up by long-term solutions.

Mayor Jordan asked when the Greenbelt Road section is due for an update to its plan. Mr. Campanides indicated that the City's Planning Department mentioned to Maryland National Capital Park and Planning that the City has its separate Greenbelt Road Corridor Study in progress.

Schedule for Maintenance and Litter Pick-Up and Mowing along Greenbelt Road

Mayor Jordan inquired about the litter pick-up and mowing schedule along Greenbelt Road. He noted a concern with grass and snow removal on sidewalks, especially with students trying to navigate the sidewalks. Mayor Jordan indicated that maintenance is essential and asked what the protocol is for removing illegal signs.

Mr. Gunn replied that SHA regulates signs; let them know about any illegal signs. He noted that maintenance is on a 4 to 6-week cycle for litter and mowing to maintain conditions at a specific level; however, they've been struggling with poor-performing contracts and several defaults in

Prince George's County. Mr. Gunn indicated they had issued a new Metropolitan Transportation Plan (MTP) for a 5-person litter crew in the Greenbelt area.

Mayor Jordan inquired about Public Works staff being asked to assist with trees overhanging sidewalks and overall maintenance or concerns.

Mr. George replied that there were branches near Greenway Shopping Center. If it were emergent or dangerous, the Public Works Department would take care of it immediately; otherwise, the City would let SHA know.

Ms. Hughes replied that SHA is very responsive. Let them know so they can coordinate between offices.

Ms. Davis expressed concern about mowers mulching the litter that must be picked up beforehand. She indicated that funding hadn't been a top priority at the State level, but this was a huge issue when the grass is so high cars or pedestrians at intersections can't be seen. The City is looking for future improvement. Ms. Davis indicated a conflict between municipalities and SHA about who maintains sidewalks. SHA is trying to abandon the sidewalks they install and not take responsibility which is a problem; the sidewalks need to be in better shape. If SHA doesn't maintain, then the sidewalks are not usable. She stated that there needs to be some way to do the work with an MOU and suggested that SHA pay the City. Ms. Davis inquired about the process of removal of a dead carcass in the roadway.

Mr. Gunn stated that a crew removes dead carcasses from the highways, which is a health issue and the law. He asked that the City reach out immediately to SHA, and they'll take care of it immediately. Mr. Gunn explained that SHA has entered into MOUs with municipalities and would like to with the City.

Mr. Gordon inquired about the outreach to churches and businesses for maintaining the sidewalks in front of their buildings.

Mr. Gunn replied that it's an issue they're trying to reinforce with private property owners that it is their responsibility.

Ms. Davis asked if the City could remove campaign signs left up after an election. Mr. Gunn noted that there is a caveat that if the sign is in the right-of-way, the local municipality can address it.

Directional/Information Signage Policy for Non-SHA signs along State Highways

Mayor Jordan indicated that the City is looking at gateway signage to help identify local sites that denote entryways into the City.

Mr. Campanides noted that this would fall under jurisdictional gateway signing. SHA has guidelines on that particular program which they can send to the City to begin that process.

Discussion Regarding Pedestrian/Bike Safety on Greenbelt Road

Mayor Jordan introduced Mr. Lemieux, who is working on a proposed feasibility study for a multi-use trail along the north side of Rt. 193 near Eleanor Roosevelt High School to NASA.

Mayor Jordan asked what SHA thinks about this idea. Mr. Gunn noted that he and Ms. Hughes would be attending the walk with Delegate Williams along the proposed route and are looking forward to hearing some ideas, initial discussion, and potential next steps.

Mayor Jordan shared a picture map showing where a no U-turn sign needs to be installed near the entrance to Greenway Shopping Center near Chevvy's. Mr. Campanides noted that they would look into this matter.

Lighting Issue 495 Underpass on Rt. 193

Mr. Gordon was concerned about the underpass near the American Legion that needs lighting, making it extremely dangerous for pedestrians. He asked about the timeline to get some lighting installed in this area.

Mr. Campanides noted that the bridge had been identified to be reconstructed. Part of that project is looking at adding lighting under the bridge. Right now, this project is in the preliminary stages. It's not quite funded for construction, but the design phase is complete. This will start in the next two to three years. The office that handles that is the Office of Structures, and they have yet to make a final determination. But it was recommended to include additional lighting.

Mr. Byrd pointed out that on Route 193 between Hanover Parkway and Frankfort Drive, the right lane has definite potholes and surfacing issues.

Informational items were discussed.

The meeting ended at 9:39 p.m.

Respectfully submitted,

Bonita Anderson
City Clerk