



August 28, 2009

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Glenn Kreger, Acting Chief, Vision Division *GK*  
 Bill Barron, Team Leader, South Central Transit Corridor, Vision Division *WB*

**FROM:** Melissa Williams, Senior Planner (301.495.4642) *MW*  
 South Central Transit Corridor Team, Vision Division

**SUBJECT:** Public Hearing Draft Takoma/Langley Crossroads Sector Plan: Planning Board  
 Worksession #1 – Transportation

**STAFF RECOMMENDATION:** Review and approve Transportation Recommendations per attached memo from Transportation Planning.

**I. SCHEDULE FOR FUTURE WORKSESSIONS**

The current Planning Board worksession dates for the Takoma/Langley Crossroads Sector Plan are:

- |                 |                    |  |
|-----------------|--------------------|--|
| Full Commission | September 16, 2009 | Reconciliation with the Prince George’s County Takoma/Langley Crossroads Sector Plan   |
| Worksession #2  | September 24, 2009 | Land Use, Design, Zoning, Parks, Environment, Issues raised by the City of Takoma Park |

The currently approved master plan schedule calls for the Planning Board Draft Plan to be transmitted in October.

**II. PUBLIC HEARING TESTIMONY**

The Public Hearing for the Takoma/Langley Crossroads Sector Plan was held on Thursday, July 23, 2009. Over 50 people attended the hearing in the Planning Board auditorium and 13 people presented testimony. The hearing record was held open until August 7, 2009 for additional written testimony to be entered into the record. The County Executive’s comments were received on August 12. All public comments received between August 7 and August 12, 2009 are included in the Public Hearing Record. A table summarizing all of the oral and written testimony is provided as Attachment B.

All written correspondence in the Public Hearing record is available for review at the Vision Division, and a copy has also been placed in the Chairman’s Office.

### **III. SECTOR PLAN VISION FOR THE TAKOMA/LANGLEY CROSSROADS**

Initiated in January 2008, the purpose of the Takoma/Langley Crossroads Sector Plan was to enhance the community character, improve the quality of life in the Takoma/Langley Crossroads and provide for transit-oriented development (TOD) around planned transit facilities. The vision of the Takoma/Langley Crossroads Sector Plan is to achieve a transit-oriented, pedestrian-friendly community that celebrates and builds upon the cultural diversity of the Crossroads community. This Plan recommends light rail transit (Purple Line) in the median along University Boulevard with a stop at the Takoma/Langley Crossroads Transit Center located in the northwest quadrant (Prince George's County) of the intersection of University Boulevard and New Hampshire Avenue.

By locating a mix of uses adjacent to transit, the Sector Plan seeks to provide opportunities for people to live, work and play in the Takoma/Langley Crossroads and to reduce automobile dependency by providing alternatives (i.e. walking, bicycling, and transit).

### **IV. TRANSPORTATION**

This worksession for the Takoma/Langley Crossroads Sector Plan will address the Transportation recommendations. The Transportation staff memorandum is attached.

MW:ha: M:\TLC Sector Plan\PB Work Session - TLC Sector Plan - September 10th (2).doc

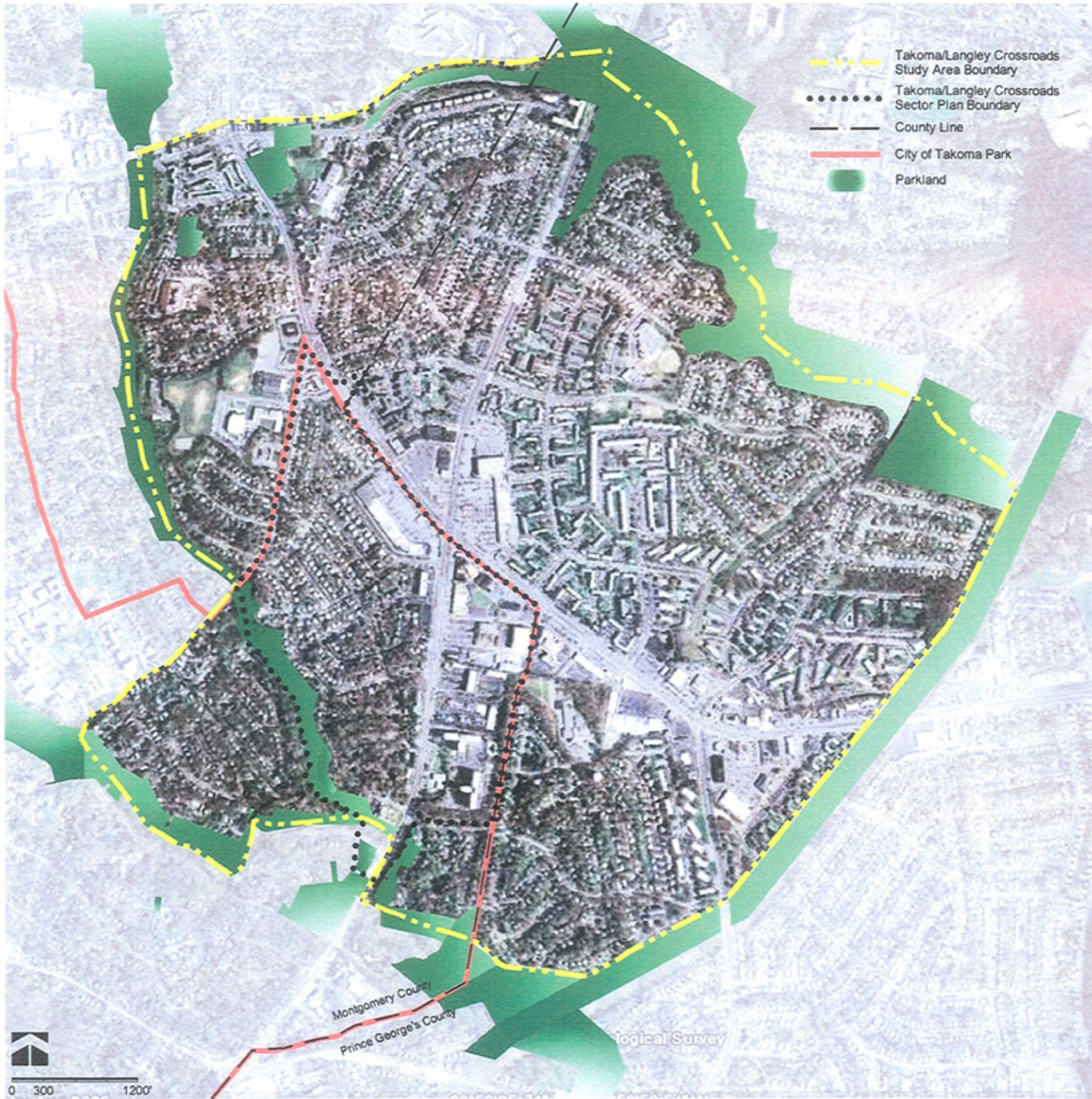
**Attachments:**

**Attachment 1: Map of Takoma/Langley Sector Plan Area**

**Attachment 2: Summary of Takoma/Langley Crossroads Sector Plan Public Hearing Testimony**

**Attachment 3: Transportation Memorandum**

# ATTACHMENT 1



**ATTACHMENT 2**

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
Transportation	1	Maryland State Highway Administration	Any proposed streets that intersect University Blvd. should be compatible with Purple Line plans	Grid connections will be evaluated at the time of redevelopment and will be coordinated through the working group
			Parking plan is inconsistent between the two plans	Montgomery and Prince George's Counties staff will work together to reconcile parking strategy
			New Hampshire Avenue	Issue has been addressed. Transition should be seamless
			Functionality of service lanes and transition from 150' to 120' R.O.W will need to be addressed	
			Not wide enough to accommodate the use of bioswales (Green Streets)	The medians are 16' wide and should be wide enough to accommodate some level of bio-swale.
			University Blvd. and New Hampshire Avenue	The PIE and its proposed improvements will occur at the time of redevelopment
			Concern with P.I.E (Public Improvement Easement) as improvements are tied to development schedule not rebuilding of road	
			Prohibition of "hot rights" should only be considered as part of a study to prohibit left turns	Eliminate "hot rights" to the extent possible to improve pedestrian safety and reduce automobile speeds
			SHA is looking towards local and county government for innovative funding solutions for implementation	Sector Plan will include Multi-Way Blvd. treatment as a CIP Project
			Recommends the formation of a working group with appropriate stakeholders led by M-NCPPC	Multi-jurisdictional working group established
	1	Maryland Department of Transportation (MDOT) Donald Halligan	Support the recommendation for a multi-jurisdictional working group	Staff concurs
			Hope for and encourage successful multicultural outreach to engage Limited-English Proficiency stakeholders	Montgomery County contracted translators for all public meetings and translated all documents into Spanish
			Recommends analysis to determine the necessity of dual language signage, schedules and route maps	Staff concurs
			The Prince George's County proposed four-legged intersection of Anne and Lebanon Streets is not included in the Montgomery County Plan	Grid connections will be evaluated at the time of redevelopment and will be coordinated through the working group

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
			Typical Cross Sections for New Hampshire Avenue are different	Montgomery County is proposing a 150' multi-way boulevard whereas Prince George's County is proposing a 120' avenue. Transition will be coordinated through working group Staffs will reconcile graphics
			The diagram of the Takoma/Langley Crossroads Transit Center is conflicting in the two Sector Plans Will on street parking along MD650 allow for automobile passage considering other proposed amenities?	Staff believes so
			Have community stakeholders been presented with the process for securing easements for the ROW? Multi-jurisdictional coordination is the key to addressing intersections successfully	Staff has explained process but will continue outreach to affected property owners Staff concurs
			Consider shared parking facilities and coordination with the City of Takoma Park and Prince George's County	City of Takoma Park, Montgomery and Prince George's Counties staff will work together to reconcile parking strategy
	1	Montgomery County Department of Transportation (MCDOT)	Concerned about coordination between two counties	Multi-jurisdictional working group established
			Unlikely that all owners will donate 15' P.I.E and these improvements aren't coordinated with the Purple Line More detail needed on travel demand management measures and the bi-county TMD and Parking Lot District	Development process will be used to coordinate improvements Multi-jurisdictional working group established. It will address Bi-County transportation issues
			Not supportive of creation of a parking lot district; proposes an entity that can manage parking assets	Staff recommends the creation of a parking lot district
	1	Montgomery County Department of Fire and Rescue Service (MCFRS)	Selection of roadway classifications and speed limits without analysis of effects on emergency response	Transportation staff will coordinate with Fire and Rescue

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	2	TLC CDA, Neel Teague	Recommends that R.O.W expansions be kept to a minimum including MD 193 and MD 650 which should have a R.O.W of 120 feet	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan. The Approved and Adopted Takoma Park Master Plan sets a minimum 150' ROW for MD 650
			Supports creation of multi-jurisdictional working group	Multi-jurisdictional working group established
	1	Cohen Brothers Hampshire Place, LLC	Supports proposed 70' R.O.W for Holton Lane but will need to maintain access to Holton Lane as it was required as part of the original site plan approval	Sector Plan recommends a private street that would provide access to Holton Lane
	2	B.F. Saul, Vince Burke	Recommends that the TLC Sector Plan use the ROW proposed by MTA	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan
	1	McGuire Woods, Mark Viani	Calls for the formation of a bi-county, multi-jurisdictional working group that includes stakeholders	Multi-jurisdictional working group established
			Calls for removal of jug-handle concept from Sector Plan	Montgomery County Sector Plan never recommended jug-handles
			Where will expansion of future ROW needs for MD 193 occur? Will it be based on the center line of MD 193?	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan. SHA will determine how expansion will occur
	2	Duball, Mark Dubick	Better Coordination between various agencies is necessary	Multi-jurisdictional working group established
			Jug-handles and private streets will bifurcate property and prevent best redevelopment. Recommend that existing traffic network be continued or allowed to function as intended	Montgomery County Sector Plan never recommended jug-handles. Private streets provide additional design and development flexibility
	2	Barrie Howard	Residents are opposed to developing road system to accommodate business traffic through New Hampshire Gardens (i.e. near 7676 New Hampshire)	Staff concurs until time of redevelopment whereas a private street through 7676 New Hampshire is recommended. It is needed to support development and will be one-way to prevent through traffic
	1	New Hampshire Gardens Civic Association	Supports the proposed Transit Center at the Taco Bell site and the Purple Line (light rail option) with stations along University Boulevard at MD 650 and Riggs Road	Staff concurs

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
Purple Line	2	Bryne Kelly	Recommends that the advantages of grade separation for MD 193 and MD 650 and aerial connectivity for Purple Line Station and Transit Center be investigated (e.g. Wheaton)	Staff does not concur; MTA investigated grade separation alternative for MD 193 and rejected it
	1	Holland & Knight	The Purple Line can provide needed market and economic support for this type of redevelopment, including the amenities envisioned in this plan and can provide the desired traffic capacity	Staff concurs but acknowledges the Purple Line will provide a major decrease in the number of vehicles on the road
Pedestrian	2	Takoma Park City Council Dona Victoria	Ensure that Sector Plan retains recommendations for ample tree-shaded sidewalks and buffered bike lanes	Staff recommends wide sidewalks and is investigating buffered bike lanes
	1	NHGCA	Supports development that encourages pedestrians rather than pedestrian-safe development	Staff concurs
			Recommends the establishment of sidewalks and dedicated bike paths along major thoroughfares	Staff concurs
			Support traffic calming and speed control measures	City of Takoma Park will be responsible for traffic calming and speed control on their streets. SHA will determine measures for state routes
Land Use	1	B. F. Saul	Supports the 130' ROW proposed by MTA which does not include the 15' P.I.E for sidewalks	The ROW of MD 193 will be determined by the Prince George's County Sector Plan
			Expansion of ROW on University Blvd. and Kennewick Avenue will constrain an already narrow site and inhibit development	Staff does not believe expansion of ROW will constrain the 10 acre site
			Sector Plan does not include 15-18' needed for Station Platform	Proposed ROW will accommodate the needs of the Purple Line
	1	McGuire Woods Mark Viani	Recommends that recommendations regarding density increase, calculation and allocation be uniform between the two Sector Plans	Staffs are working to reconcile these recommendations
	1	Neel Teague	Widening of MD 650 will restrict development flexibility and parking efficiency	Staff disagrees

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
Design	1	National Capital Planning Commission (NCP) Planning Research and Policy Division	TLC Sector Plan mixed-use recommendations are consistent with Smart Growth Principles and advance regional and federal interests	Thank You
	2	Dona Victoria, T.P. Council	Recommends that Civic Green be relocated closer to transit center and that it be a plaza-like hard-scape structure	Staff agrees on relocation; will investigate urban plaza concept
	2	TLC CDA, Neel Teague	Support proposed heights and densities	Thank You
			Private streets should be noted in plan as illustrative	Staff concurs
			Recommends inclusion of convenience parking on sites	Location of parking will be determined at time of development review
	2	Coalition for Smarter Growth, Cheryl Cort	Supports plan as it addresses need for TOD around Purple Line and inner suburban districts	Thank You
	2	Duball, Marc Dubick	Open space designation while favorable will inhibit redevelopment efforts and chops up site. Overall, the plan is too specific	Location and scale of open space will be determined at time of redevelopment
	1	B.F. Saul	Recommend an increase of FAR to 3.0 and a minimum of 100' along MD 193 as proposed building height of 80' will not allow achievement of 2.5 FAR	Staff believes that proposed development envelope is appropriate and attainable
			The purpose of the proposed relocation of Post Office to site is unclear	The Post Office is an important amenity that would provide better function and service if it were adjacent to transit
	1	Hampshire Place, LLC, Cohen Brothers	Recommend 2.0 FAR for entire site rather than range of 1.5-2.0, due to proximity to Transit Center and Purple Line. The height requirements of 60-40' can be maintained	Sector Plan will recommend 2.0 FAR with 60' heights for entire site
	1	Holland & Knight	Plan should note the illustrations of potential streets are conceptual and final location will be determined upon redevelopment	Staff concurs





Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	2	B.F. Saul Vince Burke	Building height of 80' will not allow achievement of proposed 2.5 FAR. Recommend a minimum of 100' along MD 193 with a maximum of 45-60' along Kennewick	Staff believes that proposed development envelope is appropriate and attainable
			Recommend urban plaza adjacent to proposed Purple Line station along MD 193 rather than a more park like Civic Green	Staff agrees on relocation; will investigate urban plaza concept
			Recommends plan be more judicious in requiring 20' sidewalks and 1 <sup>st</sup> floor retail along MD 193. Would rather locate them on proposed interior streets	Staff is not recommending 20' sidewalks and will recommend ground floor retail only at priority pedestrian areas
	1	NHGCA	Plan should ensure that appropriate transitions in building heights are maintained and protect Northern and Eastern portions (residential) of New Hampshire Gardens	Staff concurs
			Encourages installation of additional public spaces (parks, recreation spaces, farmer's markets) to help define transitions	Staff concurs
			Proposed increases in density must be accommodated by improvements to access and egress (infrastructure improvements)	Infrastructure improvements are recommended as part of the Sector Plan
	2	Brigitte Rutstein	Sector Plan should not design requirements that inhibit development and investment by small businesses	Staff concurs
			Recommend that ROW on MD 193 not be widened so that it compresses operations or causes variation of the building	The ROW of MD 193 will be determined by the Prince George's County TLC Sector Plan
			Recommend that existing curb cut and entrances remain	Construction of Purple Line and development process will determine location of curb cuts and entrances
			Recommend that green space, environmental and additional requirements not be prohibitive to small business	Staff concurs

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	1	Neel Teague	Private covenant on property prohibits retail use, access to Hammond Avenue and increase in building height beyond four stories	Montgomery County cannot recognize 3 <sup>rd</sup> party private covenants. City of Takoma Park supports increased density, building height and mixed-use at this site
	1	Karen Terhune	Opposed to construction of taller buildings as they will increase traffic and harm environment. Favors traffic reducing strategies and sidewalks	Staff concurs and will continue to investigate trip reduction strategies and goals as part of the multi-jurisdictional working group
Housing	1	MDOT Donald Halligan	CASA de Maryland can help market the proposed lease-purchase program and provide education outreach to multilingual, multicultural clients	Staff concurs
	1	Montgomery County Department of Housing and Community Affairs	Plan should include recommendation of retention and improvement of "existing" housing and include statement of no net loss of affordable housing	Staff concurs and will edit language
			Concerned about the feasibility of residential redevelopment given the City of Takoma Park's rent stabilization program	Staff will investigate
	2	CFSG Cheryl Cort	Reiterates strong support for MPDU program and continued appreciation for other affordable housing programs and the strong commitment by Leggett administration to funding affordable housing. Recommends the efforts of HOC, MHP, etc. to provide quality affordable housing.	Thank You
	1	NHGCA	Supports development that encourages homeownership and fair rental practices	Staff concurs
			Rejects development plans that significantly increase the overall proportion of affordable housing compared to moderate and market based housing and any proposal that increases ratio of affordable housing to market rate above current levels	Staff concurs
	2	St. Camilias C. Wainwright	Supports plans commitment to protect affordable housing	Thank You

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
Environment	1	NCPC	<p>Recommends that Montgomery County encourage Prince George's County to promote renovation of some of the low income rental property proposed for rezoning and/or threatened by new traffic network</p> <p>Improving water quality, maintaining green buffers and increasing trail linkages (i.e. north/south trail) within Long Branch Stream Valley Park are not inconsistent with Comprehensive Plan policies.</p> <p>NCPC review may be required if any changes are proposed to Northwest Branch and/or Sligo Creek Stream Valley Park – Capper Cramton Act of May, 1930 (46 Stat. 482) – Prince George's County</p> <p>Plan doesn't discuss water and sewer management/plan</p>	<p>Montgomery County has expressed its opinion to Prince George's County regarding affordable housing and will continue to work on a collective vision for the area.</p> <p>Staff concurs</p> <p>Staff concurs</p> <p>Staff will add the following language: Takoma/Langley Crossroads Sector Plan area is served by the WSSC's Sligo Creek and Northwest Branch sewer basins and its water service is provided via the Prince George's County Main Zone and WSSC's Planning group will perform capacity evaluations at time of development</p> <p>Staff concurs</p> <p>Staff concurs</p>
			<p>Commit to increasing number of trees and have a tree canopy goal that matches or exceeds the American Forest recommendation</p> <p>Increased ROW on New Hampshire will require additional stormwater management</p> <p>Stormwater infiltration in redeveloped areas may be difficult due to compacted soils</p> <p>There are no additional plans to address stream bank erosion along Long Branch</p> <p>LEED Gold Certification could deter development</p>	<p>Staff concurs</p> <p>Staff concurs, Sector Plan states where feasible</p> <p>Staff will change language to state encourage and support efforts to repair stream bank damage</p> <p>Supported by City of Takoma Park</p>
	1	Montgomery County Department of Economic Development		

Method of Testimony – (1) written, (2) oral

\*Resolution of the City of Takoma Park will be handled in a separate document

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	1	MCFRS	Permeable pavers are not conducive to supporting high load bearing requirements of fire and rescue apparatus	Sector Plan stated that pavers are to be used where appropriate
	1	B.F. Saul	Size, height and spacing of street trees must be strategic as to allow adequate access Rethink requirement for LEED Gold, green roofs on parking structures and green streets; specify clearer requirements	Placement of trees is handled/considered during the development review process These are recommendations for density incentives not requirements; Staff will edit language accordingly
	1	Hampshire Place Cohen Brothers	Prefer that LEED Gold certification not be required	Supported by City of Takoma Park
	1	Holland & Knight	Delete requirements for LEED Gold Certification, onsite energy production, solar orientation and minimum 25% tree canopy	These are recommendations for density incentives not requirements; Staff will edit language accordingly
	2	B.F. Saul Vince Burke	Recommend removal of requirement for Green Roof on parking decks	These are recommendations for density incentives not requirements; Staff will edit language accordingly
			Recommend that LEED requirement be regulated Countywide not by Master Plan process	Supported by City of Takoma Park
	1	NHGCA	Support reduction of unused or underutilized parking areas	Staff concurs
			Re-establish pre-development conditions (hydrologic and water quality) of runoff from an undeveloped area the size of Plan area should be performance goal	Staff concurs, but it may not be realistic goal. Improved stormwater management will help
			Require building constructed during redevelopment to meet LEED Silver Rating or greater	Supported by City of Takoma Park
			Encourage use of alternative energy sources	Staff concurs
			Re-establish urban forest canopy and plant street trees on all sidewalk areas and parking areas	Staff concurs
	1	Neel Teague	Why are properties required to exceed then applicable county standards for environmental sensitivity (i.e. LEED Gold)?	Supported by City of Takoma Park and recommended as a density incentive not a requirement

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
Parks	1	NHGCA	Disapproves of Long Branch trail recommendation – prefers that the WSSC restore the stream and riparian area back to pre-disturbance conditions	Staff will investigate
			Supports creation of new parks and green space as described in Sector Plan	Staff concurs
			Supports installation of dedicated bike lane south along Glenside Drive from Carroll to Becca Lilly Playground and a bridge at the Southern end of Becca Lilly Park	Staff will investigate
	2	Takoma Academy David Daniels	Remove recommendation for potential purchase of Takoma Academy by Parks	Staff concurs
	2	Catherine Tunis	Opposes the north/south trail proposed within Long Branch Stream Valley	Recommendation will be removed by Parks
			Recommends that ownership of vacant lots (WSSC) along New Hampshire Avenue be investigated for ownership by City of Takoma Park and M-NCPPC; would like to remain undeveloped	Lots owned by WSSC will require discussion with WSSC
Quality of Life	1	MCDED	TLC area covers three jurisdictions; two plans for area may complicate planning, funding and coordination of infrastructure improvements and related economic development efforts	Montgomery and Prince George's Counties staff will reconcile the Sector Plans
			Are development capacity estimates for Montgomery County or entire study area?	Montgomery County
			Is the proposed 2.5 FAR (7 stories) enough incentive to spur redevelopment?	Staff believes that proposed development envelope is appropriate to spur development
			Explain establishment of economic development boundary	Program area for proposed economic development programming (i.e. Main Street Program, CDC, CDA, etc.)
			What are mechanisms to retain 30% of local retail?	DED should assist developers with retention of local businesses
			Who will manage and how will Urban Main Street Program be funded?	Sector Plan proposes existing Main Street Program with funding from Montgomery County and the City of Takoma Park

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
			Parking lot district is unrealistic without substantial redevelopment	Staff concurs
			Clarification of amenity fund projects including amount of funds generated by each project, order of magnitude costs and priority	Development review establishes a formula to determine contribution to amenity fund, order of magnitude costs will be determined at a later date. Plans are listed in order of priority
			Clarification of proposed food science incubator including the conveyance of land, feasibility analysis, cost assessment and proposed industry sector	Sector Plan identifies a location and recommends the conveyance of land. The incubator is listed as a CIP project. Staff will meet with DED to discuss the project
			Clarification of CIP projects	Staff will clarify cost estimates for CIP projects
	1	Montgomery County Department of Public Libraries	Library services not mentioned	Information on community facilities is included in the Sector Plan Appendices
			Increased residency may increase usage of Long Branch Library	Staff concurs
			Expansion of vocational training programs and entrepreneurship programs may impact Long Branch Library	Sector Plan proposes creation of community meeting space within Plan area to complement existing facilities
			Creation of New American Service Center may duplicate services already provided at Long Branch Library	Plan proposes on-site service center to complement existing resources
	1	MCFRS	Lack of recommendations for fire and rescue concerns	Information on community facilities is included in the Sector Plan Appendices
	1	CFSG Cheryl Cort	Plan protects and preserves existing residents and businesses	Thank You
	1	Holland & Knight	Remove the recommendation for conveyance of the Food Science Incubator	Staff disagrees; quality of life improvements are integral component of the Sector Plan.
			Market and economic forces do not support redevelopment or the amenities and features tied to such redevelopment until after the Purple Line	Staff believes that the 20 year horizon of the proposed Sector Plan will accommodate proposed redevelopment



Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	1	Neel Teague	Will the proposed Satellite Suburban Washington Resettlement Center by rent paying or free space?	To be determined by developer and the agency
			Who is responsible for maintaining and operating community meeting space?	It would be the responsibility of the property owner. This is an incentive for density not a requirement
<b>Zoning</b>	1	MDOT Donald Halligan	Does the proposed CR Zone require site plan review?	It is required for optional method development
	1	WSSC	Requesting that the surplus WSSC property located on New Hampshire Avenue (see page 55) maintain its current O-M zoning in order to protect market value	Supported by City of Takoma Park. Staff will remove recommendation
	2	City Council Dona Victoria	Rezone properties adjacent to 7676 New Hampshire to allow for townhomes and mixed use development	Staff disagrees
	2	CFSG Cheryl Cort	Encouraged by approach to CR Zone that exchanges density bonuses for community benefits (i.e. affordable housing and small business retention)	Thank You
			CR zone needs clarification to determine how the goal of retaining 30% of existing small businesses will be accomplished	This is not a function of zoning. DED should assist developers with retention of local businesses
	2	TLC CDA Neel Teague	Recommend that current uses and structures located on parcels proposed for rezoning are deemed conforming and allow for additional growth	Staff disagrees
			CR Zone must be articulated and allow for flexibility in its application. Office, retail and residential are generally not a successful mix	CR Zone does allow for flexibility and Staff will include additional language in the Sector Plan
			Zone should recommend incentives rather than mandates	These are recommendations for density incentives not requirements; Staff will edit language accordingly
	2	B.F. Saul Vince Burke	Recommend that plan language defines what constitutes redevelopment	This is determined by the Department of Permitting Services
	1	B. F. Saul	Recommend that CR Zone include a grandfather provision to protect existing operations; expressly permit the reconstruction of existing buildings upon the occurrence of a casualty loss	Staff concurs

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	1	McGuire Woods Mark Viani	Recommends that draft Sector Plans contain coordinated and uniform provisions providing that existing or approved structures, improvements and land uses be deemed conforming and allowed to be modified, repaired and rebuilt up to an additional 25% of existing or approved gross square footage, subject to current zoning standards without triggering any new zoning standard, dedication or public improvement requirement	Staff disagrees
	2	Brigette Rutstein	Recommends that businesses be able to maintain, repair, improve and expand or replace their current structure	Staff disagrees
	1	Holland & Knight	Recommend that existing uses and tenants can remain until redevelopment and allow for the reasonable expansion, renovation and reconstruction of existing buildings up to 25% of existing gross floor area on any site or tract	Staff disagrees
			Recommend that properties not be rezoned nor should proposed mix and scale of redevelopment be recommended until after Purple Line is operational	Staff disagrees
	2	Barrie Howard	Residents of New Hampshire Gardens (living along west side of Hammond Avenue and east side of Wildwood between Holton and Kirkland Avenue) don't support item 2 of T.P. resolution – rezoning of properties adjacent to 7676 New Hampshire from R-60 to something consistent with the final zone of 7676 New Hampshire	Staff will discuss at worksession with City of Takoma Park
<b>Implementation and Process</b>	1	MDOT Donald Halligan	CASA de Maryland can provide a cohesive presence and be a strategic partner to M-NCPPC. They can serve as a liaison between County Planning Staff, MTA, Latino merchant associations and Limited-English Proficiency stakeholder	Staff concurs
			No formal construction schedule/staging has been set	Plan does not include staging. It will be controlled by the Annual Growth Policy

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Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	2	St. Camillas C. Wainwright	Encourages Prince George's County officials to slow down, listen to stakeholders and develop a vision that doesn't include displacement for low income residents	Montgomery County has expressed its opinion regarding the process and will continue to work with the City of Takoma Park and Prince George's County on a collective vision for the TLC Sector Plan area
	2	Duball Marc Dubick	Concerned about the time lag between the plan process and when the Purple Line is in place	Sector Plan will accommodate needs of Purple Line and development will be controlled by the Annual Growth Policy
	1	Holland & Knight	Provide for future redevelopment related to the Purple Line at the appropriate time, while accommodating existing and interim uses  There is a strong desire to ensure the interim viability of community retail uses pending comprehensive redevelopment following the Purple Line  Add the following language: the recommendations that follow under the sections entitled Diversity, Design, Place Making, Connectivity, Road Network, Intersections, Public Transit, Pedestrian Links and Bikeways and the specific District recommendations for each of the Neighborhood Districts, reflect the type of major redevelopment possible with the Purple Line. It is recognized that the extensive nature of these changes is not likely to occur until after the Purple Line is built and major redevelopment of the principal properties occurs. The various recommendations with respect to the ultimate density of redevelopment, mix of uses, urban design features, public parks, new and expanded roadways and such other features tied to redevelopment are not expected to occur until that time and the actual location and design of such features will be determined at that time. The continuation of interim and replacement uses at the existing development scale cannot support most of these requirements and	Staff believes that the 20 year horizon of the proposed Sector Plan will provide for future development  Staff concurs and believes that the 20 year horizon of the proposed Sector Plan will accommodate interim and future development  Staff disagrees and believes that the 20 year horizon of this plan will accommodate proposed development. Additionally, specific district and/or site recommendations are for density incentives not requirements; Staff will edit language accordingly

Public Hearing Draft Testimony for the Takoma/Langley Crossroads Sector Plan

Topic	Type	Person/Agency	Testimony	Staff Response
	1	McGuire Woods Mark Viani	<p>the imposition of these obligations at this time could have an adverse impact on the economic viability of the area until then. Therefore, reinvestment in existing buildings and the renovation/reconstruction of them will not be limited by the long term redevelopment recommendations</p> <p>Recommends that Sector Plans be delayed to better understand the impact of the Purple Line and to develop the appropriate coordination mechanisms</p>	<p>Staff disagrees and believes that the 20 year horizon of this plan will accommodate proposed development and the impact of the proposed Purple Line</p>



## ATTACHMENT 3

### MONTGOMERY COUNTY PLANNING DEPARTMENT THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 3, 2009

#### MEMORANDUM

TO: Melissa Williams, Senior Planner, Vision/Community Based Planning Division  
Bill Barron, Team Leader, Vision/Community Based Planning Division

VIA: Dan Hardy, Chief, Move/Transportation Planning Division **DKH**  
Tom Autrey, Supervisor, Move/Transportation Planning Division **TA**

FROM: Cherian Eapen, Planner/Coordinator, Move/Transportation Planning Division **CE**  
301-495-4525

SUBJECT: Public Hearing Draft of Takoma/Langley Crossroads Sector Plan  
Planning Board Work Session

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#### STAFF RECOMMENDATION

Review and approve transportation recommendations in the Takoma/Langley Crossroads Sector Plan, with proposed changes as summarized in the introductory remarks below and expanded upon in sections that follow.

#### INTRODUCTION

This staff report is organized to highlight transportation issues the Planning Board and staff have heard during the Public Hearing for the Draft Sector Plan or have received in writing during the time the record was open for input. .

For the purpose of Planning Board discussion, staff responses to the following primary transportation issues are presented in this memorandum:

1. Improve coordination between the principal Sector Plan drafting agencies in Montgomery County and Prince George's County to reconcile inconsistencies in plan recommendations including Right-of-Way (ROW) requirements for University Boulevard (MD 193) and New Hampshire Avenue (MD 650), clarification on street connections across the County line, and references to further study of network circulation options rather than "jug handles" as a way to manage traffic through University Boulevard/New Hampshire Avenue intersection.

2. Clarify the relationship between the Purple Line project and end-state recommendations in the Sector Plan for University Boulevard ROW, the proposed University Boulevard “cycle track”, and pedestrian/bicycle connections to Purple Line stations including the Takoma/Langley Transit Center.
3. Justify certain Sector Plan public street classifications and ROW recommendations and private street recommendations.

## DISCUSSION

The above primary issues were further defined for clarity and are discussed in detail below, with staff recommendations for each issue that need Planning Board discussion/action.

The specific issues in this discussion section include the following:

1. Coordination among Planning Departments, other Public Agencies, and area stakeholders
2. Coordination with Maryland Transit Administration on Purple Line
3. University Boulevard Recommendations
4. New Hampshire Avenue Recommendations
5. Business Street Recommendations
6. Internal Private Street Recommendations
7. Roadway Network Connectivity across University Boulevard (County Line)
8. Sector Plan Bikeway Recommendations

Staff recommendations to revise the Montgomery County Public Hearing Draft Plan text are **highlighted in bold text** in the discussion below.

### **Issue No. 1: Coordination among Planning Departments, other Public Agencies, and area stakeholders**

In response to the concern expressed above and as an overall desire to improve communication and coordination between the various public agencies (Montgomery County and Prince George’s County Planning Departments and Departments of Transportation, Maryland State Highway Administration, Maryland Transit Administration, and City of Takoma Park) a Takoma/Langley Crossroads Sector Plan Technical Coordination Group (“Technical Group”) was convened on July 28, 2009, and transportation issues that were raised by public agencies as well as private citizens and property/business owners in the area (“stakeholders”) were discussed in detail. Several of the issues were clarified and resolved at this meeting. Unresolved issues were identified for further follow-up, coordination and review at a second Technical Group meeting held on September 1, 2009. A draft summary of the current Technical Group meeting “Issues Matrix” consisting of issues, notes, resolution, and next steps is included as Attachment A.

Participants at the above meeting indicated a preference for the Technical Group to meet only on an “as needed” basis, with the meeting open to general public.

Additionally, to provide responses/clarifications to outside stakeholders in a timely manner, participants indicated a preference to address stakeholder concerns through correspondence rather than through scheduled meetings.

Staff believes that there is a need for the Technical Group to continue their interaction because of the many complex issues (such as the upcoming Purple Line preliminary engineering and final design phases) that will require coordination and planning between multiple jurisdictions and numerous stakeholders well beyond the adoption of the respective sector plans.

***Staff recommends that the Planning Board:***

- a. Concur with the establishment of the Technical Group, which is required to meet only on an “as needed” basis, with a staff member from both Montgomery County and Prince George’s County Planning Departments acting as Co-Chairs.
- b. Concur that the meetings will not be closed meetings, but that separate meetings may be scheduled as needed to allow stakeholder participation.

**Issue No. 2: Coordination with Maryland Transit Administration on Purple Line**

Recently, the Governor announced that the State is moving forward with the light rail alternative for Purple Line as the Locally Preferred Alternative. This decision provides direction on the alignment (in the median) for Purple Line along University Boulevard within the plan area. The announcement also reinforced station area locations for the Purple Line at the Takoma/Langley Transit Center and to the east of Riggs Road.

Staff has worked extensively with MTA on accommodating the Purple Line within the Sector Plan area. Specifically, staff has coordinated with the MTA on the University Boulevard cross-section, ROW, easement requirements, pedestrian and bicycle accommodation along University Boulevard, interim/ultimate street connectivity across the County Line and existing/proposed intersection/traffic signal compatibility (with Purple Line).

The overriding objective at this point in the process is to work toward the development of a coordinated plan vision that both complements and builds upon the selected Purple Line alternative. The approach at the staff level is thus to “pivot” off the Purple Line plans and not introduce new elements that will be in conflict with the Purple Line design or increase cost for the Purple Line project. With respect to development review, staff will continue to review development applications in the context of the Locally Preferred Alternative.

*Staff recommends that the Planning Board:*

- a. Endorse the approach that priority is given to the Purple Line's Locally Preferred Alternative plans in the development of the Sector Plan and in the review of development applications.

**Issue No. 3: University Boulevard Recommendations**

Several issues have been raised regarding Sector Plan recommendations for University Boulevard (MD 193). These issues included ROW and Public Improvement Easement (PIE) recommendations for University Boulevard, accommodation of the proposed Purple Line along University Boulevard, recommendations on street connectivity across University Boulevard/County Line, and bicycle/pedestrian accommodation along University Boulevard.

To help resolve uncertainties related to ROW recommendations in the Sector Plan, information available in the Municipal Charter of Takoma Park was reviewed, which gives a detailed description of the corporate boundaries for the City (and therefore Montgomery County as well). The description from Article II of the Charter is included as Attachment B. This description indicates that the boundary of the City is the northern property line abutting the University Boulevard right of way. This would indicate that east of Merrimac Drive, University Boulevard is entirely within Prince George's County and any ROW for University Boulevard would be set by Prince George's County. Thus the only segment of University Boulevard within the Montgomery County Sector Plan is the segment between Merrimac Drive and Carroll Avenue.

The ROW recommendation for 120 feet (minimum) in the Sector Plan for University Boulevard therefore applies only to that section of the roadway within Montgomery County. This recommendation is consistent with the 2000 Takoma Park Master Plan and the 2000 East Silver Spring Master Plan. It is noted that University Boulevard within this section currently has a ROW of approximately 147 feet. The Public Hearing Draft of the Sector Plan thus does not recommend any change to University Boulevard ROW. In recognition of any unidentified future ROW requirements associated with the proposed Purple Line, the Draft Sector Plan on page 61 however notes that "This proposed minimum right of way does not include additional right of way that may be required to accommodate the Purple Line."

It is noted that latest draft Purple Line documents available from the MTA (included as Attachment C) indicate that the Purple Line can be accommodated along University Boulevard within an estimated 126 feet between Carroll Avenue and Merrimac Drive. The requirements for Purple Line to the east of Merrimac Drive to Riggs Road vary between 125 feet to 154 feet and at certain locations will require additional ROW from private property owners.

Staff finds that the process to implement the Purple Line will require continuing development of Preliminary Engineering plans (concurrent with the Final Environmental Impact Statement) followed by detailed designs. The development review process in Montgomery County facilitates ongoing coordination and implementation of current thinking of both public agencies and private developers. **Staff therefore recommends that the Sector Plan clarify the need to protect Purple Line ROW based on the latest designs available at the time of subdivision and amend the note on page 61 of the Sector Plan Public Hearing Draft with the following statement: “Additional right-of-way requirements for Purple Line will be determined at time of subdivision using latest project-level plans available for the Purple Line”.**

It is noted that within Montgomery County and continuing into Prince George’s County, “accommodating the Purple Line” means accommodating the additional ROW required in the MTA’s Purple Line concept for the Locally Preferred Alternative. Specifically, this includes the following along University Boulevard, as currently illustrated in Attachment C:

- Eastbound and westbound tracks located in the median of University Boulevard
- Station platforms and related fixtures and features
- Three travel lanes in each direction – the outside lane being wider to accommodate an on-road bike lane
- Left turn lanes where required (as determined by the MTA and SHA in conjunction with the Working Group and in consideration of new roadway connections in the Sector Plans )
- A six-foot wide sidewalk adjacent to the roadway and within the (existing or new) ROW

Staff supports the preservation of Purple Line ROW identified by the MTA but recommends an alternative strategy for bicycle accommodation within that ROW as described under Issue No. 8.

As previously noted, most of University Boulevard under consideration in the two Sector Plans is within Prince George’s County. The two Purple Line stations and multiple signalized intersections within a relatively short distance result in a ROW requirement that within the overall plan area exceeds the 120 feet minimum for almost the entire segment. As a result, this is acknowledged in the plan for both clarity and uniformity. It is however noted that in a typical “running” section with no requirement for a station platform or turn lanes, the Purple Line can be “accommodated” within a 120-foot ROW as depicted on page 31 of the Sector Plan Public Hearing Draft.

The Sector Plan also includes a recommendation to introduce a 15-foot PIE on either side of University Boulevard in both Montgomery County and Prince

George's County Plan, beyond the ROW line established for Purple Line. The PIE is recommended to include the following:

- Sidewalks (which will be a shared use facility)
- Tree Panels/Street trees
- Street lighting
- Street furniture

Concerns have been expressed that this recommendation for the PIE "in effect" is a requirement for additional ROW from private properties, and that it will impede on plans for interim redevelopment/reuse/reconstruction of existing structures on a property.

It is noted, as shown on Attachment C, that the PIE recommendation affects property owners in Montgomery County generally to the east of Lebanon Street because the Purple Line ROW requirements extend into their properties. To the west of Lebanon Street however, the effect of the PIE recommendation varies since (as stated earlier) existing University Boulevard ROW is larger than the Purple Line ROW requirement.

It was also noted that not all property owners may voluntarily participate/agree to a PIE, which could hinder the ultimate goal to create a consistent cross-section along University Boulevard. It was also noted that unlike ROW, PIE's require payment of property taxes by the property owner. Finally, concerns were expressed over the typical section shown for University Boulevard (where the sidewalk and amenities are shown within the PIE) since these improvements are tied to a development schedule that may or may not correspond to the reconstruction of the roadway.

Regardless of these concerns, staff believes that a PIE is an appropriate mechanism to achieve the urban context envisioned for the sector plan area along University Boulevard in the interim as well as under ultimate build scenarios. In the interim scenario, compared to requiring additional ROW, the PIE could in fact provide protection for property owners against existing buildings/structures becoming non-conforming uses. Additionally, the recommendation to provide a PIE is expected to be triggered only with the redevelopment of an entire property under the CR Zone as an amenity, and not with the reuse or reconstruction of an existing structure. A PIE could also provide for grading easements required outside of ROW into the property, and most importantly, allow for an overlapping Public Utilities Easement (PUE), which could be used to locate utilities underground, "free and clear" of any obstructions.

Though concerns were expressed over differing roadway construction and private development schedules, staff believes that if the private development schedule is to lag the public roadway construction schedule or is to occur in a piecemeal fashion, interim measures could be taken to accommodate pedestrians and



bicyclists along the improved University Boulevard that will be reconstructed by Purple Line. In the case of University Boulevard, a lagging private development schedule may mean that pedestrian accommodation will have to be provided on the proposed sidewalk or within a recommended shared-use pedestrian/bicyclist facility along the roadway. These interim measures may then have to remain in place until sidewalk and amenities required over the entire length of the PIE are constructed. Finally, the PIE is critical in the interim redevelopment scenario to achieve some of the “street features” recommended in the Sector Plan if the Purple Line is not yet on the ground. In cases where a partial or full PIE is not required over a private property (such as the properties to the west of Lebanon Street), amenities could still be required to be implemented within the area identified for PIE, either at the time of subdivision or at a later date through covenants.

The PIE is also important under the ultimate build scenario to accommodate the “cycle track” recommended along University Boulevard within the Sector Plan boundary. (This is discussed in detail under Issue No. 8.)

Recommendations on street connectivity across University Boulevard/County Line are discussed in detail under Issue No. 7.

*Staff recommends that the Planning Board:*

- a. **Revise the footnote in the Roadway Classification table on page 61 of the Public Hearing Draft Plan regarding additional University Boulevard ROW by adding a sentence that states: “Additional right-of-way requirements for Purple Line will be determined at time of subdivision using latest project-level plans available for the Purple Line”.**
- b. Concur that the recommendation for a PIE for University Boulevard is appropriate and critical to the vision of the Sector Plan.
- c. **Clarify that the requirement for the PIE will be triggered only with the redevelopment of an entire property under the CR Zone as an amenity and not with the reuse or reconstruction of an existing structure on a property.**

**Issue No. 4: New Hampshire Avenue Recommendations**

Several issues have also been raised regarding Sector Plan recommendations for New Hampshire Avenue (MD 650). These issues included ROW and Public Improvement Easement (PIE) recommendations for New Hampshire Avenue, the multi-way boulevard concept, its limits, and potential bio-swale along New Hampshire Avenue median within Montgomery County, transition of New Hampshire Avenue into Prince George’s County across University Boulevard, as well as bicycle/pedestrian accommodation and parking along New Hampshire Avenue.

The ROW recommendation of 150 feet (minimum) in the Sector Plan for New Hampshire Avenue applies to the section of the roadway within Montgomery County, south of University Boulevard to just south of Sligo Creek Parkway. This recommendation is consistent with the 2000 Takoma Park Master Plan. The Public Hearing Draft of the Sector Plan thus does not recommend any change to New Hampshire Avenue ROW. However, a new requirement is introduced in the Sector Plan for New Hampshire Avenue in the form of a PIE to be established 15 feet from the ROW line.

Concerns have been expressed that this recommendation for the PIE "in effect" is a requirement for additional ROW from private properties, and that this will impede on plans for interim redevelopment/reuse/reconstruction of existing structures on a property. It was also noted that not all property owners may voluntarily participate/agree to a PIE, which could hinder the ultimate goal to create a consistent cross-section along New Hampshire Avenue. Additionally, unlike ROW, PIE's require payment of property taxes by the property owner. Finally, concerns were expressed over the typical section shown for New Hampshire Avenue (where the sidewalk and amenities are shown within the PIE) since these improvements are tied to a development schedule that may or may not correspond to the reconstruction of the roadway.

Regardless of these concerns, staff believes that a PIE is an appropriate mechanism to achieve the urban context (among other factors) envisioned within this sector plan area, especially along New Hampshire Avenue in the interim as well as under ultimate build scenarios. In the interim scenario, compared to requiring additional ROW, the PIE could in fact provide protection for property owners against existing buildings/structures becoming non-conforming uses. Additionally, the recommendation to provide a PIE is expected to be triggered only with the redevelopment of an entire property under the CR Zone as an amenity, and not with reuse or reconstruction of an existing structure. A PIE could also provide for grading easements required outside of ROW into the property, and most importantly, allow for an overlapping Public Utilities Easement (PUE), which could be used to locate utilities underground, "free and clear" of any obstructions.

Though concerns were expressed over differing roadway construction and private development schedules, staff believes that if the private development schedule is to lag the public roadway construction schedule or is to occur in a piecemeal fashion, interim measures could be taken to accommodate pedestrian and bicyclists along the improved roadway. In the case of New Hampshire Avenue, a lagging private development schedule may mean that pedestrian accommodation will have to be provided within the service lane area of the roadway. These interim measures may then have to remain in place until sidewalk and other amenities required over the entire length of the PIE are constructed.

The multi-way boulevard concept proposed for New Hampshire Avenue within the Montgomery County Sector Plan area provides for six through travel lanes (three lanes in each direction) separated by a central median and additional low-speed local service/access lanes with on-street parking on either side. The service/access lanes are separated from the through travel lanes by a side median. Bicyclists will be accommodated on the service/access lanes and in a "shared" environment over the PIE recommended for the roadway.

The limits for the New Hampshire Avenue multi-way boulevard treatment is approximately 300 feet south of University Boulevard to Merwood Drive (approximately 1,700 feet in length). The transition detail for the roadway from a multi-lane boulevard to a six-lane divided highway to the north across University Boulevard into Prince George's County (consistent with New Hampshire Avenue cross-section recommended in the Prince George's County Sector Plan) is provided as Attachment D. The transition detail for the roadway from a multi-way boulevard to a six-lane divided highway to the south of Merwood Drive is provided as Attachment E.

The Public Hearing Draft Plan recommended bio-swales within the approximately 16 feet wide median of New Hampshire Avenue. The term bio-swale was used to define a range of potential bioretention and infiltration strategies. The full open-section drainage system connoted by the term bio-swale is not consistent with the urban design concept shown in the draft plan, yet opportunities exist to construct infiltration trenches and biotreatment facilities within curb extensions or curb inlets to achieve similar objectives for treating stormwater within the right-of-way. The Sector Plan language will be clarified in this regard and bioretention devices will be pursued where feasible and appropriate.

*Staff recommends that the Planning Board:*

- a. Concur that New Hampshire Avenue within Montgomery County will have a multi-way boulevard concept between approximately 300 feet south of University Boulevard to Merwood Drive, with a ROW width of 150 feet minimum.
- b. Concur that the recommendation for a PIE for New Hampshire Avenue is appropriate and critical to the vision of the Sector Plan and that for New Hampshire Avenue multi-way boulevard concept.
- c. **Clarify that the requirement for the PIE will be triggered only with the redevelopment of an entire property under the CR Zone as an amenity, and not with the reuse or reconstruction of an existing structure on a property.**
- d. **Amend text on page 25 of the Sector Plan Public Hearing Draft (Green Streets) to clarify that all bioretention devices, rather than just bio-swales, would be required where feasible and appropriate. The new sentence will be "Bioretention devices that capture and re-charge storm**

**water into the groundwater will be incorporated into these green panels where feasible and appropriate.”**

**Issue No. 5: Business Street Recommendations**

The Roadway Classification table on page 61 of the Public Hearing Draft lists ROW for Anne Street, recommended as a Business Street between Kennewick Avenue and University Boulevard, as 60 feet. However, Business Streets in the Sector Plan are recommended to have a ROW of 70 feet (as stated on page 29 of the Public Hearing Draft). **Staff therefore recommends that the Planning Board amend the ROW for Anne Street between Kennewick Avenue and University Boulevard in the table to 70 feet, consistent with recommendation for other Business Streets in the Sector Plan. This recommendation allows on-street parking to be incorporated along both sides of the street.**

Additionally, the City of Takoma Park Resolution No. 2009-44, adopted July 20, 2009, request elimination of all references to Business Street classification for Hammond Avenue (between Kennewick Avenue to the north and Holton Lane to the south) and Holton Lane (between Hammond Lane to the west and New Hampshire Avenue to the east) in the Sector Plan. However, as shown on the Road Classifications exhibit on page 29 of the Public Hearing Draft of the Sector Plan, roadway sections referenced above to the southwest quadrant of the Sector Plan area form critical segments of the roadway network system envisioned to disperse local traffic through the Sector Plan area efficiently. This street network is also critical to accommodate future left-turn prohibition at University Boulevard and New Hampshire Avenue intersection, if implemented. Additionally, the sections of Holton Lane and Hammond Avenue described above satisfy the need for business street access to the rear of properties that front New Hampshire Avenue. This maintains the desired active building front line along New Hampshire Avenue, with service access to interior alleys for deliveries, etc. to the rear of the building.

Though the Business Streets recommended in the Sector Plan are within the purview of the City of Takoma Park and not subject to Montgomery County standards or classification, staff recommends that the Planning Board concur with the Sector Plan recommendation to classify Hammond Avenue and Holton Lane (to the west of New Hampshire Avenue) as Business Streets. As noted earlier, the proposed Business Street classification is important for these streets for future implementation of left-turn prohibition at University Boulevard/New Hampshire Avenue intersection, to ensure that these streets are built to standards that will allow these streets to carry additional local/circulating traffic as needed.

*Staff recommends that the Planning Board:*

- a. **Amend the ROW for Anne Street between Kennewick Avenue and University Boulevard from 60 feet to 70 feet.**

- b. Concur with the Sector Plan recommendation to classify Hammond Avenue and Holton Lane (to the west of New Hampshire Avenue) as Business Streets.

**Issue No. 6: Internal Private Street Recommendations**

The illustrative build scenario sketches (Development Views) shown on pages 48, 49, 50, 52, 53, and 54 of the Sector Plan Public Hearing Draft for the various Neighborhood Districts incorporate a series of private streets to complement the set of public (sector-planned) streets for the area. Though these sketches are illustrative, the private streets (a total of four) shown on the sketches were laid out and aligned in such a way as to provide connectivity between public streets (under the ultimate redevelopment scenario) for optimum traffic circulation and site design/development flexibility (such as, accommodation of underground structures under private streets). Staff therefore recommends that the Planning Board concur on the conceptual alignment of private streets as shown on illustrative Development View sketches on pages 48, 49, 50, 52, 53, and 54.

It is also noted that the City of Takoma Park Resolution No. 2009-44, adopted July 20, 2009, request elimination of a private street that connect Hammond Avenue (B-4) and New Hampshire Avenue (M-12) through 7676 New Hampshire Avenue, as shown on the illustrative Development View sketch on page 50 of the Public Hearing Draft. This private street is continued east across New Hampshire Avenue to the new Business Street (B-6) proposed to connect University Boulevard with Holton Lane (as shown on the illustrative Development View sketch on page 49). This private street thus provides an important vehicular and non-vehicular connection between two east and west Business Streets, while facilitating walkable block sizes along both sides of New Hampshire Avenue. Staff therefore recommend that the Planning Board concur with the private street concept proposed to connect Hammond Avenue and New Hampshire Avenue, with the modification that vehicular movement on this private street is limited to eastbound travel only (i.e., from Hammond Avenue towards New Hampshire Avenue only).

**Staff also clarifies that the private street between Kennewick Avenue and University Boulevard through the 1101 University Boulevard East property (B. F. Saul site) as shown on the illustrative Development View sketch on page 48 of the Public Hearing Draft will operate with a right-turn in/right-turn out movement at University Boulevard.**

*Staff recommends that the Planning Board:*

- a. Concur on the conceptual alignment of private streets as shown on illustrative Development View sketches on pages 48, 49, 50, 52, 53, and 54.
- b. **Concur with the private street concept proposed to connect Hammond Avenue and New Hampshire Avenue, with the modification that vehicular movement on this private street is limited to eastbound travel**

only (i.e., from Hammond Avenue towards New Hampshire Avenue only).

- c. **Concur that the proposed private street between Kennewick Avenue and University Boulevard through the 1101 University Boulevard East property will operate with a right-turn in/right-turn out movement at University Boulevard**

**Issue No. 7: Roadway Network Connectivity across University Boulevard (County Line)**

The Montgomery County and Prince George's County Sector Plans for the Takoma/Langley Crossroads area carry recommendations on ultimate street connections between the two Counties. These include:

- connections across the northern County Line along University Boulevard at three locations:
  - Anne Street/Lebanon Street
  - proposed Business Street (B-6)/Edwards Place,
  - an existing Driveway/14<sup>th</sup> Avenue (proposed "Ramblas" in Prince George's County), and
- a roadway extension in Prince George's County across the eastern County Line that will connect Holton Lane in Montgomery County with 15<sup>th</sup> Avenue in Prince George's County.

It is noted that all streets/driveways within the Montgomery County Sector Plan Public Hearing Draft, except the proposed new Business Street, B-6, are existing and have no new realignment recommendations. However, the Prince George's County Sector Plan Public Hearing Draft include exhibits that show inconsistent roadway alignment/connection across University Boulevard between Anne Street and Lebanon Street, and a traffic circulation recommendation that is inconsistent with the roadway network recommendations in Montgomery County (such as, recommendation for "jug handle" road connections between University Boulevard and New Hampshire Avenue as a way to manage traffic through University Boulevard/New Hampshire Avenue intersection), affecting operational aspects of future traffic circulating through the Sector Plan area as well as at University Boulevard intersections with Anne Street/Lebanon Street and with proposed Business Street (B-6)/Edwards Place. The University Boulevard intersection at existing Driveway/14<sup>th</sup> Avenue (proposed "Ramblas") is shown to have a turnaround feature in Montgomery County as shown on the Development View presented on page 49 of the Public Hearing Draft. The recommended roadway connection within Prince George's County between Holton Lane and 15<sup>th</sup> Avenue is also clarified to delete any conflict between respective Sector Plan recommendations.

Issues related to street connectivity, traffic circulation, and the recommendation to prohibit left-turns at the University Boulevard/New Hampshire Avenue

intersection was discussed at the July Technical Group meeting. Based on these discussions, Prince George's County indicated that references to 'jug handles' in the Sector Plan will be deleted. It is our understanding that new language to address street connectivity across University Boulevard and New Hampshire Avenue and to provide intersection improvements, turn prohibitions, and other operational improvements along University Boulevard through Prince George's County's Development Review process will be incorporated in the Sector Plan.

It is therefore envisioned that at the time of redevelopment of the Langley Park Shopping Center site within the northwest corner of University Boulevard/New Hampshire Avenue intersection, Prince George's County's Development Review process will recommend a relocated/realigned Lebanon Street that will align with Anne Street to the south across University Boulevard. Similarly, it is envisioned that at the time of redevelopment of the Langley Park Plaza site to the northeast corner of University Boulevard/New Hampshire Avenue intersection, Prince George's County's Development Review process will recommend reconstruction of Edwards Place, an existing service street, as a through street that will connect with the proposed Business Street, B-6 to the south across University Boulevard and with Lebanon Street to the northwest across New Hampshire Avenue.

The above proposed recommendations to the Prince George's County Sector Plan for Crossroads provide a smooth transition for roadway network recommendations in the Montgomery County Sector Plan, which proposes a new business street, B-6 connecting to Edwards Place across University Boulevard. This street is generally aligned over an existing internal roadway/driveway that connects Holton Lane and University Boulevard, and is recommended to align with Edwards Place across University Boulevard. University Boulevard in the vicinity of Edwards Place has a service road in the westbound direction (i.e., along the north side) and a center median, which restricts movements into and out of Edwards Place to right-turns only. Commercial developments within the northeast (Langley Park Plaza site) and southeast (Walgreens site) corners of University Boulevard and New Hampshire Avenue intersection however are currently provided full-movement access to University Boulevard at a signalized median opening approximately 125 feet west of the proposed new Business Street/Edwards Place intersection.

This existing access arrangement is expected to be maintained in the future under the Purple Line build-out scenario as well. However, through coordination within the Technical Group, it was clarified that any major redevelopment activity on properties within the two corners of the intersection will require consideration of relocation of the existing traffic signal serving the two sites to the new Business Street (B-6)/Edwards Place intersection to the east since SHA will not permit two signals in such close proximity to each other. The future alignment as well as operational aspects of the proposed new Business Street, B-6 in Montgomery County and Edwards Place in Prince George's County thus was determined to be more appropriately coordinated at the time of redevelopment of the affected

properties. Staff recommends that the Planning Board concur with the above clarifications.

The build scenario turnaround feature illustrated on the sketch (Development View) shown on page 49 of the Montgomery County Public Hearing Draft for the existing driveway across 14<sup>th</sup> Avenue along University Boulevard is recommended to be retained. Staff believes that this turnaround feature provide an appropriate terminus feature for the proposed “Ramblas” in Montgomery County and a consolidated access for properties to the east of the proposed Business Street, B-6. It is also noted that the recommendation to construct the turnaround feature is expected to be triggered only with the redevelopment of all properties to the east of proposed Business Street, B-6 within Montgomery County, and not with reuse or reconstruction of existing individual structures.

Finally, the connection between Holton Lane and 15<sup>th</sup> Avenue at the County Line (both at Holton Lane and south of Holton Lane) as depicted in the Prince George’s County Draft Plan and included as Attachment F was reviewed with Prince George’s County staff within the Technical Group. Prince George’s County staff indicated that the inconsistency in the connection between Holton Lane and 15<sup>th</sup> Avenue at the County Line within Prince George’s County will be considered during their review of the draft plan.

***Staff recommends that the Planning Board:***

- a. Concur with the Prince George’s County plan to delete references to ‘jug handles’ in the Sector Plan and incorporate language to address street connectivity across University Boulevard and New Hampshire Avenue and to provide intersection improvements, turn prohibitions, and other operational improvements along University Boulevard through the Prince George’s County’s Development Review process.
- b. Concur that any major redevelopment activity on Langley Park Shopping Center will require consideration of Lebanon Street realignment in Prince George’s County to meet the Anne Street alignment in Montgomery County.
- c. Concur that any major redevelopment activity on Langley Park Plaza and Walgreens properties will require consideration of relocation of the existing traffic signal serving the two sites to the new Business Street (B-6)/Edwards Place intersection to the east, and future alignment as well as operational aspects of the proposed new Business Street, B-6 in Montgomery County and Edwards Place in Prince George’s County will be coordinated at the time of redevelopment of affected properties.
- d. Retain the build scenario turnaround feature illustrated on the sketch (Development View) shown on page 49 of the Public Hearing Draft for the existing Driveway across 14<sup>th</sup> Avenue along University Boulevard.
- e. **Clarify that the recommendation to construct the turnaround feature across 14<sup>th</sup> Avenue is expected to be triggered only with the redevelopment of all properties to the east of proposed Business Street, B-**



**6 within Montgomery County, and not with reuse or reconstruction of existing individual structures.**

- f. Concur with the Prince George's County plan to address the inconsistency in the connection between Holton Lane and 15<sup>th</sup> Avenue at the County Line.

**Issue No. 8: Sector Plan Area Bikeway Recommendations**

Bicyclist and pedestrian accessibility/safety within the Takoma/Langley Crossroads Sector Plan area has been a major concern of public agencies and area stakeholders for a long time. The recommendations included in Montgomery County as well as Prince George's County Sector Plans seek to enhance safety for bicyclists and pedestrians within the core area, and include a series of bicyclist and pedestrian facility recommendations for University Boulevard, New Hampshire Avenue, Carroll Avenue, Sligo Creek Parkway, and area internal streets.

Major bikeway recommendations in the Sector Plans include "buffered bike lanes" for University Boulevard in both Counties, "buffered bike lanes" on New Hampshire Avenue to the north of University Boulevard in Prince George's County, an on-road shared facility along service lanes within the multi-way boulevard section of New Hampshire Avenue (between University Boulevard and Merwood Drive) and a dual bikeway facility (on-road and shared use path) along New Hampshire Avenue to the south of Merwood Drive. These facilities are expected to bring area residents (as pedestrians and bicyclists) safely and efficiently to destinations along University Boulevard, which include the Purple Line stations at New Hampshire Avenue and Riggs Road, as well as the Takoma-Langley Transit Center.

As a matter of housekeeping, staff proposes that all reference to "buffered bike lanes" in the Public Hearing Draft be amended to "cycle tracks". The change in terminology is proposed to bring the bicycle facility recommended along University Boulevard to be consistent with the definition used for a cycle track.

For clarification, in simple terms:

- a cycle track is a directional bike lane that is separated horizontally and vertically from a vehicular travel lane, whereas
- a buffered bike lane is a directional bike lane that is at-grade with roadway pavement, but separated from a vehicular travel lane by a parking lane, a striped area with or without flexi-posts, etc.

It is noted that the Purple Line project will construct a 5-foot wide bike lane and a 6-foot wide sidewalk along University Boulevard. The extent of ROW identified for Purple Line along University Boulevard includes this bike lane and sidewalk.

The recommendation for the cycle track proposed in the Sector Plan along University Boulevard was based upon the Purple Line plan to provide a bike lane and sidewalk and the Sector Plan recommendation to incorporate a PIE along University Boulevard. Within the Sector Plan, staff is recommending that the 11 feet identified for the Purple Line bike lane and sidewalk be used to accommodate an 8-foot wide directional cycle track separated from the travel lane by a 3-foot wide curb. No additional ROW would therefore be required to implement the recommended cycle track and the Purple Line project could implement the cycle tracks with minimal or no incremental cost. University Boulevard cross-sections incorporating Purple Line bike lane and sidewalk features and alternatively incorporating the cycle track as an interim shared-use path is presented as Attachment G. With the ability to accommodate pedestrians and novice/inexperienced bicyclists over the proposed PIE, staff believes that the cycle track concept could ultimately provide a progressive, world-class, segregated bicycle facility along University Boulevard. The cycle track recommendation is supported by the Washington Area Bicyclist Association (WABA) as well (see letter dated August 27, 2009, from WABA presented as Attachment H).

The cycle track recommendation however has not been supported by Maryland State Highway Administration (SHA) since SHA policy is to accommodate bicyclists on the roadway (i.e., on bike lanes, accommodated over a wide outside lane). SHA however suggested inclusion of a shared-use path concept that would be an addition to the on-road bike lane currently proposed as part of the Purple Line project. Since the PIE recommended for University Boulevard in the Sector Plan is viewed primarily as a pedestrian facility that may be shared by bicyclists, staff believes that implementation of this SHA proposal is not viable, primarily because of the potential need for additional ROW along University Boulevard. Additionally, staff believes that multiple facilities (a PIE and a shared-use path in addition to the on-road bike lane) are not needed within urban areas such as Takoma-Langley Crossroads area.

If the Purple Line project is to implement the on-road bike lane and sidewalk as currently proposed instead of the recommended cycle tracks, then the ultimate build conditions could result in a shared facility parallel to the Purple Line on-road bike lane within the PIE that will formally accommodate pedestrians and bicyclists. This can be achieved by converting the sidewalk to a green/tree panel and is presented as Attachment I. Alternatively, the cycle track recommendation in the Sector Plan may require property owners along University Boulevard to provide cycle tracks at the time of redevelopment, which may or may not get a favorable decision from SHA at that time. Even with SHA approval, the cost to relocate University Boulevard curb established by the Purple Line project and reconstruct street features within the curb as recommended in the Sector Plan could be cost prohibitive and could be strongly opposed by property owners. SHA's opposition to cycle tracks in the future could also result in uncertainties regarding development approval for property owners.

If the Purple Line project is to implement the cycle tracks as recommended in the Sector Plan Public Hearing Draft, and if the private development schedule is to lag the public roadway construction schedule or is to occur in a piecemeal fashion, interim measures could be taken to accommodate pedestrians and bicyclists along the improved roadway. For University Boulevard, a lagging private development schedule could mean that the cycle tracks built by Purple Line project would function in the interim as a shared-use pedestrian/bicyclist facility, and is presented as Attachment J. These interim measures may have to remain in place until sidewalk and amenities required over the entire length of University Boulevard PIE are provided.

**Given the relationship between the Purple Line project and end-state recommendations in the Sector Plan for University Boulevard as presented in the Public Hearing Draft, staff recommends that the Planning Board retain the cycle track recommendation for University Boulevard in the Public Hearing Draft and that the cycle track be implemented, but as an interim shared-use path, with the Purple Line project. This recommendation requires the Planning Board to support the reconstruction of University Boulevard for the Purple Line without on-road bike lanes via a policy waiver from SHA. In other words, the Board should support the bottom section shown in Attachment G rather than the top section shown in Attachment G.**

Since sidewalks proposed for several of the new Business Streets, University Boulevard, and New Hampshire Avenue could accommodate both pedestrians and bicyclists and the City of Takoma Park laws prohibit biking on sidewalks for anyone older than 16, the City is requesting addition of a recommendation in the Sector Plan to request City to amend/modify its law to permit shared pedestrian/bicyclist use of all business streets, University Boulevard, and New Hampshire Avenue sidewalks within the Sector Plan. Staff recommends that the Planning Board concur with this request by the City.

The proposed changes to the bikeway facilities along University Boulevard and New Hampshire Avenue require approval of following changes by the Planning Board:

- Modify University Boulevard dual bikeway description between Carroll Avenue and County Line: from signed-shared roadway/shared-use path to signed-shared roadway/directional cycle track.
- Modify New Hampshire Avenue dual bikeway description between University Boulevard and Merwood Drive: from signed-shared roadway/shared-use path to signed-shared roadway/directional cycle track between University Boulevard and Kennewick Avenue and signed-shared roadway between Kennewick Avenue and Merwood Drive.

Finally, staff recommends that the Planning Board approve replacement of the “buffered bike lane” photo on page 35 of the Public Hearing Draft with the photo for a cycle track included as Attachment K.

*Staff recommends that the Planning Board:*

- a. **Amend all reference to “buffered bike lanes” in the Public Hearing Draft to “cycle tracks”.**
- b. **Retain the cycle track recommendation for University Boulevard in the Public Hearing Draft, with the recommendation that a shared-use path be implemented with the Purple Line project in-lieu of bike lanes, so that the shared-use path can ultimately be converted to the cycle track.**
- c. **Modify University Boulevard dual bikeway description between Carroll Avenue and County Line from signed-shared roadway/shared-use path to signed-shared roadway/directional cycle track.**
- d. **Modify New Hampshire Avenue dual bikeway description between University Boulevard and Merwood Drive from signed-shared roadway/shared-use path to signed-shared roadway/directional cycle track between University Boulevard and Kennewick Avenue and signed-shared roadway between Kennewick Avenue and Merwood Drive.**
- e. **Approve recommendation in the Sector Plan to amend/modify City of Takoma Park laws to permit shared use of all Business Street sidewalks.**
- f. **Approve replacing “buffered bike lane” photo on page 35 of the Public Hearing Draft with photo for a cycle track included as Attachment K.**

DKH:TA:CE:tc

Attachments

mno to PB re TLC Work Session.docx

Attachment A - Summary of TLC Transportation Working Group – Summary After Meetings of 07/28/09 and 09/01/09

Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma	Other Stakeholders	Notes	Resolution / Next Step
1 - Form Working Group w/ Focus On Transportation	X	X	X	X	X	X	Could (Should?) be this group?	Will be this group. Has met on 07/28/09 and 09/01/09. Next meeting in 2-3 weeks after county and Commission work sessions. These are staff level work session meetings. Observers can attend but focus is staff coordination including sharing updates on individual agency meetings with other stakeholders.
2 - "Jug Handles" or Prohibition of Left Turns @ University Blvd. & New Hampshire Ave.	X	X	X	X	X	X	Nothing near a consensus on jug handles (defined as making three right turns to go left) specifically – or prohibition of left turns. Stakeholders believe concept needs additional study. <sup>1</sup> Montgomery County plan calls for additional study. Question is the extent (and context) of any reference to changes in the way the intersection will operate.	PL AA/DEIS notes LOS F under any alternative. Intersection is at LOS F in 2030 with or w/o PL if left turns are retained. Prince George's plan will drop reference to jug handles and address intersection improvements / turn prohibitions or other operational improvements through APFO. Montgomery plan proposes left turns accommodated through business street network (as in Silver Spring / Wheaton) and will continue to recommend study, although as with Prince George's County's position, timeframe is tied to APFO needs rather than to Plan adoption or PL implementation. The scope of the recommend operational study should include not only intersection analysis but also how any proposals would relate to ultimate street connections proposed to improve connectivity.

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<sup>1</sup> Prince George's County has indicated that there is no compelling reason at this time for additional analysis of the feasibility of prohibiting left turns at MD 193 and MD 650. Prince George's County Planning Department notes that the Purple Line AA/DEIS indicates that the intersection is to operate under LOS F under all alternatives and that delays are not increased with the intersection concept in the DEIS.

Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
3 - Riggs Road Station Location	X	X		X		X	East or west of Riggs Road? Tangent or curve? Relationship with local roadways intersecting University Blvd.	Prince George's will change the location of this station to be consistent with PL AA/DEIS.
4 - Grid Connection - Edwards Place and New Road (B-6) @ University Blvd.	X	X	X	X	X	X	In MC - new road B-6. In PGC - Connection across University Blvd. undefined. MTA letter of April 2009 notes signal to stay at entrance to Langley Park Plaza located 125 feet west of Edwards Place connection - makes new signal at Edwards Place connection problematic. Going forward - what is process for reaching this type of understanding? Property owner expected to oppose new business road (B-6) connecting Holton with University Blvd.	Both plans will reference concept where signal remains at existing location with ultimate objective of relocating signal to Edwards Place at future time after area starts to redevelop. MTA and SHA confirm now that relocation of signal is a reasonable proposal as long as no other signals are added. SHA / MTA will coordinate with local staffs of both counties and this group on potential access or other issues related to PL or roads in plan area.
5 - Phasing of Grid Connections	X	X	X	X	X	X	Related to above question - how is the introduction of the grid (any part of the grid) phased if properties redevelop at different times?	The existing street network (including the respective off sets) will be shown on all base maps. The respective staff will review the feasibility of either using a common base or including maps that make it easier for the reader to determine street connections across county boundaries. Any depiction of any eventual connections will be accompanied by the qualification that the connections would be considered at the time of any redevelopment of parcels through which the roads would pass, be adjacent to, or otherwise impact. Prince George's County plan will note the possibility of Lebanon Street being relocated to connect with Anne Street at the time of redevelopment.

Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
6 - Purple Line Funding	X	X	X	X	X	X	SHA letter raises question as there is no committing funding beyond preliminary engineering at this time.	Any schedules presented for Purple Line will note that funding is assumed beyond Preliminary Engineering and that funding is not currently programmed.
7 - Midblock Crosswalk & platform location @ Transit Center	X	X	X	X	X	X	Pedestrian access and platform location at Transit Center needs to be clarified in plans -- page 34 in Prince George's and page 59 in Montgomery County Appendix. Pedestrian signal only at this location (see MDOT comments -- first bullet page 8).	The MTA provided a drawing (sheet 20 of 75) at the 07/28/09 meeting that depicts the location of the station platform in the current PL plan. The respective County plans -- to the extent they show pedestrian access at this location -- will be consistent with the PL plan and note that it is still under development and could change in PE.
8 - Transit Center -- "Pre Purple Line"	X	X	X	X	X	X	Is there bus stop on south side of University Blvd.?	No -- not under the current MTA plans. The only bus stops outside of the transit center interior are adjacent to the transit center on both University Blvd. and New Hampshire Ave.
9 - Parking On University Blvd.	X	X	X	X	X	X	Purple Line plans call for all on-street parking (peak period?) to be removed -- even that on curb separated service roads. Impacts of using the curb lane for on-street parking on State roads during off peak should be evaluated.	The County plans will not reflect any on-street parking on University Blvd. except on service roads
10 - Parking in General	X	X	X	X	X	X	Consider maximum parking requirements in lieu of -- or in addition to -- minimum parking requirements.	The plans will include recommendations -- if not already included -- that parking maximums be considered. The maximum amount of allowed parking is currently an issue that is reviewed at subdivision.

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Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
11 - Parking On New Hampshire Avenue	X	X	X	X	X	X	MDOT supports on-street parking during non-peak hours.	This is included in both counties' plans.
12 - Sidewalks Within ROW	X	X	X	X	X	X	SHA recommends including sidewalks for total 150 foot right of way for both MD 193 and MD 650. Applicable pages are 30 & 31 in Montgomery Co. Plan and page 37 in Prince George's County Plan. The mechanics of how the PIE would be implemented are unclear to some parties. <sup>2</sup>	As of now, MTA will follow SHA guidance and construct a five foot bike lane in the outside travel lane and construct a six foot sidewalk adjacent to the roadway. The County plans will continue to show the Public Improvement Easements (PIE) in sections of both roadways that represent ultimate build-out. <sup>3</sup> The Montgomery County plan (and PIE) does not impact the residences on the west side of New Hampshire Avenue – according to the GIS layer. Along University Avenue, the PIE is area in addition to the area required to accommodate the master planned roadway and any additional right of way required by the Purple Line (including running way, room for left turn lanes, station area, pedestrian refuge, sidewalks, buffers, etc.) and may include an area up to 15 feet in width. The easements and improvements (essentially a 15 foot wide area for street trees, pedestrians, street furniture and underground utilities) within would be an exaction obtained at subdivision along University Boulevard and New Hampshire Avenue within the plan area(s).

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<sup>2</sup> SHA letter of 07/20/09 on Montgomery County plan notes particular concern with PIE approach on west side of New Hampshire Blvd where there are a number of residential properties.

<sup>3</sup> The only place in the two plans where utilities are depicted in the PIE is in the Montgomery County plan on New Hampshire Blvd (see page 30 of draft plan).



Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
13 - Buffered Bike Lanes	X	X	X	X	X	X	<p>Prince George's County has buffered bike lanes on University Blvd. and New Hampshire Ave. - see pages 37 and 86 - that recommend MTA construct as part of Purple Line. MDOT states they will not be constructing this as part of Purple Line.</p>	<p>As of now, MTA will follow SHA guidance and construct a five foot bike lane in the outside travel lane and construct a six foot sidewalk adjacent to the roadway. MDOT will review the respective plan proposals to determine the feasibility of constructing anything other than what current policy allows. A copy of the various sections is attached (SHA or PL Build/Interim and Plan(s) Vision) is attached. Master Plans will be revised to specify intent for Cycle Track (raised slightly above street grade) rather than Buffered Bike Lanes.</p>

A-5



Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
14 - Right of Way For Purple Line	X	X	X	X	X	X	<p>MDOT letter notes median area in running section (no station platform, etc.) should show 30 feet with additional one foot offset between each side and adjacent running lane. Page 44 of Prince George's Plan shows University Blvd. ROW as 120 - 150 feet. Page 37 shows 120 plus 15 foot PIE on each side. MDOT says it is unclear where 150 foot section would apply. Montgomery County Plan shows (page 31) a 120 foot right of way with 15 foot PIE on each side. The Montgomery County Plan (page 61) notes that a minimum right of way of 120 feet does not include additional right of way that may be required to accommodate the Purple Line. It also states (page 59 of Appendix) that the Purple Line would operate in the median and require from 110 to 130 feet depending upon the location. This issue is also related to the Buffered Bike Lane issue as it is important to identify exactly what the assumptions are with respect to the scope of the Purple Line improvements. MDOT notes that the Prince George's Plan indicates (page 83) that the buffered bike lanes would be constructed in the 15-25 year time frame which could be considered as a time frame that is after the Purple Line is constructed.</p> <p>The Montgomery County Plan does not have a staging element but anticipates the buffered bike lanes being constructed with the Purple Line and the same clarification is needed - who builds what when outside of the current Purple Line program and how is it paid for?</p>	<p>The MTA PL project team has provided the local staff with block by block sections depicting the right of way requirements for the current project scope. The Prince George's County plan will show a typical section and right of way requirement that reflects the area needed for station platform, left turns, on-road bike lane, and adjacent sidewalk. This could be 140 - 150 feet. The Montgomery County plan will show a typical 120 foot section as a running line section with the same amenities (on-road bike lane and sidewalk adjacent to roadway). The Montgomery County Plan will note this 120 foot as applying only to the segment within Montgomery County and as a minimum requirement. Both of these sections (i.e., in each County) will be depicted as the minimum right of way that will exist after the construction of the PL. It is understood by the staff of both counties that the additional area required to accommodate the PL, the on-road bike lane, and the sidewalk adjacent to the roadway may be required from both sides of University Blvd. and that this additional area can vary depending on the location. Redevelopment along and on either side of University Blvd. pre and post PL construction would be required to provide the easement area of up to 15 feet from the outside of the PL program limits. Any utilities that would have to be relocated would be done so at the time of redevelopment.</p>

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Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
15 - Merrimac Drive Signal	X	X	X	X	X	X	MDOT advises against signal at intersection with University Blvd. Montgomery County has supported a signal at this location in the past. Unclear on Prince George's County position and not sure if either plan addresses this issue.	SHA comments on Prince George's County plan recommends against a signal at Merrimac Drive and University Blvd. Any reference to the support of a signal in Montgomery plan should support study of the signal as an operational improvement.
16 - Grid Connection - Anne Street and Lebanon Street @ University Blvd.	X	X	X	X	X	X	The map on page 28 of the Prince George's County plan indicates a connection (alignment). Page 29 of the Montgomery County plan indicates there is no connection. Purple Line plans have LT from EB University Blvd. to NB Lebanon St. Estimated ten residences displaced in order to make this connection if Anne Street is shifted.	As noted in Issue #5, the existing offset will be reflected in each plan as the existing and interim conditions, with the master plan to ultimately seek Lebanon Street realignment to match Anne Street. The potential for a connection will be evaluated at the time of redevelopment. The goal of both plans is to establish a more definitive grid with these connections.
17 - Grid Connection - Lebanon Street and Edwards Place @ New Hampshire Avenue	X	X		X		X	The map on page 28 of the Prince George's County plan indicates a connection. The plan for a connection may need to be reviewed depending upon the ultimate plan for a connection with Anne Street @ University Blvd. MDOT is OK with signal at this realigned location.	As noted above, the existing offset will be reflected in each plan as the existing and interim conditions. The potential for a connection will be evaluated at the time of redevelopment. The goal of both plans is to establish a more definitive grid with these connections.

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Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
18 - Proposed St. Between 14 <sup>th</sup> & 15 <sup>th</sup> Avenue. @ University Blvd. Also - 15 <sup>th</sup> Ave. Connection to Holton Lane from both the north and south.	X		X	X	X	X	MDOT willing to consider a signal at this location if intersection is 600 feet from 15 <sup>th</sup> Avenue intersection. Existing signal to remain at 15 <sup>th</sup> Street.	Prince George's County will delete the proposed new street between 14 <sup>th</sup> & 15 <sup>th</sup> Ave. - north of University Blvd. Prince George's County will review the feasibility of proposing a direct connection to Holton Lane by extending 15 <sup>th</sup> Ave. from both the north and south.
19 - Extension of Langley Way	X			X		X	MDOT believes pedestrian and/or transit only signal may be justified. Maintaining existing signal is not preferred.	Prince George's County agrees that a signal is not preferred at this location.
20 - New Hampshire Ave ROW	X	X	X	X	X	X	Prince George's County Plan (page 37) shows 120 foot right of way plus 15 foot PIE on each side. Montgomery County Plan (page 30) shows 150 foot right of way for multi-way boulevard plus 15 foot PIE on each side. MDOT would like to see consistent section throughout plan area.	Transition required for intersection design on County Line at University Boulevard. Montgomery County Plan will describe transitions for multi-way boulevard.
21 - Transit Center Representations	X	X	X	X	X	X	The Montgomery County Plan (page 16) is different than the Prince George's County plan (page 34).	The MTA will provide a common representation that can be used in both plans.
22 - Use of bio-swales & green panels will not fit in available right of way	X		X				SHA comment (needs some clarification) on Montgomery County Draft Plan as it relates to New Hampshire Avenue.	SHA position is that the roadway right of way is not large enough to accommodate typical bioswales. Master Plan to be amended to clarify that goal is to get SWM that promote the latest feasible infiltration and on-site retention techniques.

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Issue	SHA	MTA	Montgomery County	Prince George's County	City of Takoma Park	Other Stakeholders	Notes	Resolution / Next Step
23 – Circulator Bus			X	X	X	X	Takoma Park recommends the route be for New Hampshire Ave & not the Sector Plan area.	Montgomery DOT believes that this is an operational issue. Plan narrative will be limited to recommending DOT study the potential for a circulator bus in the plan area.
24 – Grid Connection - Designation of Hammond Avenue & Holton Lane (west) as Business Streets			X		X	X	Takoma Park opposes this designation and the inclusion of a private street providing access to New Hampshire Ave. from Hammond Avenue.	This remains an unresolved issue specific to Montgomery County and City of Takoma Park.

# TAKOMA PARK

## ARTICLE I General Corporate Powers

### Section 101. City Incorporated.

The inhabitants of that district of country situated in Montgomery County in the State of Maryland, embraced within the limits prescribed in section 201 of this Charter shall be and continue to be, a body politic and corporate by the name and style of the "City of Takoma Park," and by that name shall have perpetual succession, sue and be sued, and have and use a common seal. (Mont. Co. Code 1965, Section 49-1; 1896, ch. 310, Section 2; 1912, ch. 790, Section 571; 1922, ch. 542, Section 1; 1929, ch. 169, Section 1; 1947, ch. 718.)

### Section 102. City Successor of the Town.

The "City of Takoma Park" is hereby declared to be the legal successor to the "Town of Takoma Park," and shall be entitled to, and is hereby vested with, all the property and rights of every nature whatsoever, belonging to the "Town of Takoma Park."

## ARTICLE II Corporate Limits

### Section 201. Records of Corporate Boundaries.

The corporate limits or boundaries of the City of Takoma Park shall be filed at all time [times] with the Clerk of the Circuit Court for Montgomery County, the Director of the Department of Legislative Services and in the office of the City Manager.

### Section 202. Description of Corporate Boundaries.

Being an area of land delineated and designated for the corporate limits/boundaries for the City of Takoma Park, situated among the 13th (Wheaton) Election District, Montgomery County, State of Maryland. The Corporate City limits being more particularly described as follows:

Beginning at the intersection of the third (3rd) line of the District of Columbia and the west line of the right of way of the Washington Metro Area Transit Authority, thence with said west right of way line, running along with but not adjacent to Takoma Avenue and Fenton Street to the point, thence crossing said Washington Metro Area Transit Authority and Fenton Street to the northern intersection of Fenton Street, Chicago Avenue, said point being on the northwestern right of way line of Chicago Avenue, thence with the northwestern right of way of Chicago Avenue to a point with the extension of the southwesterly right of way line of Boundary Avenue in a northwesterly direction, thence from said point, crossing over Chicago Avenue along the

southwesterly right of way line of Boundary Avenue and northeastern property line of block number sixty-seven (67) of the Takoma Park Loan and Trust Company's Subdivision of Takoma Park to the northeast corner of Lot number one hundred and one (101), Block number sixty-seven (67), said point also being on the northwesterly line of Lot number one hundred (100) in the aforesaid block, thence with southeast right of way line of Boundary Avenue to a point at the northern most point of Lot one hundred (100) thence continuing along the northeastern property line of Lot number one hundred (100) to the northeast corner of said lot, thence along the southeastern property line to a point on said line, said point also being the western corner of Lot number ninety-three (93) in the aforesaid block, thence along the southern property line of said lot to a point on the northwestern right of way line with Takoma Avenue; thence across Takoma Avenue to the northwest corner of Lot number fifteen (15) in Block number seventy-one (71) of the aforesaid Takoma Park Loan and Trust Company's Subdivision of Takoma Park, said point also being the western corner of Lot number one (1), Block "D" in the subdivision entitled "Saratoga" thence with the northeasterly boundary line of said Block number seventy-one (71) crossing over Alfred Drive to the southeasterly right of way line of Alfred Avenue, thence along said right of way line to the southwestern right of way line of Ray Drive, thence along said right of way to the northwest right of way line of Piney Branch Road (formally known as Blair Road), said point also being the easterly corner of Lot number eleven (11) in the subdivision entitled "Saratoga Estates"; thence continuing on the same line in a southeast direction crossing Piney Branch Road to the southeastern right of way line of said road; thence along said right of way line of Piney Branch Road to the intersection with the easterly side of Mississippi Avenue; thence along the easterly and northerly line of Mississippi Avenue to its intersection with and northwesterly line of Hilltop Road, thence continuing in the same southeasterly direction crossing Hilltop Road to its intersection with the west bank of Sligo Creek; thence along the west bank of Sligo Creek to the southeasterly right of way line of Piney Branch Road; thence along the southeasterly line of Piney Branch Road to its intersection with the easterly curb line of Flower Avenue; thence along the easterly curb line of Flower Avenue to a point at the southeast corner of Parcel 138 on Tax Map JN 563, said point also lies southeast of Division Street, thence leaving said curb line and along the southerly line of Parcel 138, crossing Greenwood Avenue continuing along the southerly lines of N-136 and N-110 on the aforementioned Tax Map to the southwesterly right of way line of Garland Avenue, thence continuing in the same northeasterly direction across Garland Avenue and southerly line of Lot number five (5) in the subdivision entitled Flower Avenue Park to the southwestern property line of Lot number fourteen (14) in the subdivision of Pulvers Subdivision, thence along said property line of Lot number fourteen (14), Lot number thirteen (13) and southwesterly line of Parcel 158 of the aforementioned Tax Map to the northwesterly line of Carroll Avenue, thence across Carroll Avenue to the southeasterly right of way, thence along the aforesaid right of way in a northeasterly direction to the southern intersection of University Boulevard, East Route #193 (formally known as Bladensburg Road) and Carroll Avenue, said southern right of way lines of said intersection also common northern property lines of part of Lot number nineteen (19), Block number nineteen (19) in the subdivision entitled "New Hampshire Gardens", thence along the southwesterly right of way line of University Boulevard, East Route #193, passing in transit and along with the Prince George's County and Montgomery County Boundary to the southwest corner of the intersection with New Hampshire Avenue, thence continuing across said New Hampshire Avenue and southwesterly right of way of University Boulevard, East Route #193 to a point on the northeast corner of Parcel "A" in a subdivision entitled "Langley Acres", thence

along the eastern property line of said Parcel "A" and Parcel "A-1" in the subdivision of "Hanley" to the northern right of way line of Holton Lane, thence across said right of way and along the easterly line of Lot number five (5) in the subdivision entitled "Addition to Langley Park" to the southeastern corner of said Lot number five (5), thence along the common property line between the Board of Education and Parcel "B" in the subdivision entitled "Cohen Brothers Property" to the northern point of Lot number eleven (11), Block "T" in the subdivision of "Carole Highlands", thence along the western line of said subdivision of Blocks "T", "P" and "O" crossing in transit Hannon Street and Erskine Street to a point on the northern right of way line of Elson Street, said point also being the common property corner between Lot number one (1), Block "O" in the aforementioned subdivision and Lot number ten (10), Block number five (5) in the subdivision entitled "Hillwood Manor", thence continuing across said Elson Street in a southern direction to the southern right of way line of said right of way, said point also being the common property corner with Lot number thirteen (13), Block "L" in a subdivision entitled "Carole Highlands" and Lot number one (1), Block number eight (8) in a subdivision entitled "Hillwood Manor", thence along the division line of said subdivisions to the southern most point of Lot "B" in said Hillwood Manor subdivision, said point also being the westerly corner of Lot "A", thence with westerly side of Lot "A" and crossing the right of way of Sligo Parkway, to a southeastern line of Sligo Creek Park, thence continuing with said southeaster [southeastern] line to the northwestern line of the Maryland-National Capital Park and Planning Commission (M-NCPPC), Sligo Creek Unit No. 5, Sligo Creek Park, thence along the common line between Sligo Creek Park and M-NCPPC to a point on the northeast corner of Lot number one (1), Block number forty-four (44), thence with the southeastern line of said lot to a point on the northeastern right of way line of Linden Avenue, thence across said right of way to the northeast corner of Lot number twelve (12), Block number twenty-eight (28) in the subdivision entitled "B.F.G. Takoma Park" said point also being on the northwestern right of way of Olson Road, thence along said right of way to a common property corner with Outlot "C" and Lot number eleven (11), Block number twenty-eight (28) in the B.F.G. subdivision, thence continuing with the southern line of said subdivision along Block number twenty-seven "C" (27C) and northern line of Parklawn Subdivision, Block "V" crossing in transit Larch Avenue to a point on the northern right of way line of East-West Highway, thence with said right of way line to point of intersection with the southeasterly right of way of New Hampshire Avenue, State Route No. 650, thence continuing with said right of way in a southwesterly direction to the intersection with the northeastern property line of the District of Columbia and the southwesterly line of the State of Maryland, said point also being the northeasterly right of way line of Eastern Avenue (District of Columbia side) ninety (90) foot right of way and southwesterly right line of Eastern Avenue (State of Maryland's side) thirty (30) foot right of way, thence along said division line between the District of Columbia and the State of Maryland with said Eastern Avenue in a northwesterly direction to a point at the intersection of Walnut Avenue and Eastern Avenue (Maryland side) said point also being the end of Eastern Avenue (Maryland side) and southeastern corner of Lot number thirty (30), Block "A" in the subdivision entitled "Gilbert & Wood Addition to Takoma Park", thence now continuing with the northeastern right of way line of Eastern Avenue (District of Columbia side) and southwesterly line of said subdivision in a northwesterly direction crossing over in transit Laurel Avenue to a point on the northerly right of way line of Carroll Avenue, said point also being the end of Eastern Avenue (District of Columbia side) and point on line of Lot number seventeen (17), Block number three (3) in the subdivision of "B.F. Gilberts Addition to Takoma Park", thence continuing in the said direction along the



southwesterly line of said subdivision to the southeasterly right of way line of Cedar Avenue, said point also being the beginning and continuation of Eastern Avenue (District of Columbia side), thence with said subdivision and said right of way in a northwesterly direction crossing in transit Takoma Avenue and the Washington Metro Area Transit Authority to the point of beginning.

### ARTICLE III The Council

#### Section 301. Number, Selection, Term.

(a) All legislative powers of the City are vested in a body designated as the Council of the City of Takoma Park, consisting of seven (7) members. Six (6) of these members are elected by ward and are called Councilmembers, and one (1) is elected at large and is called the Mayor. The regular term of the Councilmembers and the Mayor is two (2) years or until their successors have been elected and duly sworn. Newly elected Councilmembers and the Mayor take office on the second Monday following their election. Each Councilmember and the Mayor holding office at the time this Charter becomes effective will continue to hold office for the term for which the Councilmember or the Mayor was elected and until a successor takes office under the provisions of this Charter.

(b) If no one is elected to fill any position on the Council, or if the candidate elected for any position on the Council is unable to take office, the Clerk shall declare the position to be vacant.

#### Section 302. Qualifications and Salary of the Mayor.

(a) The Mayor must have resided in the City for at least six months immediately preceding his/her election, and must be a qualified voter of the City. The Mayor must maintain principal residence in the City during his/her term of office. If the Mayor changes his/her principal residence from the City, the Mayor's term shall be immediately terminated and the vacancy shall be filled as provided in Section 308 of this Charter. The Mayor is prohibited from holding other publicly elective offices during his/her term of office, and is prohibited from serving on any City board, commission, or other body that has authority to adjudicate or otherwise resolve disputes.


(b) The Mayor, who during his/her term of office is convicted of or enters a plea of nolo contendere to any crime which is a felony or which is a misdemeanor related to the Mayor's public duties and responsibilities and involves moral turpitude for which the penalty may be incarceration in any penal institution, shall be removed from office pursuant to Section 2 of Article XV of the Constitution of Maryland.

(c) The Mayor may receive an annual salary as set from time to time by an ordinance passed by the Council in regular course of business; provided, however, that no change may be made in the salary of the Mayor, either by increase or decrease during the term for which he/she

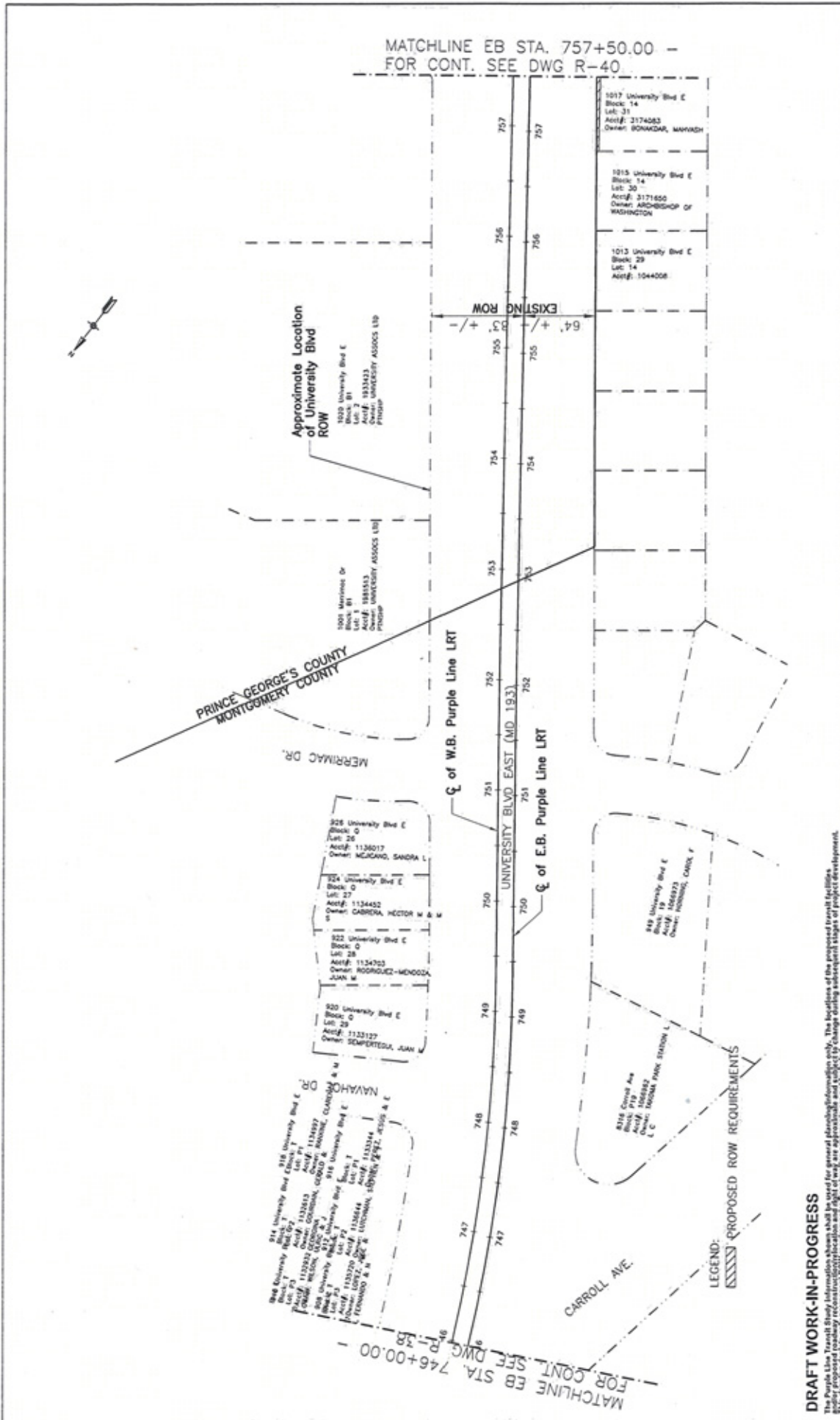
## Purple Line Approximate ROW Widths in Sector Plan Area

Cross Street	Existing Width	Proposed Width	Locati
Navahoe to Merrimac	147' ±	126'±	1
Merrimac to Lebanon	148' ±	136'±	2
Lebanon to Anne	125'±	125'±	3
Anne - 334' east of Anne	"	147'±	4
Anne - 254' west of New Hampshire CL	"	144'±	5
New Hampshire - 146' east of New Hampshire	115'±	139'±	6
New Hampshire - 23' west of Edwards CL	95'±	138'±	7
Edwards to 14th	140'±	143'±	8
14th - 123' east of 14th CL	130'±	137'±	9
14th - 622' east of 14th CL	"	131' ±	10
15th - 61' east of 15th CL	100'±	143'±	11
15th - 288' east of 15th CL	"	146'±	12
15th - 583' east of 15th CL	96'±	154'±	13

ATTACHMENT C

c-1 

MATCHLINE EB STA. 757+50.00 -  
FOR CONT. SEE DWG R-40



MATCHLINE EB STA. 746+00.00 -  
FOR CONT. SEE DWG R-38

CONTRACT NO. MIA-1054A		DRAWING NO. R-39		SHEET NO. X OF XX	
PURPLE LINE		SILVER SPRING TO COLLEGE PARK		RIGHT OF WAY PLAN	
S&K	LH	JPS	DATE	BY	REVISIONS
10/20	10/20	10/20	10/20		
DATE: AUGUST 2009 SCALE: 1"=40'					

DRAFT WORK-IN-PROGRESS

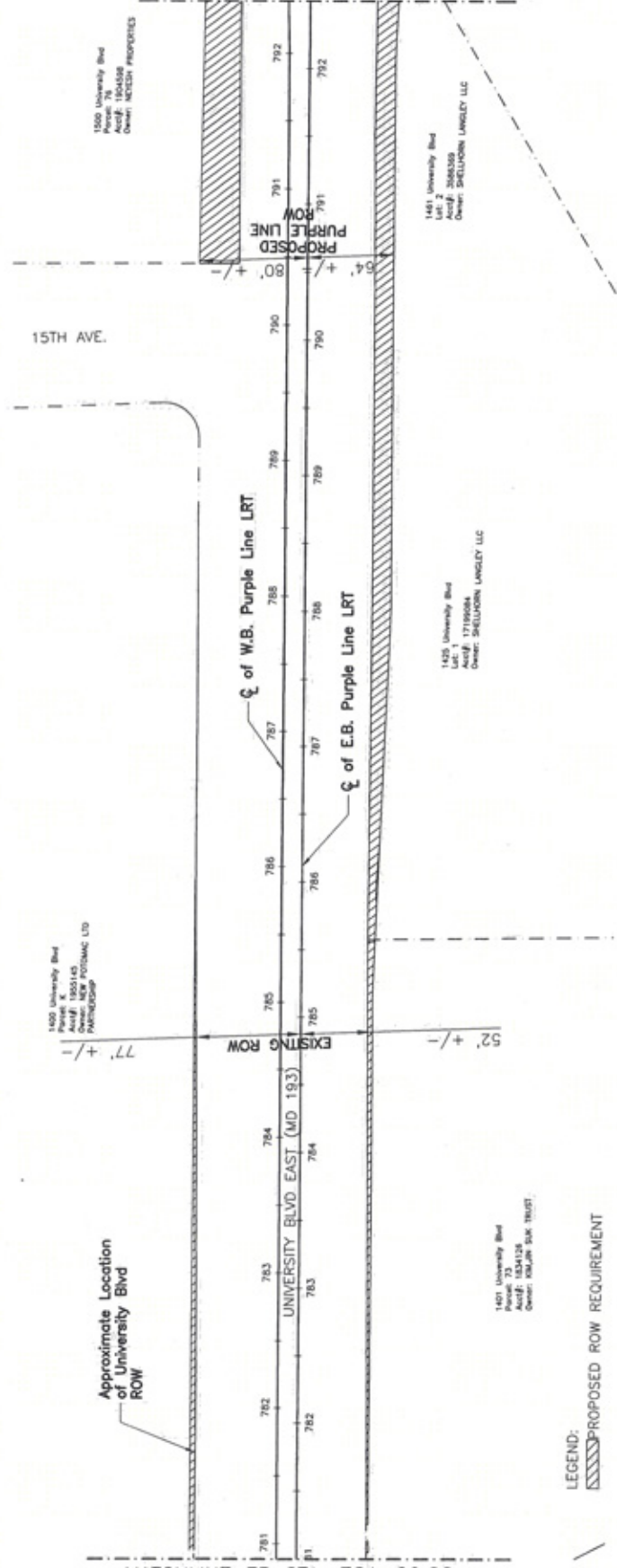
This drawing is for general information only. The boundaries of the proposed track facilities, the proposed roadway reconstruction, and right of way are approximate and subject to change during subsequent stages of project development. This drawing depicts only approximate ROW requirements. Construction estimates are not included.

51





MATCHLINE EB STA. 792+45.88 -  
FOR CONT. SEE DWG R-43



MATCHLINE EB STA. 781+20.88 -  
FOR CONT. SEE DWG R-41

LEGEND:  
 PROPOSED ROW REQUIREMENT

**DRAFT WORK-IN-PROGRESS**

The Purple Line Transit Study information shown shall be used for general identification only. The location of the proposed transit facilities, prior proposed roadway reconstruction, relocation and right-of-way are approximate and subject to change during subsequent stages of project development. This drawing depicts only preliminary ROW requirements. Construction estimates are not included.



CONTRACT NO.	MTA-1054A
DRAWING NO.	R-42
SHEET NO.	X OF XX
DATE:	AUGUST 2009
SCALE:	1"=40'
PROJECT:	PURPLE LINE SILVER SPRING TO COLLEGE PARK
DATE:	AUGUST 2009
SCALE:	1"=40'

NO.	DESCRIPTION	BY	DATE	REVISIONS

SAK	
LH	
JPS	
RAY	

54 0-5

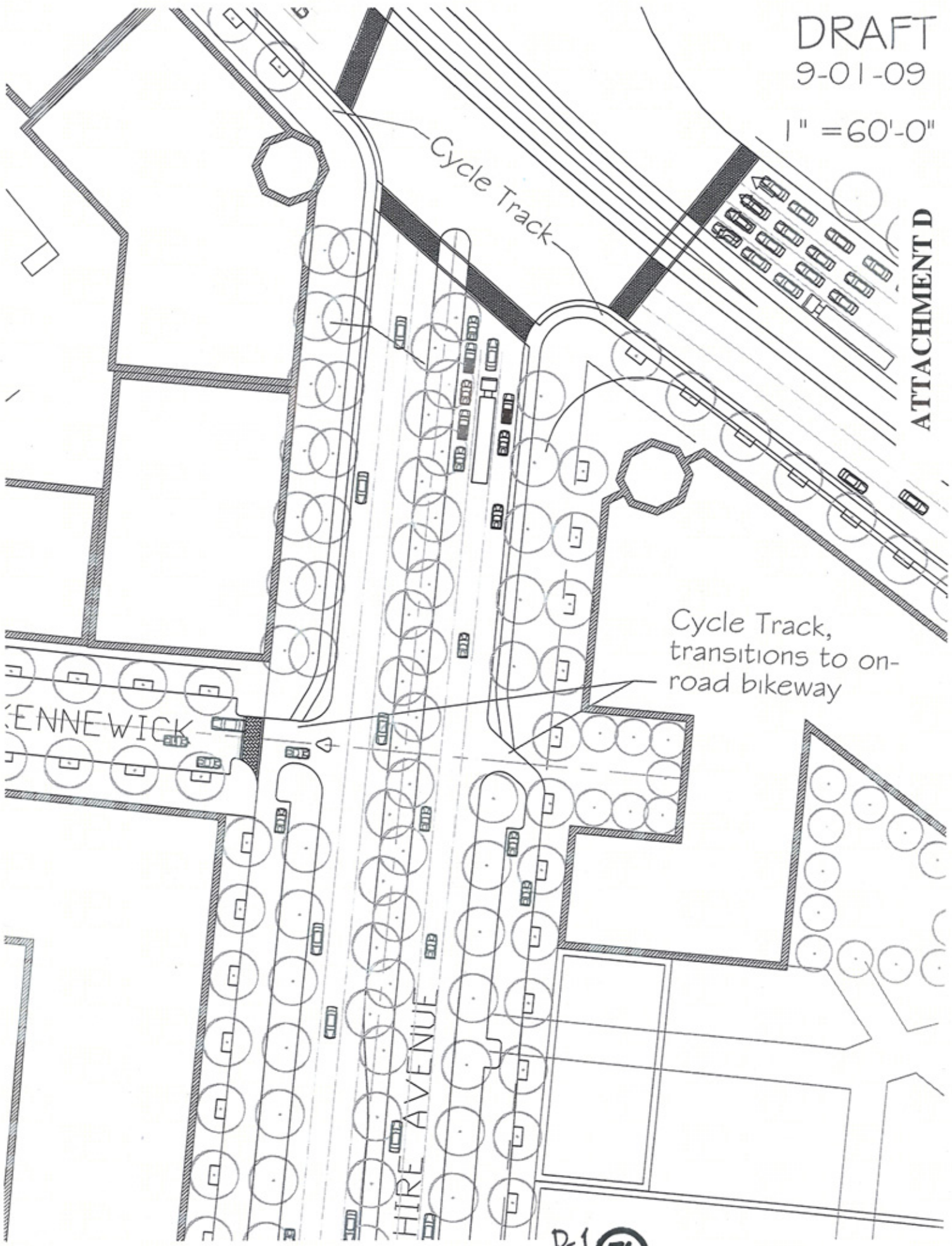


DRAFT

9-01-09

1" = 60'-0"

ATTACHMENT D



KENNEWICK

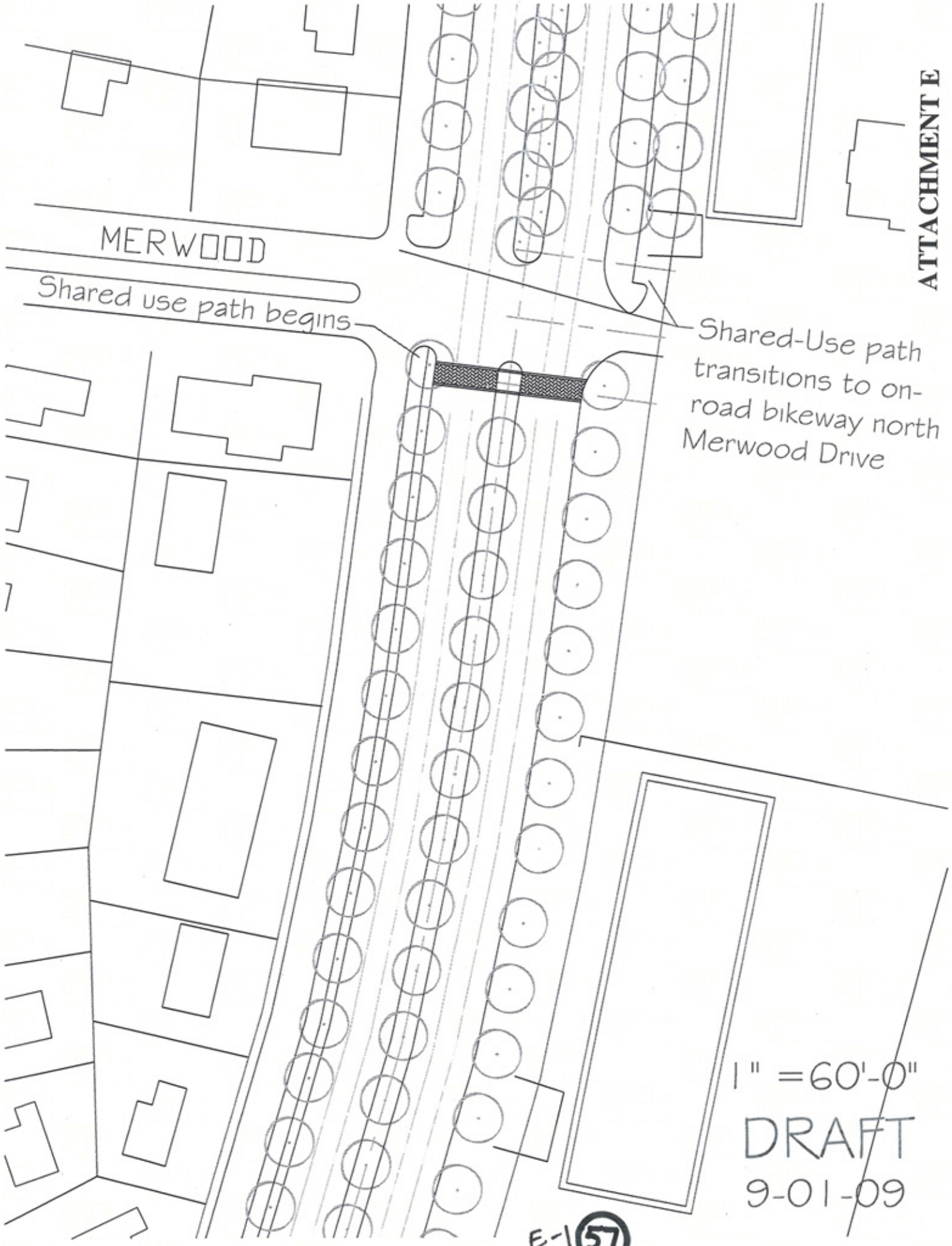
HIRE AVENUE

Cycle Track

Cycle Track,  
transitions to on-  
road bikeway

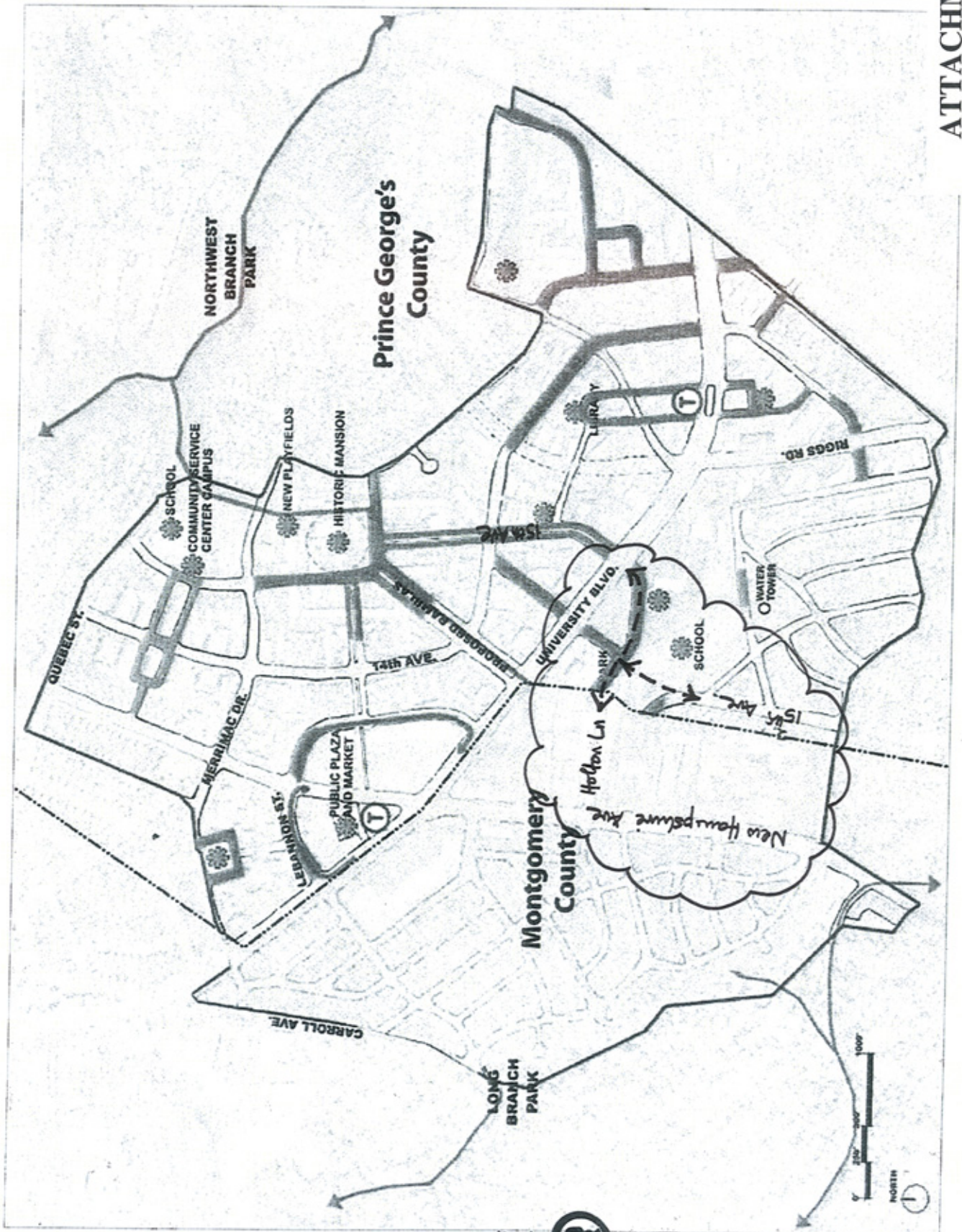
D-1 (56)

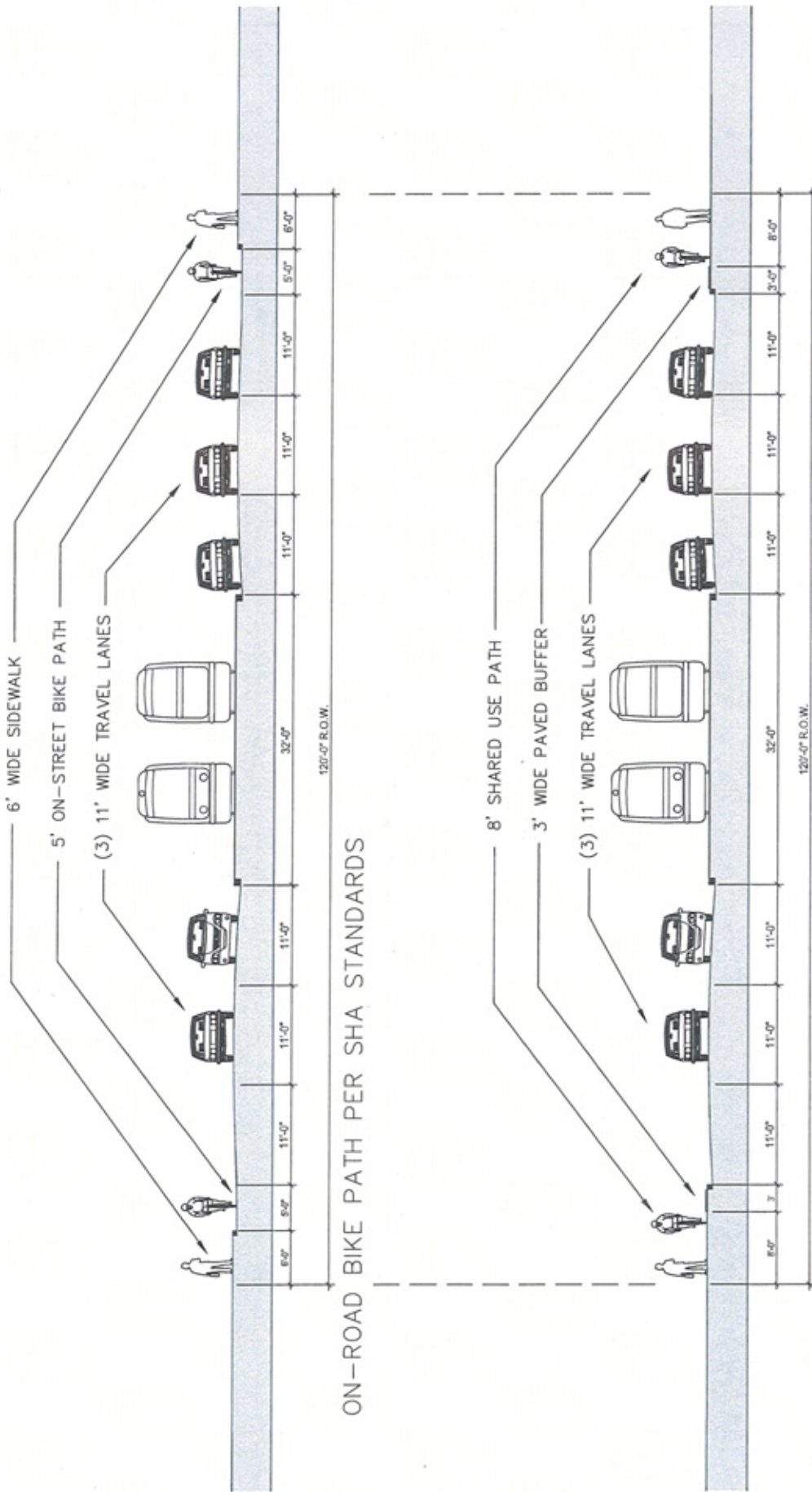




Map 10. Transportation Network

The map shows proposed road layout and designation of roads for proposed road widths.





DRAFT

PROPOSED UNIVERSITY BLVD - INTERIM

SCALE: 1" = 10'-0"

09-01-09

ATTACHMENT G

G-1 59

WASHINGTON AREA BICYCLIST ASSOCIATION  
1803 connecticut ave. nw — washington, dc 20009  
p: 202-518-0524 f: 202-518-0936 www.waba.org



ATTACHMENT H

Comments of the Washington Area Bicyclist Association (WABA) on the Takoma Langley  
Crossroads Sector Plan  
August 27, 2009

We are writing today to offer our comments on the Takoma Langley Crossroad Sector Plan, with special attention placed on the plans for University Boulevard. While we are very encouraged by the commitment of the Maryland State Highway Administration to stripe bike lanes along University Boulevard, but given the unique environment surrounding this road we feel that in addition to on road space for cyclists a separated cycle track should be installed. As a road that will contain the future Purple Line, we should be designing the roadway environment to be as safe as possible for cyclists and pedestrians. Given that other segments of the Purple Line will include a parallel shared use path, we feel that bike facilities should be included in the light rail right of way wherever possible. And while we continue to be supportive of on road accommodations of cyclists, in this particular segment cycle tracks will help attract less experienced cyclists that might be intimidated by the generally high speed and high traffic volume on the road. We encourage the state to consider cycle tracks for University Boulevard that are design in a manner similar to the innovative facilities being proposed for Rockville Pike in the White Flint area.

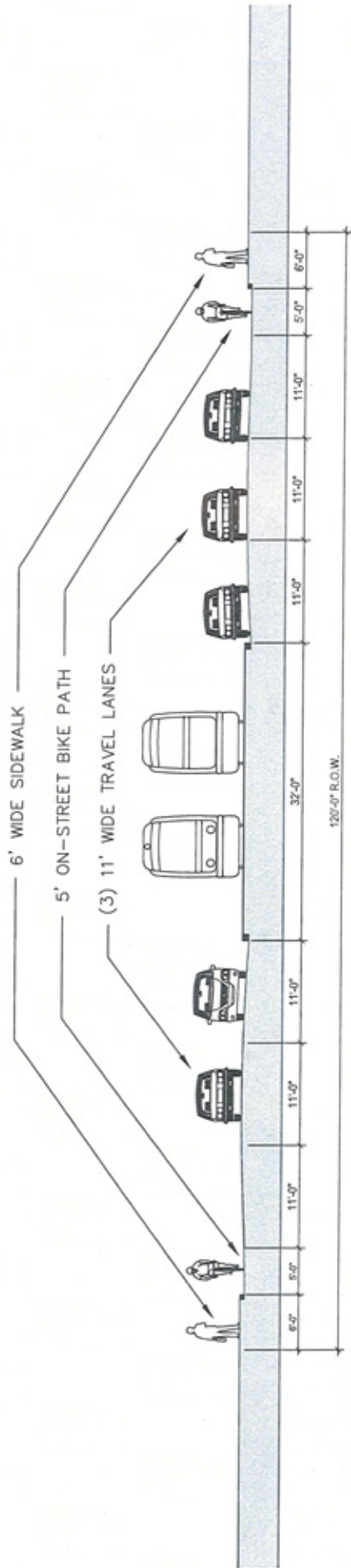
While concerns have been expressed about the safety of cycle tracks at intersections, improved cycle track design can help address this issue. Cycle tracks, which are widely used in Europe and are increasing being built in the US, can make intersection crossings difficult since cyclists and pedestrians may be hidden from view by parked cars or street amenities. By moving the cycle track to street level at the intersections we hope that crossing conflicts can be reduced. Also, since in the immediate future the cycle track will be used by both cyclists and pedestrians, we encourage the state to design the facility at a proper width. In the future, as more development takes place, developers should be required to install a pedestrian facility separate from the cycle tracks. We hope that on road accommodations for more experienced cyclists such as signed routes, paved shoulders, or formal bike lanes, will also be considered.

Finally, we also urge the state to redesign University in a manner that will create a more friendly-pedestrian environment by reducing the number of travel lanes in the right of way. Given that the future Purple Line will provide a new transit option for area residents and visitors, the state should be working to ensure safe and convenient access to transit by engaging in transportation demand management efforts throughout the area.

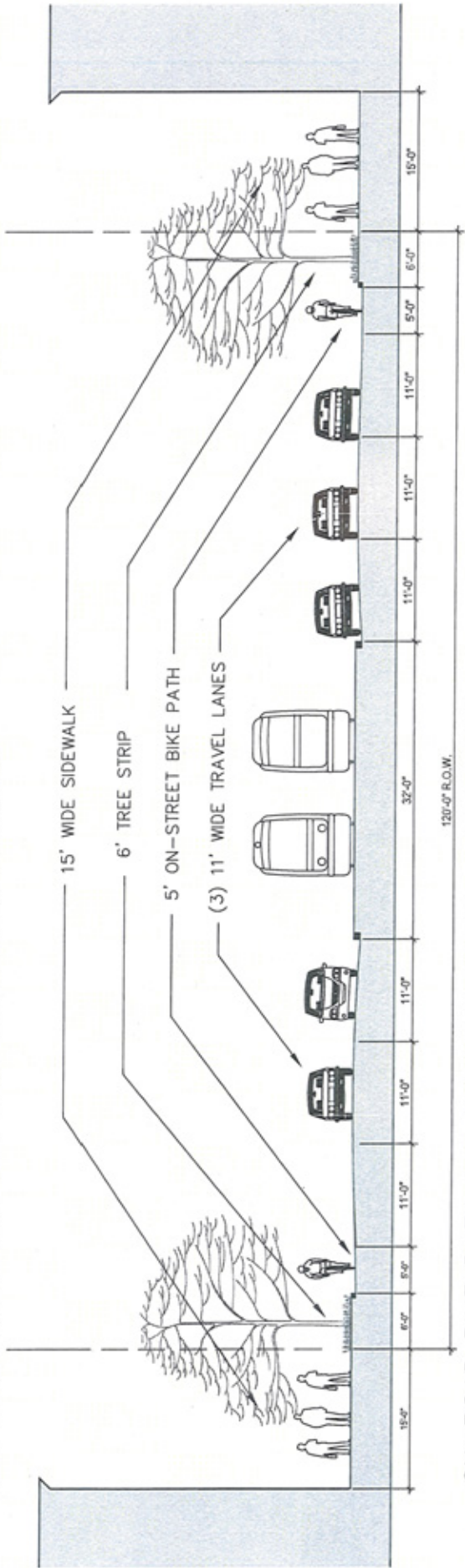
Thank you for your consideration of these comments. Please feel free to contact us with any questions you might have about our proposal.

Sincerely,

Eric Gilliland  
Executive Director



ON-ROAD BIKE PATH PER SHA STANDARDS - INTERIM



ON-ROAD BIKE PATH PER SHA STANDARDS - BUILD OUT

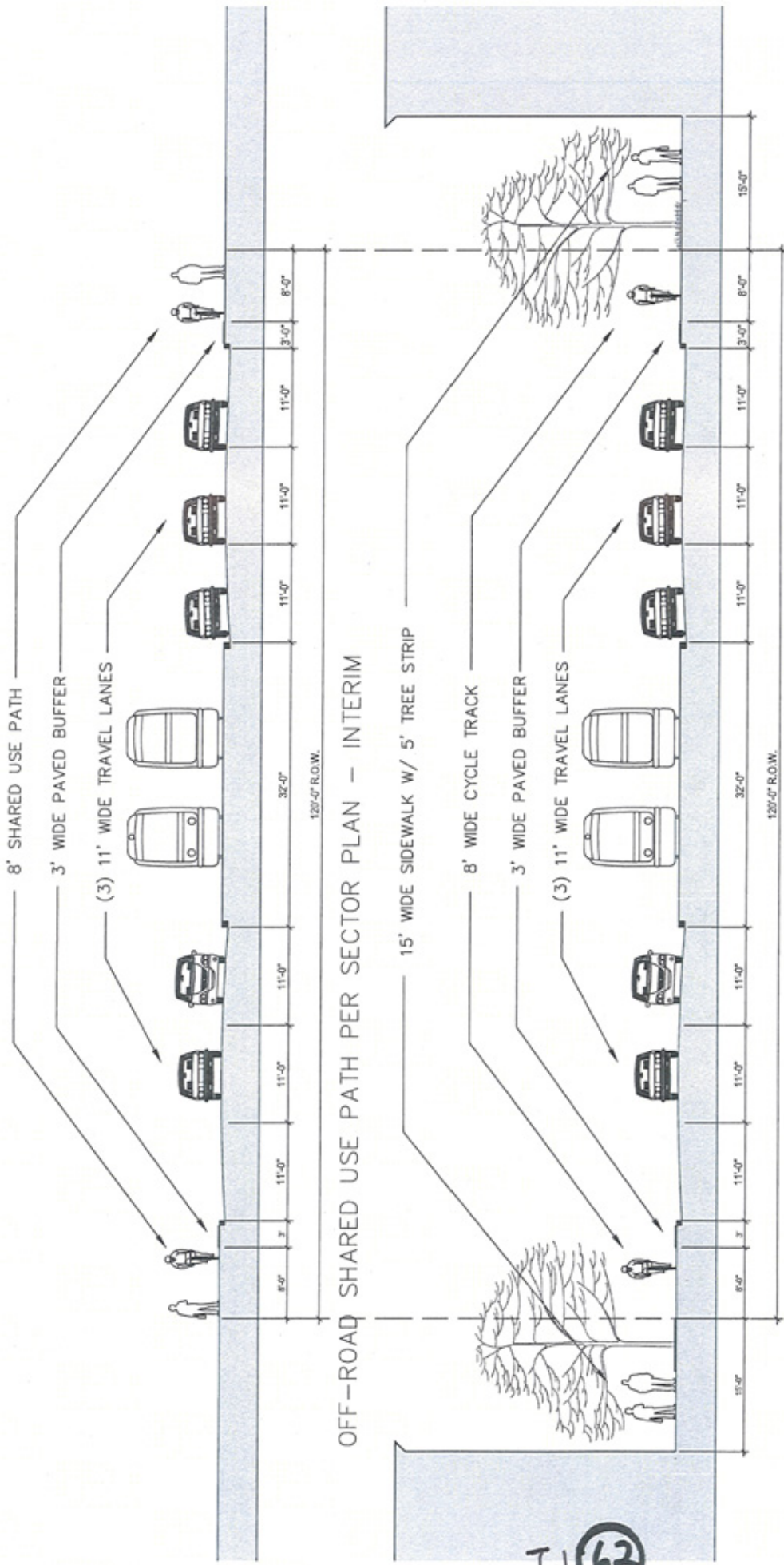
PROPOSED UNIVERSITY BLVD - SHA OPTION

SCALE: 1" = 10'-0"

DRAFT

09-01-09

I-1 (61)



OFF-ROAD SHARED USE PATH PER SECTOR PLAN - INTERIM

DRAFT

OFF-ROAD CYCLE TRACK AND SEPARATE SIDEWALK PER SECTOR PLAN - BUILD OUT

SCALE: 1" = 10'-0"

09-01-09

J-1 (62)



Cycle Track

Recommended Replacement Photo

(Courtesy: Website – Alta Planning and Design)