

Master Plan of Highways and Transitways Public Hearing Worksession #4



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Completed: 04/05/2018

RECOMMENDATION

Staff is seeking Planning Board review and approval of the certain elements of the Public Hearing Draft of the Technical Update to the Master Plan of Highways and Transitways. This is the fourth planned work session.

INTRODUCTION

A total of five worksessions are currently planned to review the Public Hearing Draft of the Technical Update to the Master Plan of Highways and Transitways with the Planning Board. The first worksession focused on proposed classification changes in the inner suburbs generally including Bethesda, Silver Spring, and Kensington. The second work session focused on the north-central and eastern side of the county (Wheaton, Aspen Hill, Olney). The third worksession focused on the western Upcounty side of the county. The fourth worksession will focus on comments received from the public, comments received from Montgomery County Department of Transportation and MDOT- State Highway Administration; a finalized Bicycle Master Plan Right-of-Way needs assessment, Urban Road Code/target speeds, and the carbon emissions analysis.

1. PUBLIC HEARING AND PUBLIC COMMENTS RECEIVED (UPDATE)

During this worksession, staff will present a spreadsheet summary of comments received with a proposed response for each comment. The Public Hearing comments received through e-mail or testimony, and the Montgomery County Department of Transportation (MCDOT) and the MDOT – State Highway Administration comments have been summarized separately. A total of 115 comments will be presented. The public hearing comments were previously discussed in Worksessions #1 and #2. A spreadsheet briefly summarizing these comments is included as Attachment A. Detailed comments received from MCDOT are included as Attachment B. Detailed comments received from MDOT-SHA are included as Attachment C.

2. BICYCLE MASTER PLAN RIGHT-OF-WAY NEEDS

At worksession #1, we identified two road sections (one in Wheaton and one in Bethesda) where we felt additional right-of-way was needed to support the Bicycle Master Plan. We took a more thorough

review and found eight more locations. A total of ten locations, as displayed in Table 1, shows where additional right-of-way is needed in excess of current master plan recommendations.

3. URBAN ROAD CODE/TARGET SPEEDS

Two items related to target speeds were introduced in the Public Hearing Draft document. The first, provided on pages 68 and 70 and Appendix B identified roads in the Urban Road Code that did not already have a master-planned target speed and assigned these roads with the maximum target speed specified in the Road Code for an urban area (25 mph). In addition, the document proposed potential expansion of Urban Road Code boundaries, provided on pages 71-72 and in Appendix C. More information is to be presented today for both the existing and proposed Urban Road Code areas in map format. These maps are provided alphabetically at the end of this document.

4. CARBON EMISSIONS ANALYSIS

Montgomery County enacted a law (Bill 32-07) in 2008 to require the formulation of a plan to stop increasing greenhouse gas (GHG) emissions by the year 2010 and reduce emissions to 20 percent of 2005 levels by the year 2050. A subsequent Montgomery County law (Bill 34-07) requires the Planning Board to estimate the carbon footprint of master plan recommendations and to make recommendations for carbon emissions reductions.

In June 2017, Montgomery County reaffirmed its commitment to meeting the goals of the 2016 Paris Climate Agreement. In addition, the county endorsed the goals of the Under2 Coalition MOU, a memorandum of understanding signed by 12 jurisdictions in 2015. The county's action aims to reduce greenhouse gas emissions 80 to 95 percent below 1990 levels or limit emissions to less than two metric tons per capita by 2050 (Montgomery County Council Resolution 18-846).

In December 2017, Montgomery County adopted Resolution 18-974 to accelerate the county's efforts to decrease greenhouse gas emissions by committing to a reduction of 80 percent by 2027 and reaching 100 percent elimination by 2035. The resolution initiates large-scale efforts to remove excess carbon from the atmosphere. The primary emission of interest is carbon dioxide.

The Montgomery County Planning Department uses a spreadsheet developed by King County, Washington and adapted for use in Montgomery County, Maryland to estimate the carbon footprint of recommendations in the County's master plans. To project total emissions for a master plan, the spreadsheet model considers embodied energy emissions, building energy emissions, and transportation emissions.

The model documentation defines embodied emissions as "emissions that are created through the extraction, processing, transportation, construction and disposal of building materials as well as emissions created through landscape disturbance" (by both soil disturbance and changes in above ground biomass). Building energy emissions are created in the normal operation of a building including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Transportation

emissions are released by the operation of cars, trucks, buses, motorcycles, etc. Vehicle Miles Traveled (VMT) is the primary factor driving changes in transportation emissions.

The spreadsheet model is run for existing conditions, then run again to get projected emissions that will result from the development proposed by the master plan. In the Technical Update to the Master Plan of Highways and Transitway, no new facilities are being proposed, so there will be no change in embodied emissions. The MPOH deals with roadways and transitway, not buildings, so there is no emissions contribution from building energy. For determining transportation emissions, the methodology examines the vehicle miles traveled (VMT) reduction estimates generated from the long-range plan forecast. The VMT are then converted to gallons of gasoline burned and carbon dioxide equivalent amounts (CO₂e) based on factors used in the King County, Washington Greenhouse Gas Emissions Worksheet version 1.7.

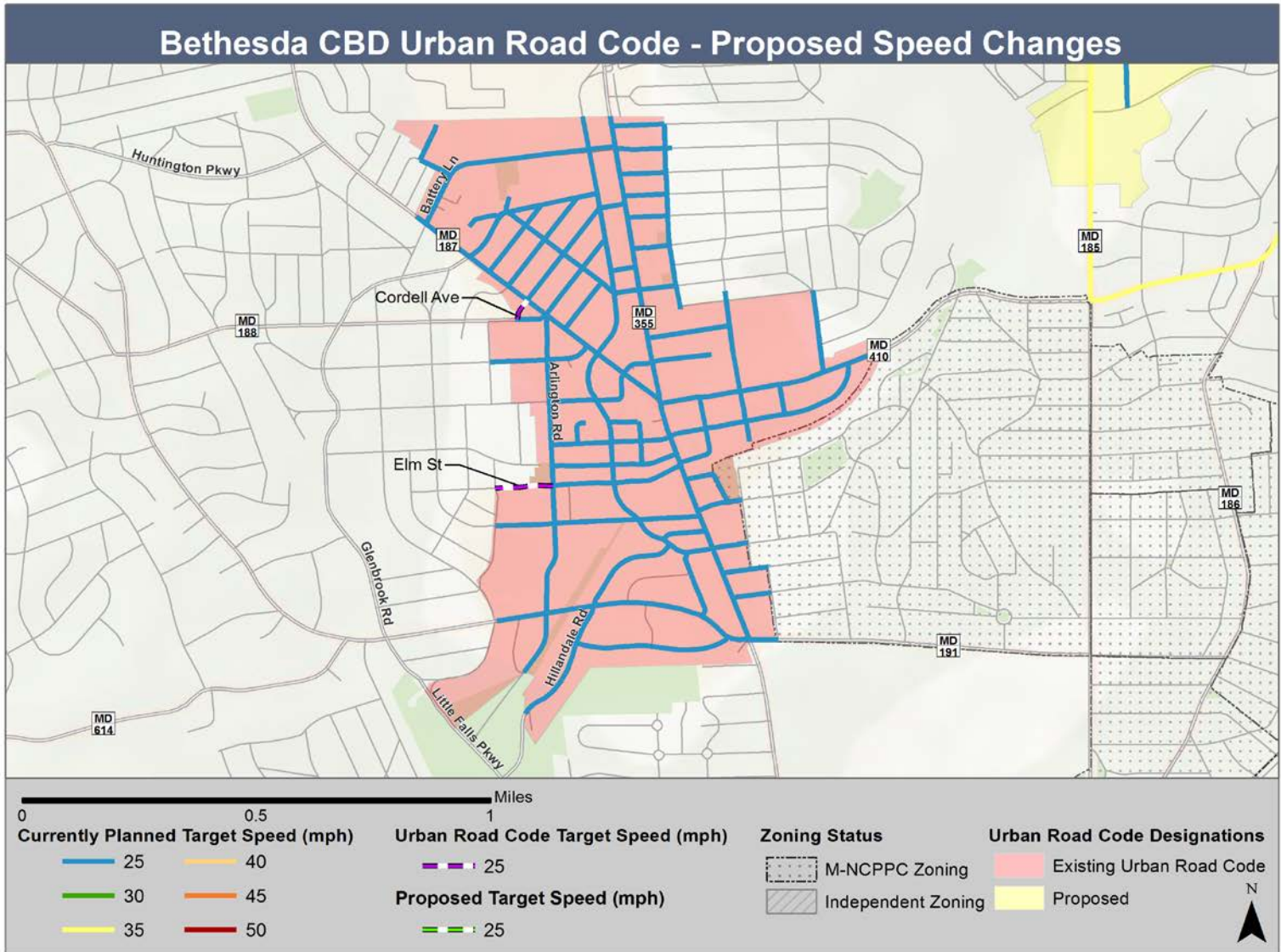
The MPOHT Technical Update was developed based on a composite of transportation recommendations from all active and adopted Master Plans within Montgomery County. The proposed technical changes, including re-classification of streets and designation of new Urban Road Code Areas, are not projected to create either increases or reductions in vehicle miles traveled. (VMT). Therefore, the total greenhouse gas (GHG) emissions change as a result of this technical update is negligible.

Table 1: Recommendations for ROW increases to accommodate Bicycle Master Plan Recommendations

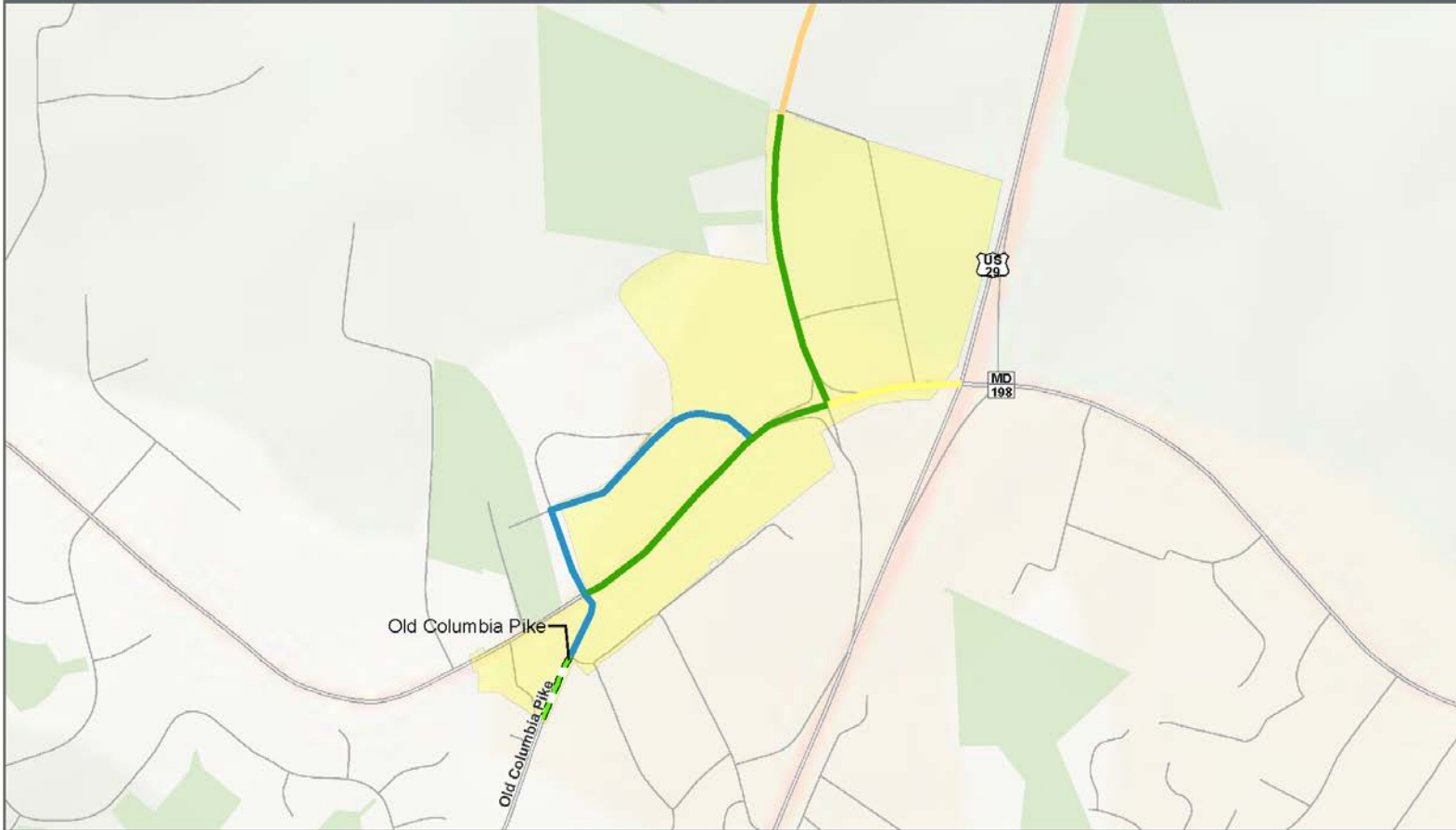
ID	Name	From Location	To Location	Classification	Master Plan	Existing Lanes	Planned Lanes	Master Plan ROW (Feet)	Proposed ROW (Feet)
1	East Ave	Upton St	University Blvd (MD 193)	Primary Residential	Wheaton CBD Sector Plan	2	2	50	60
2	Leland St	Wisconsin Ave (MD 355)	46 th St	Business	Bethesda Downtown Plan	2	2	60	70
3	Aspen Hill Road	Connecticut Avenue	Georgia Avenue	Arterial	Aspen Hill	4 (5)*	4 (5)*	80	90
4	Blackwell Road	Darnestown Road	Great Seneca Highway	Business District Street	Great Seneca Science Corridor	NA	2	70	80
5	Connecticut Avenue	Georgia Avenue	Bel Pre Road	Arterial	Aspen Hill	4	4	80	90
6	Cherry Hill Road	US Route 29	Prince George's County	Arterial	White Oak Science Gateway	4 (5)*	4 (5)*	80	90
7	Century Boulevard	Dorsey Mill Road	Aircraft Drive	Business with Planned BRT	Germantown Employment Area Sector Plan	4D	4D+1T	134	136
8	Summit Avenue	Plyers Mill Road	Farragut Avenue	Business (Planned)	Kensington Sector Plan	2	2	60	70
9	Summit Avenue Extended	Connecticut Avenue	Plyers Mill Road	Business (Planned)	Kensington Sector Plan	2	2	60	70
10	Twinbrook Parkway	950' North of Ardennes Avenue	City of Rockville	North Bethesda/ Garrett Park	Twinbrook Sector Plan	4 (5)*	4 (5)*	104	110

* Five-lane designation proposed for undivided roads with 5-lane cross section. This is a MCDOT comment that we concur with.

URBAN ROAD CODE AREAS: EXISTING AND PROPOSED – Proposed 25 mph Target Speeds



Burtonsville Urban Road Code - Proposed Speed Changes



Currently Planned Target Speed (mph)

- 25
- 30
- 35
- 40
- 50

Urban Road Code Target Speed (mph)

- - - 25

Proposed Target Speed (mph)

- - - 25

Zoning Status

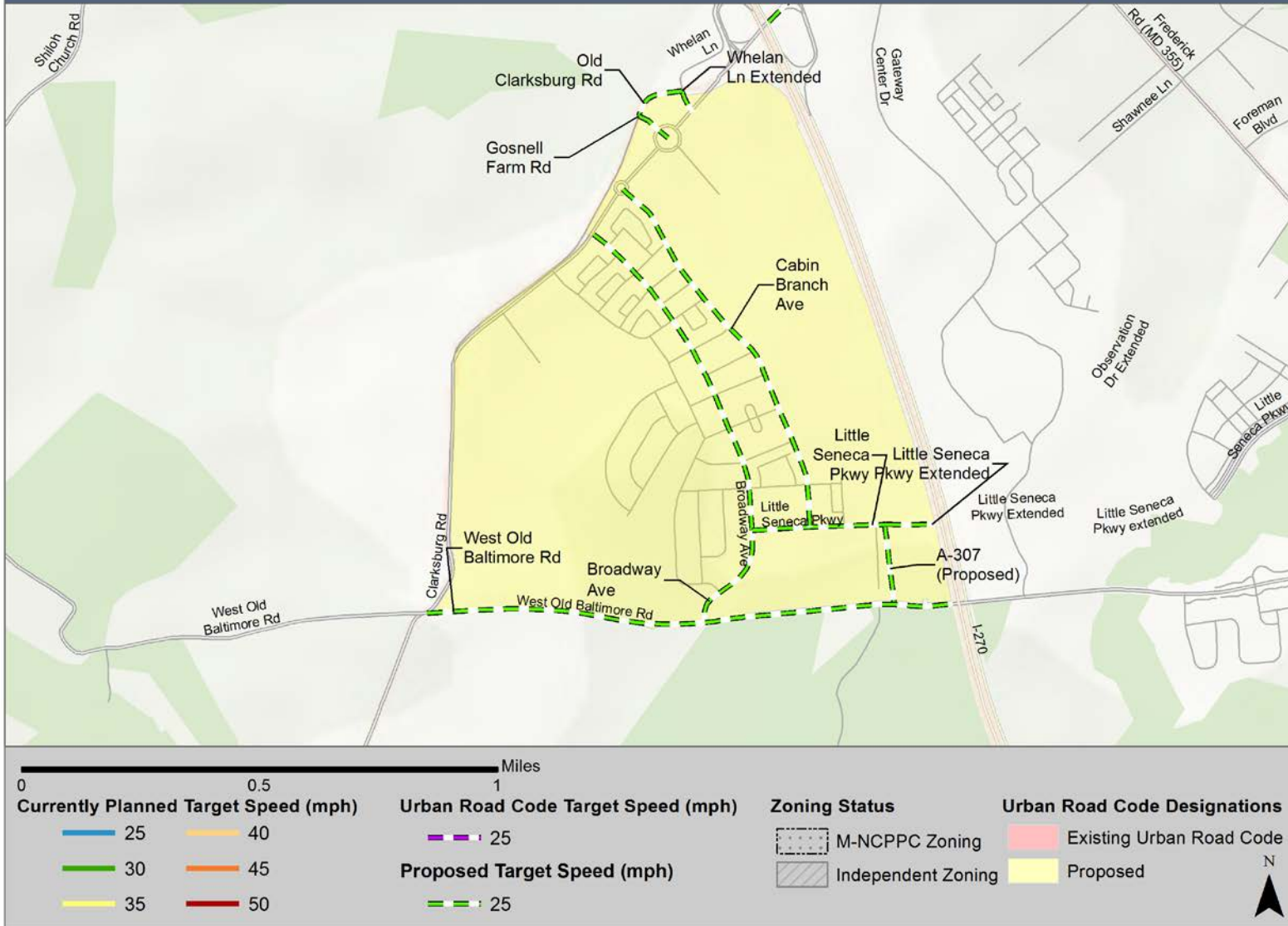
- M-NCPPC Zoning
- Independent Zoning

Urban Road Code Designations

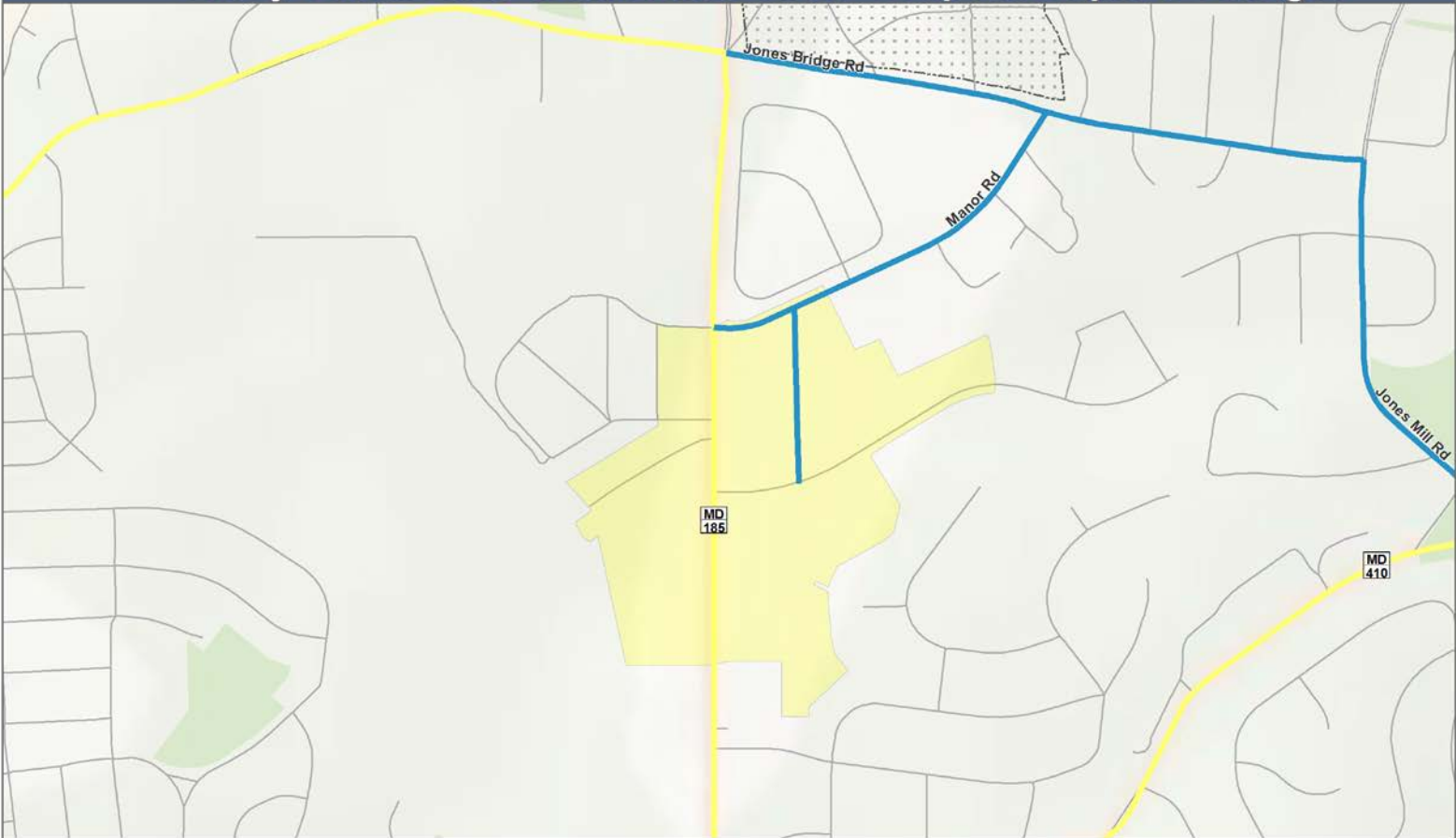
- Existing Urban Road Code
- Proposed



Cabin Branch Urban Road Code - Proposed Speed Changes

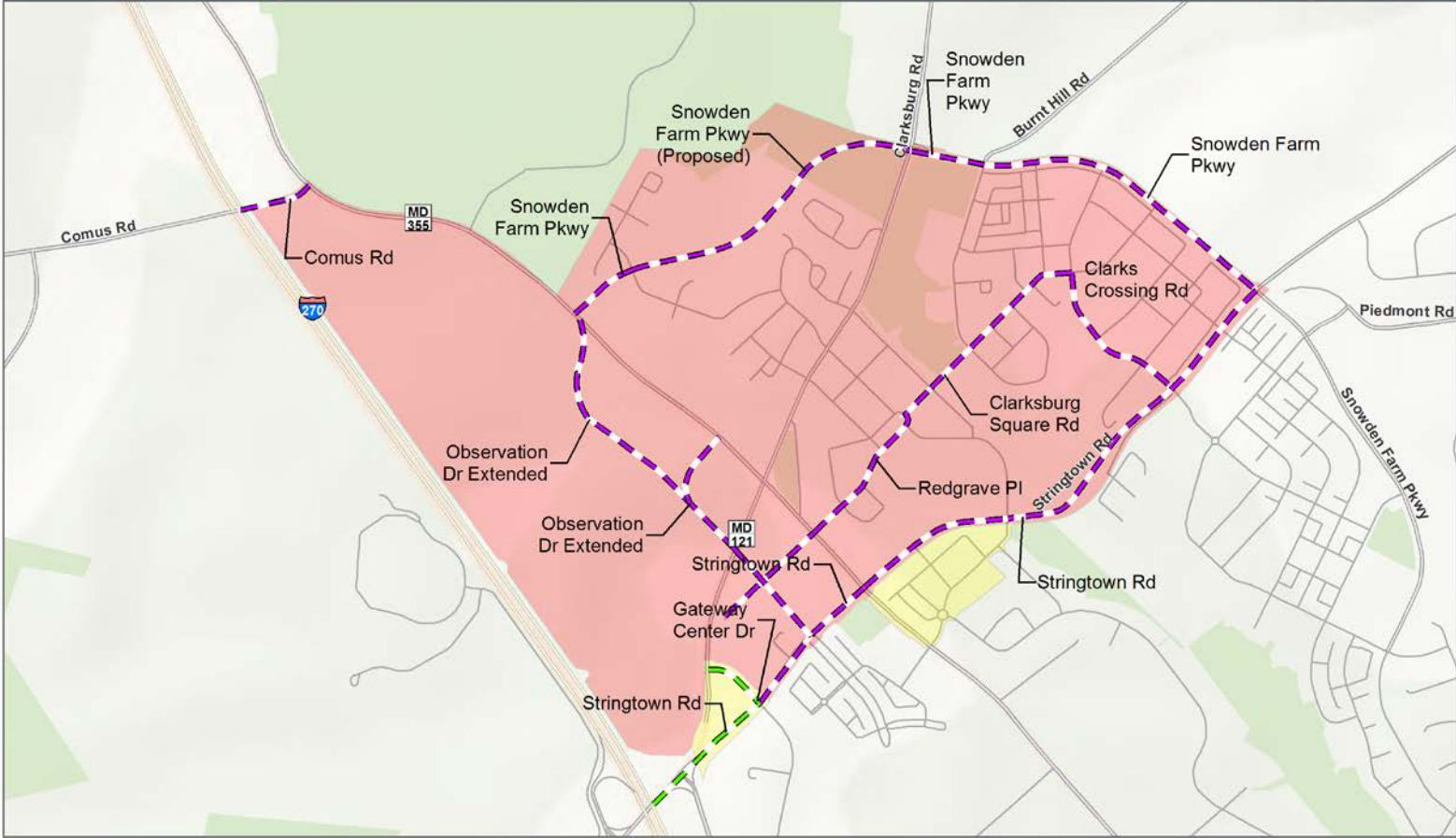


Chevy Chase Lake Urban Road Code - Proposed Speed Changes

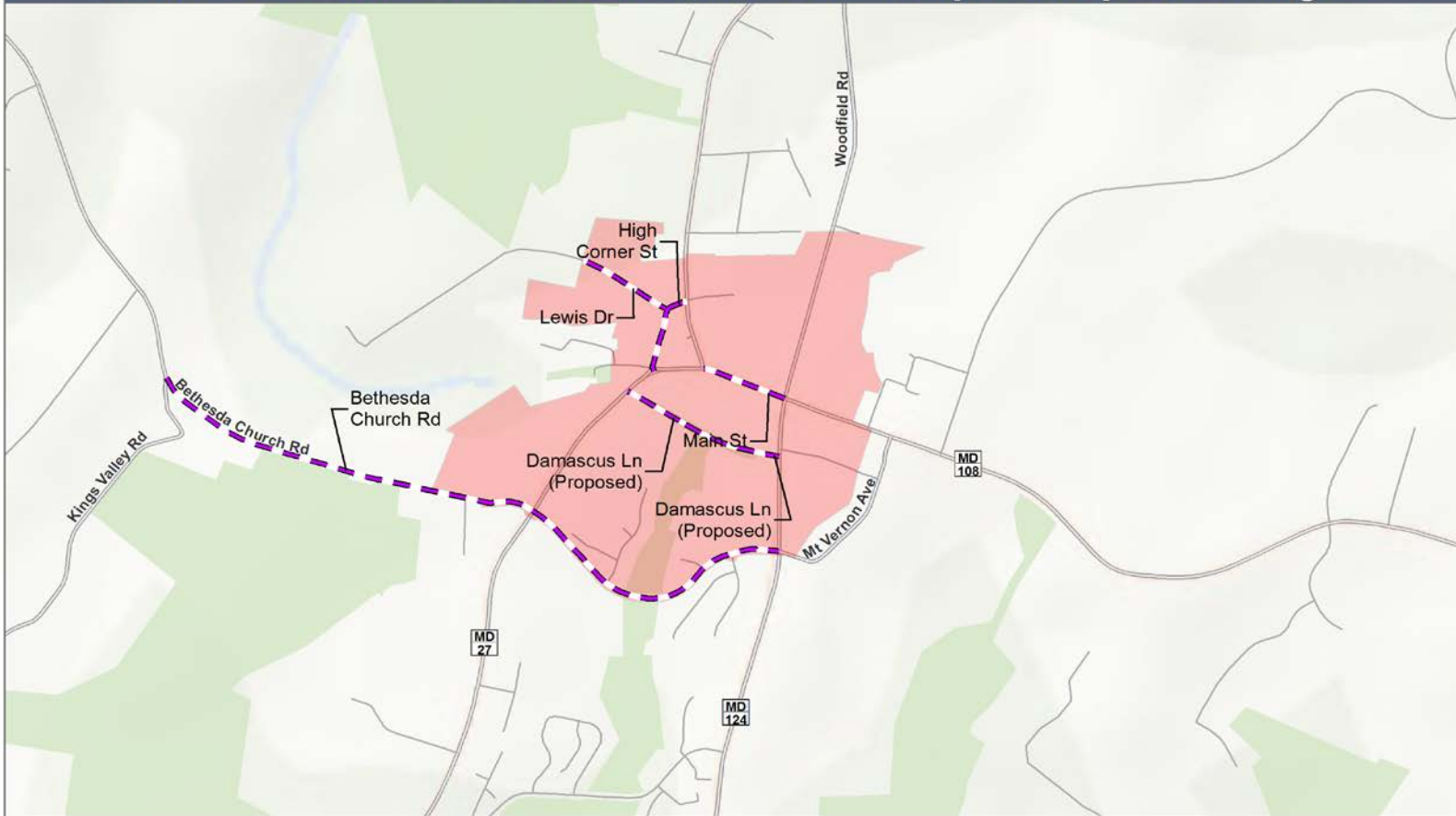


		Zoning Status	
Currently Planned Target Speed (mph)	Urban Road Code Target Speed (mph)	M-NCPPC Zoning	Urban Road Code Designations
25	25	Independent Zoning	Existing Urban Road Code
30	Proposed Target Speed (mph)		Proposed
40	25		
35	50		

Clarksburg Town Center Urban Road Code - Proposed Speed Changes



Damascus Town Center Urban Road Code - Proposed Speed Changes



<p>0 0.5 1 Miles</p>		<p>Currently Planned Target Speed (mph)</p> <p>— 25 — 40 —</p> <p>— 30 — 45 —</p> <p>— 35 — 50 —</p>		<p>Urban Road Code Target Speed (mph)</p> <p>— 25 —</p> <p>Proposed Target Speed (mph)</p> <p>— 25 —</p>		<p>Zoning Status</p> <p>▨ M-NCPPC Zoning</p> <p>▨ Independent Zoning</p>		<p>Urban Road Code Designations</p> <p>▨ Existing Urban Road Code</p> <p>▨ Proposed</p>	
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Friendship Heights Urban Road Code - Proposed Speed Changes

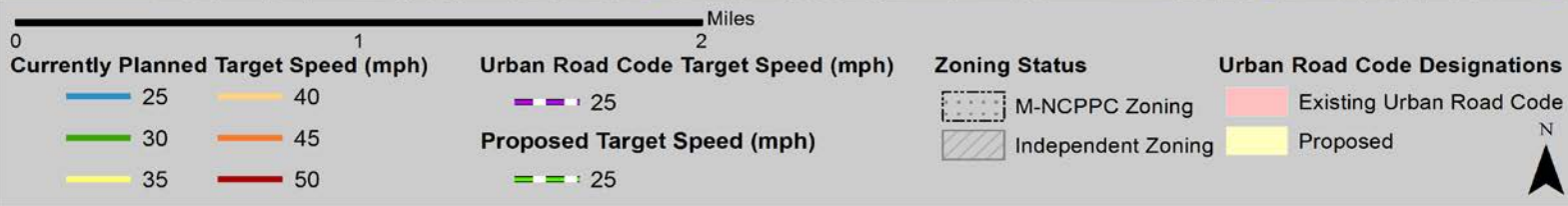
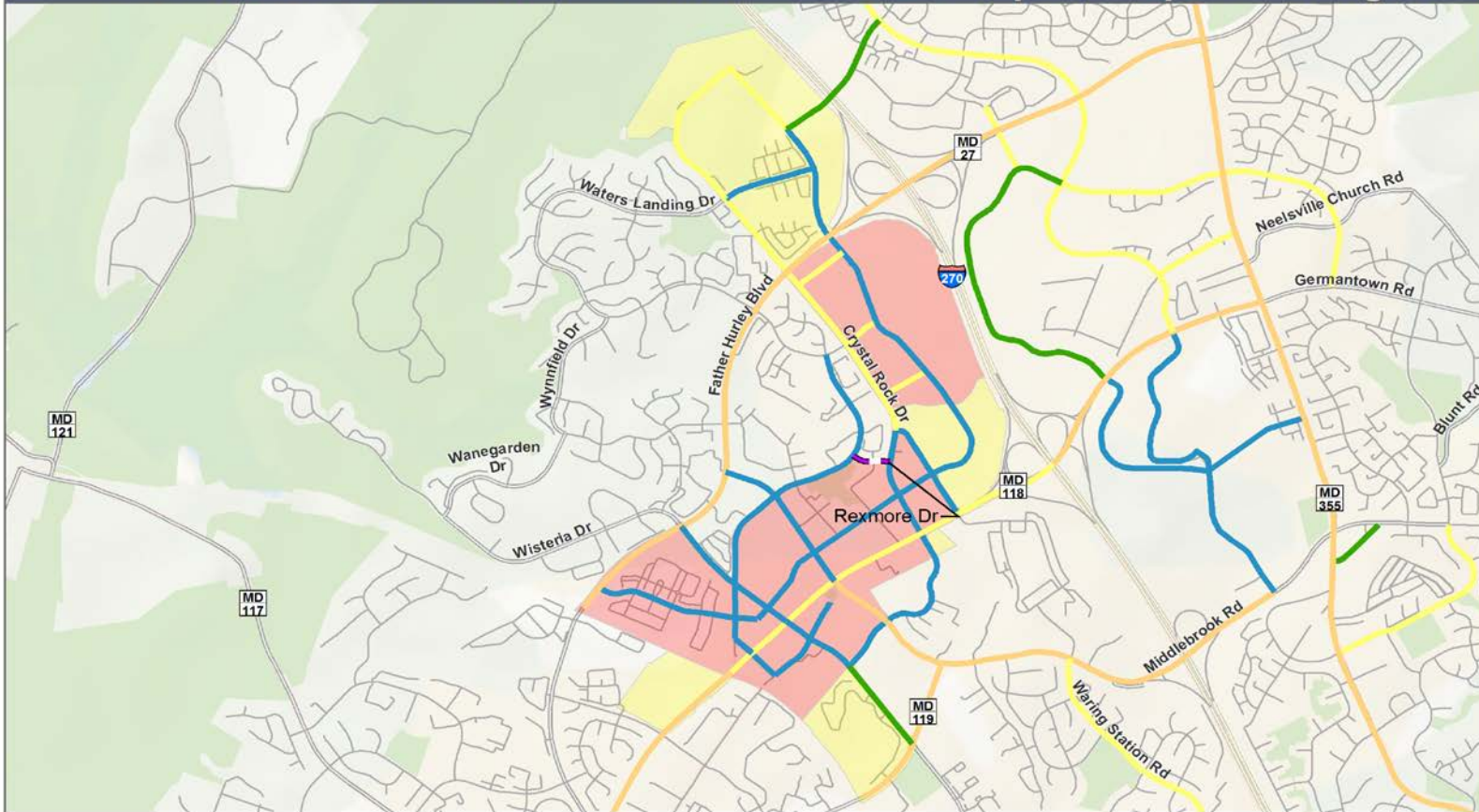


0 0.275 0.55 Miles

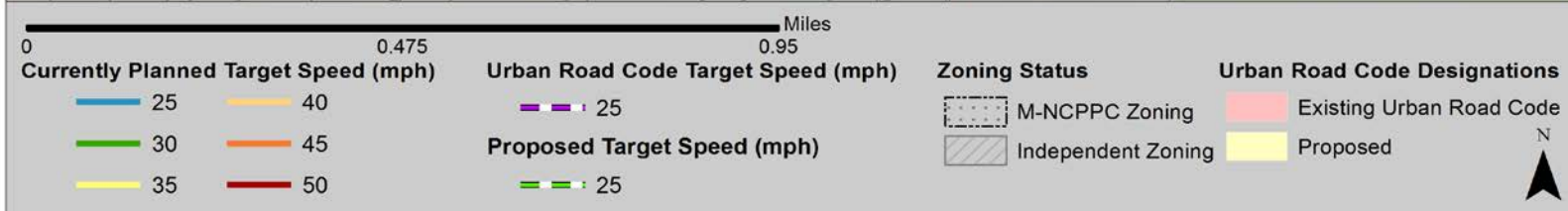
Currently Planned Target Speed (mph)		Urban Road Code Target Speed (mph)		Zoning Status	Urban Road Code Designations
25	40	25		M-NCPPC Zoning	Existing Urban Road Code
30	45	Proposed Target Speed (mph)		Independent Zoning	Proposed
35	50	25			

N
▲

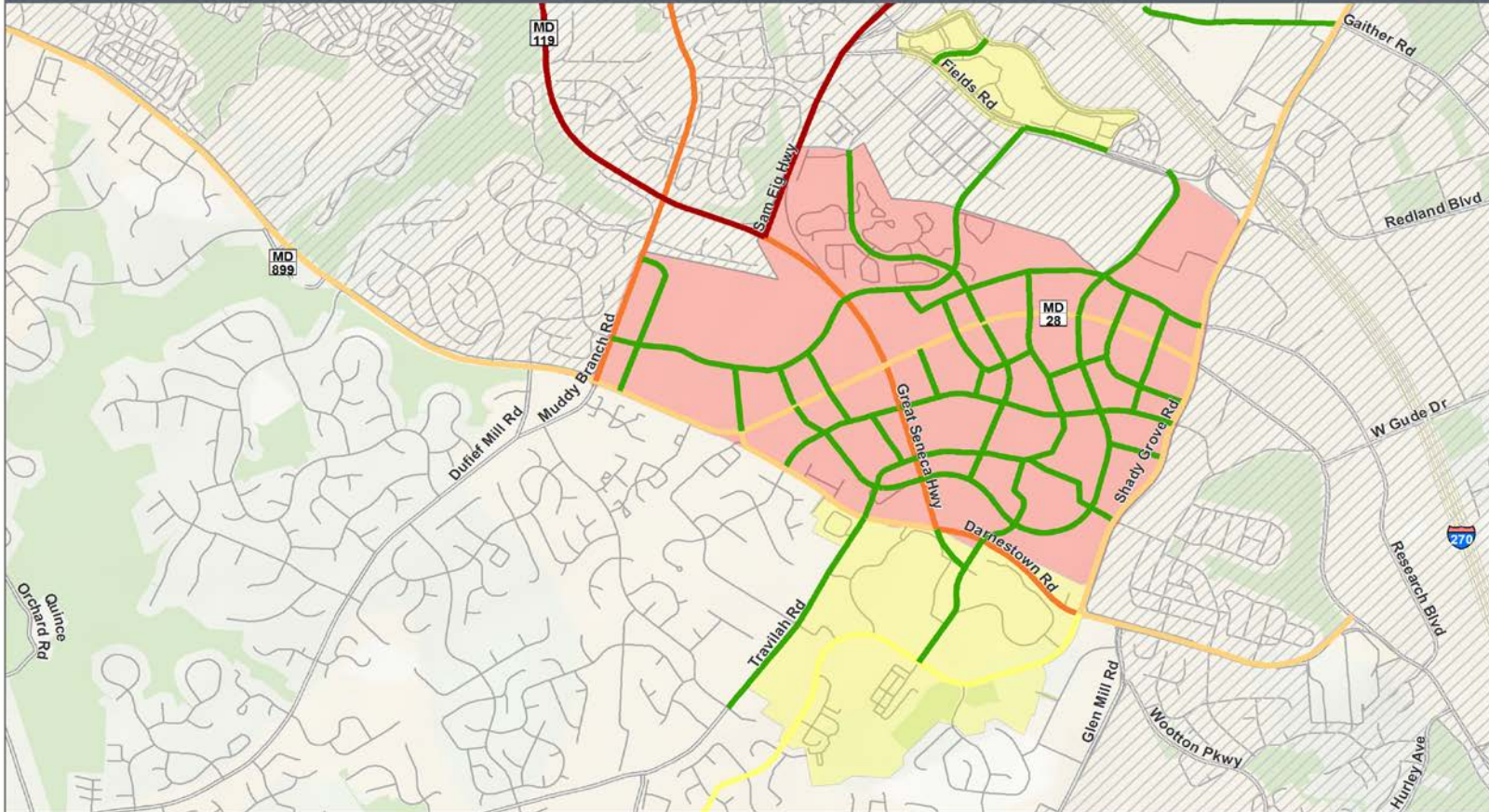
Germantown Town Center Urban Road Code - Proposed Speed Changes



Glenmont Urban Road Code - Proposed Speed Changes



Great Seneca Science Corridor Urban Road Code - Proposed Speed Changes

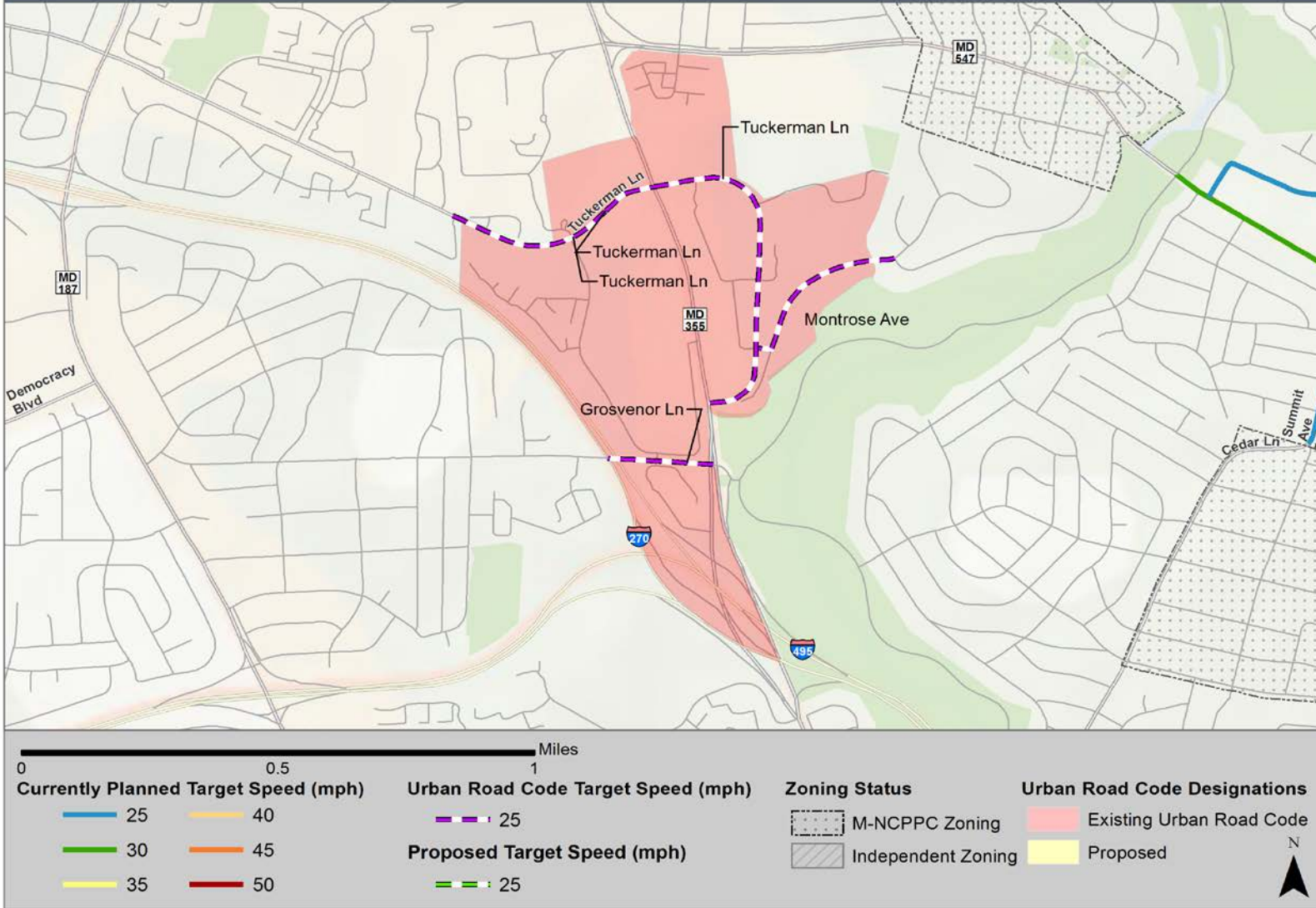


0 0.75 1.5 Miles

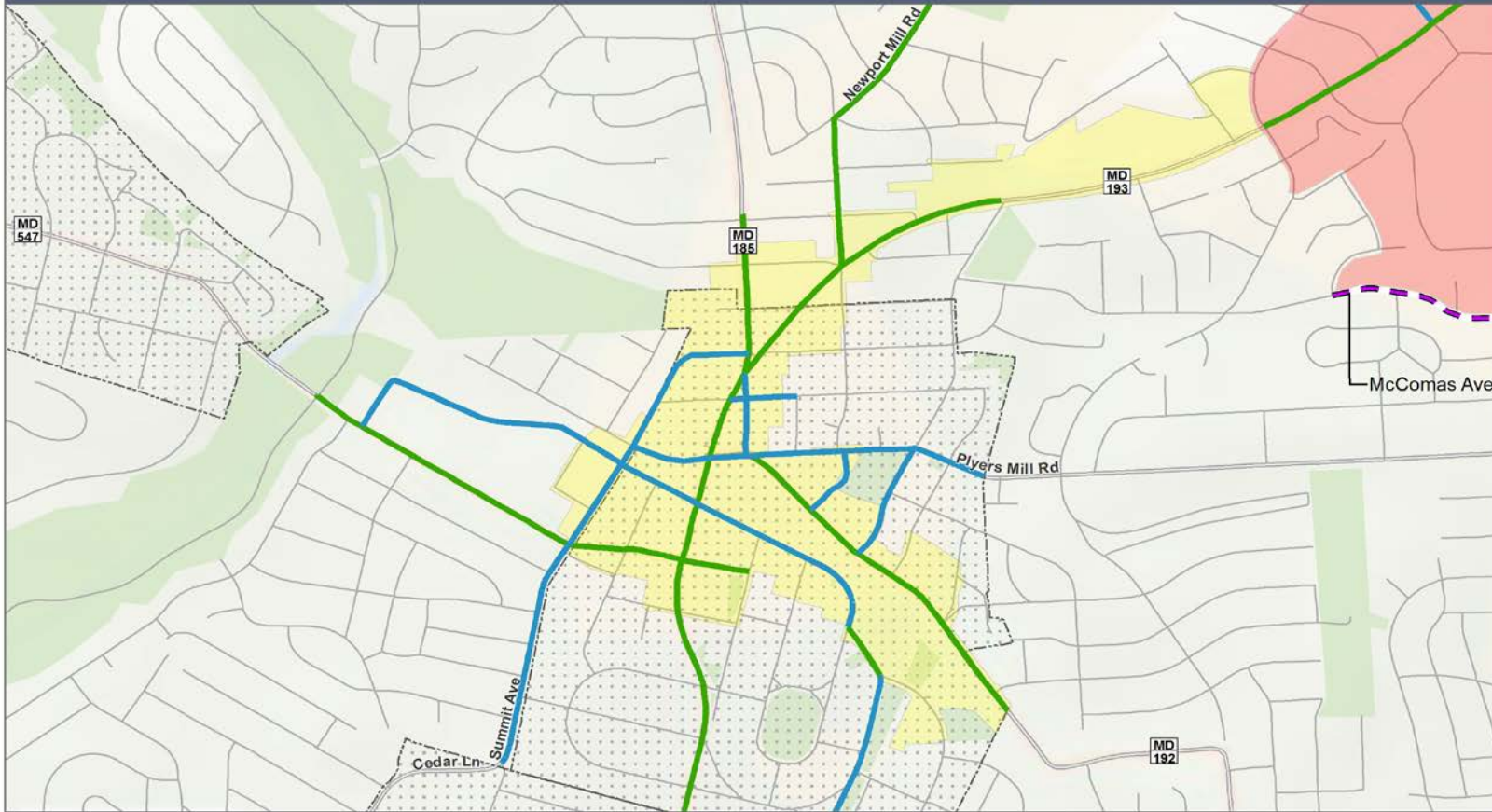
Currently Planned Target Speed (mph)	Urban Road Code Target Speed (mph)	Zoning Status	Urban Road Code Designations
<ul style="list-style-type: none"> — 25 — 30 — 35 	<ul style="list-style-type: none"> — 40 — 45 — 50 	<ul style="list-style-type: none"> — 25 — 25 	<ul style="list-style-type: none"> M-NCPPC Zoning Independent Zoning Existing Urban Road Code Proposed

N
▲

Grosvenor Urban Road Code - Proposed Speed Changes

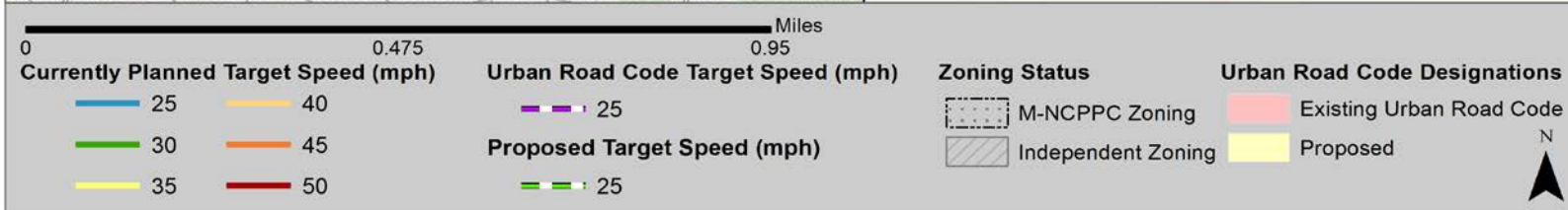
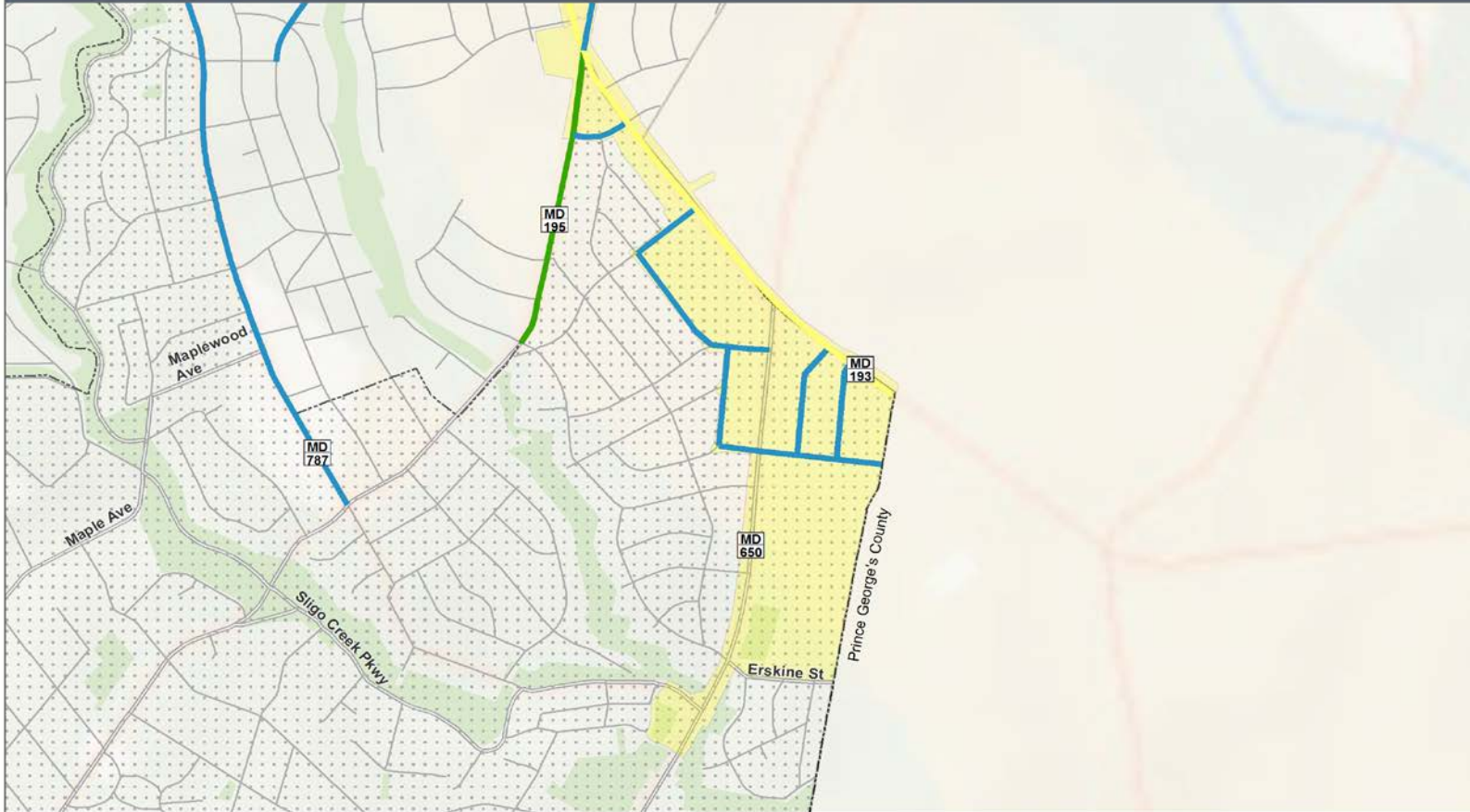


Kensington Urban Road Code - Proposed Speed Changes

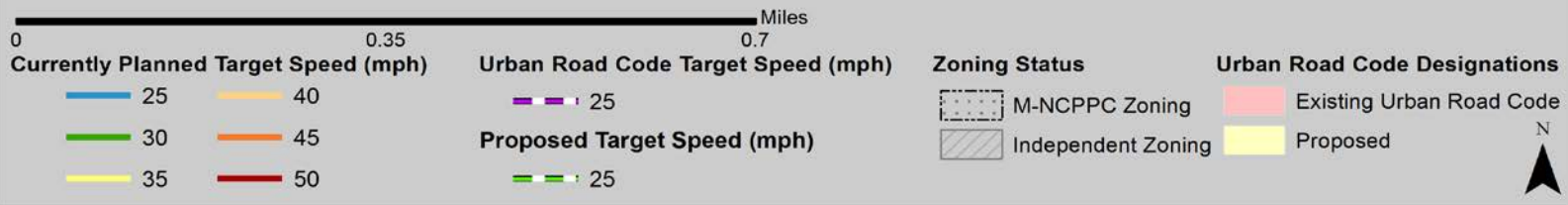
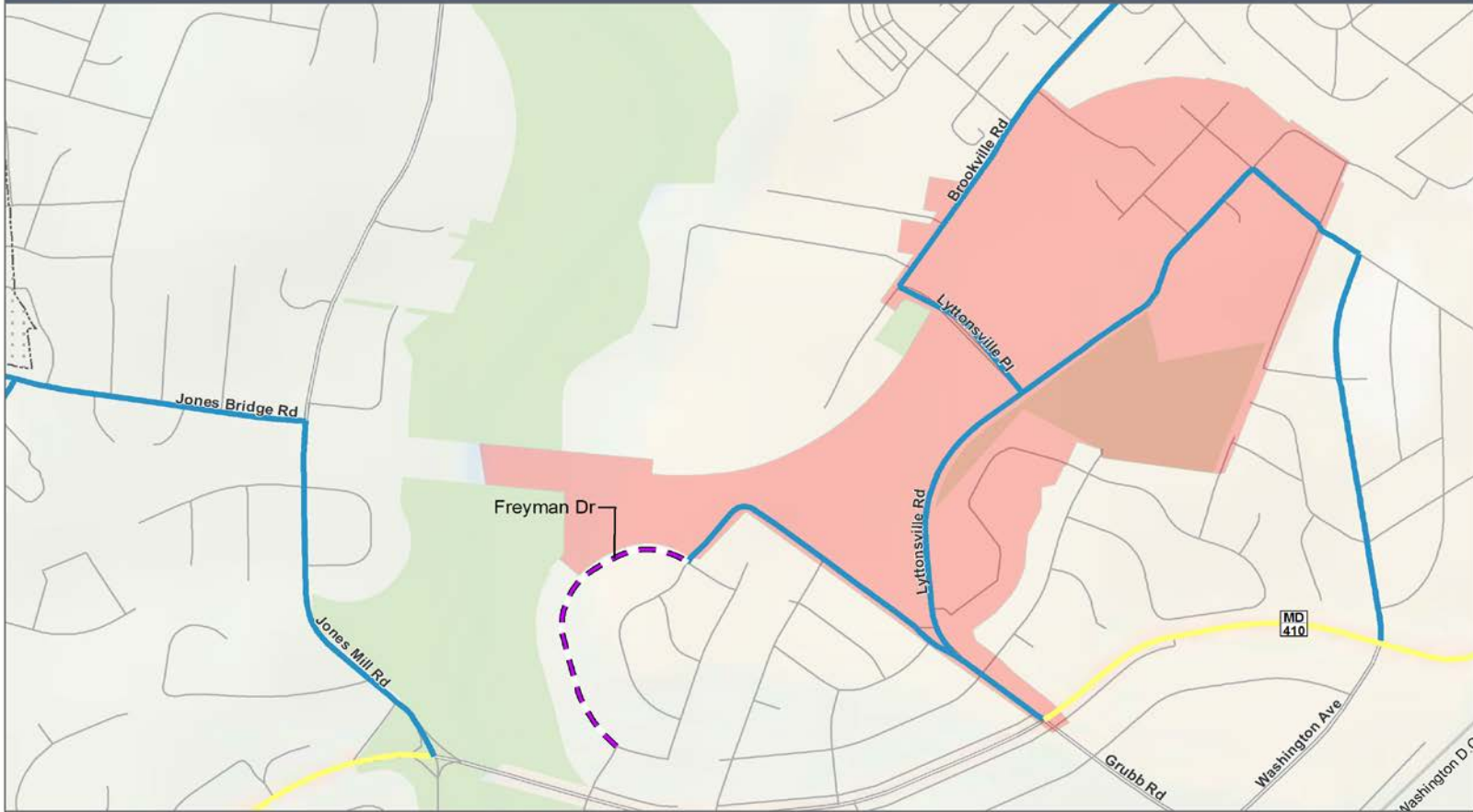


<p>0 0.5 1 Miles</p>		<p>Urban Road Code Target Speed (mph)</p> <p>— 25</p>	<p>Zoning Status</p> <p>▨ M-NCPPC Zoning</p> <p>▨ Independent Zoning</p>	<p>Urban Road Code Designations</p> <p>▨ Existing Urban Road Code</p> <p>▨ Proposed</p>
<p>Currently Planned Target Speed (mph)</p> <p>— 25</p> <p>— 30</p> <p>— 35</p>	<p>— 40</p> <p>— 45</p> <p>— 50</p>	<p>Proposed Target Speed (mph)</p> <p>— 25</p> <p>— 25</p>		

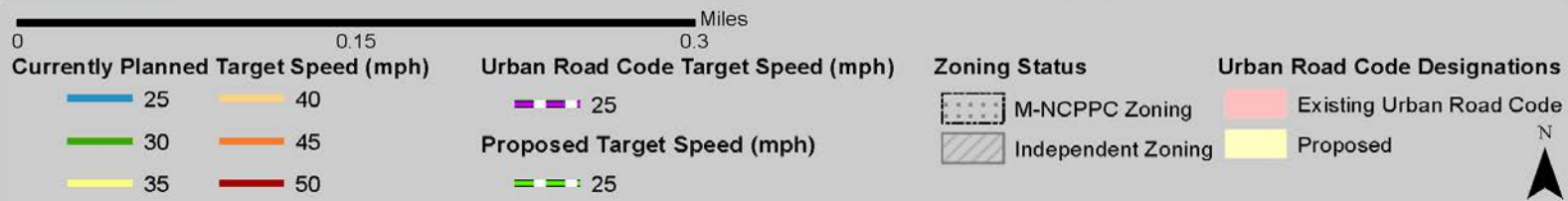
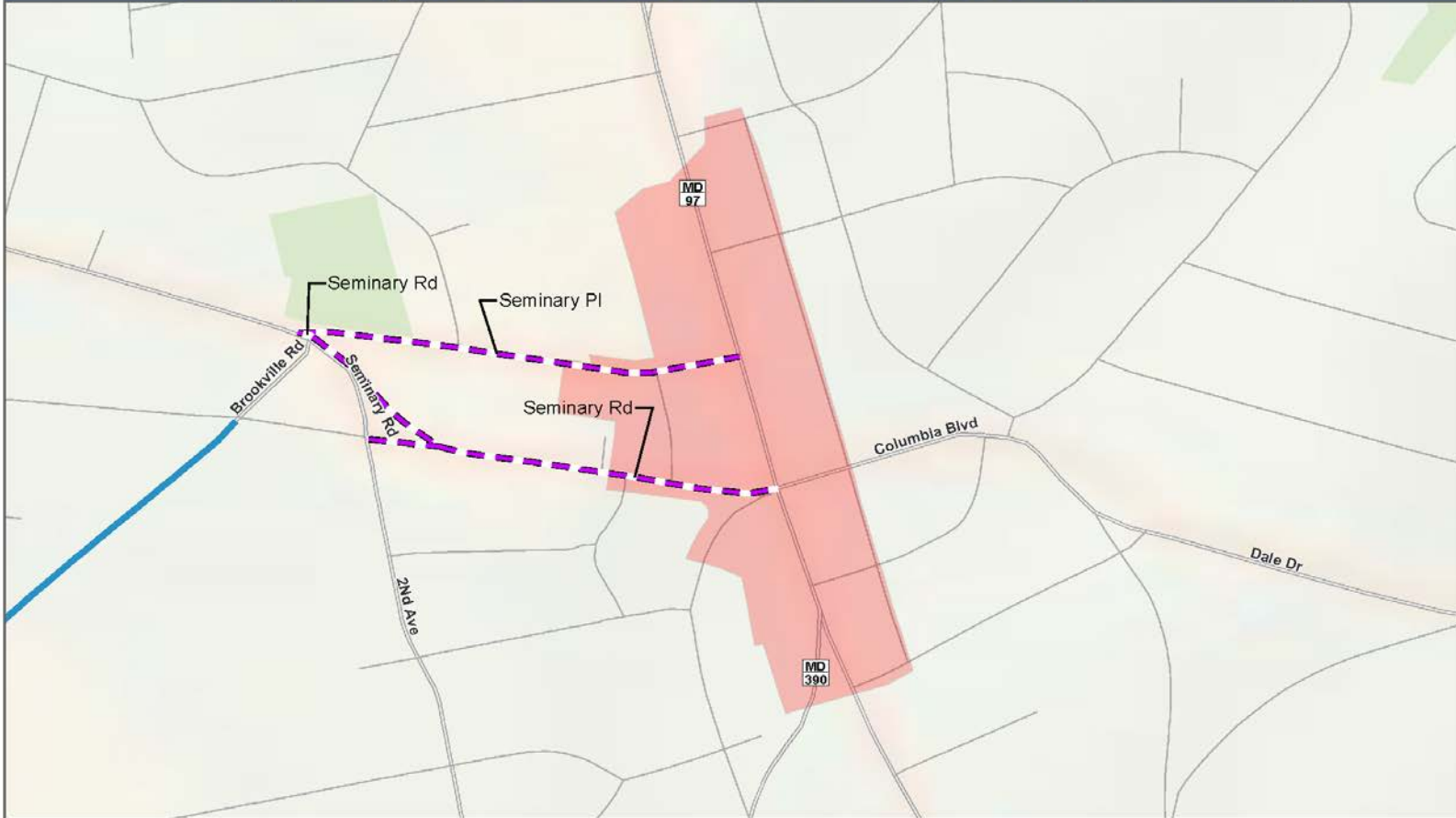
Langley Crossroads Urban Road Code - Proposed Speed Changes



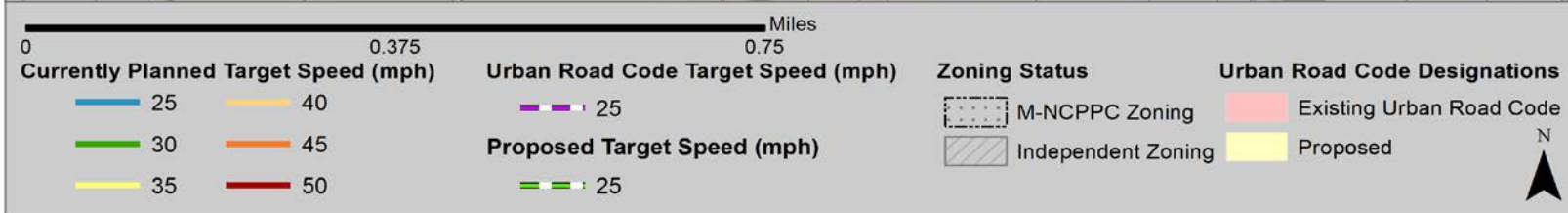
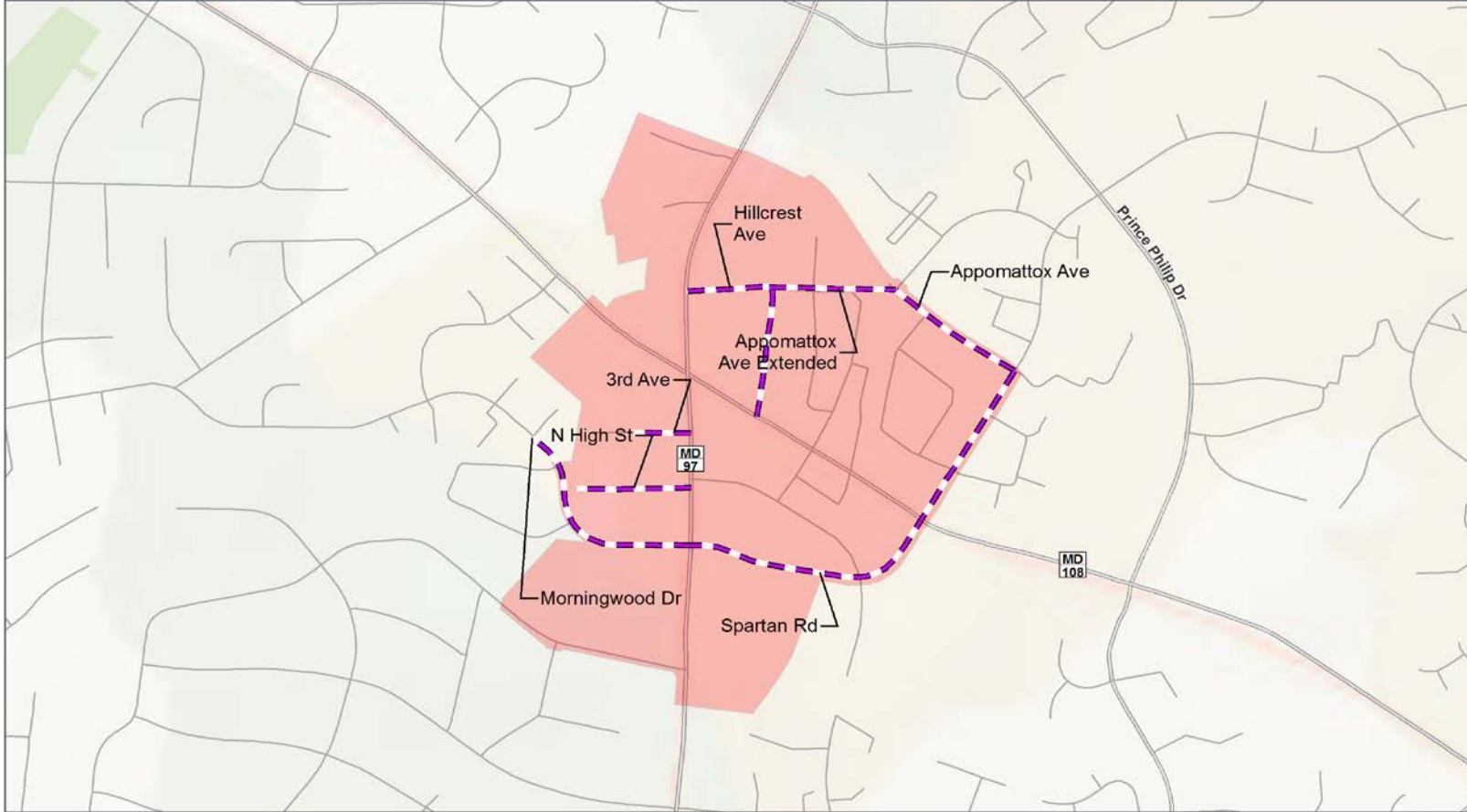
Lyttonsville Purple Line Station Urban Road Code - Proposed Speed Changes



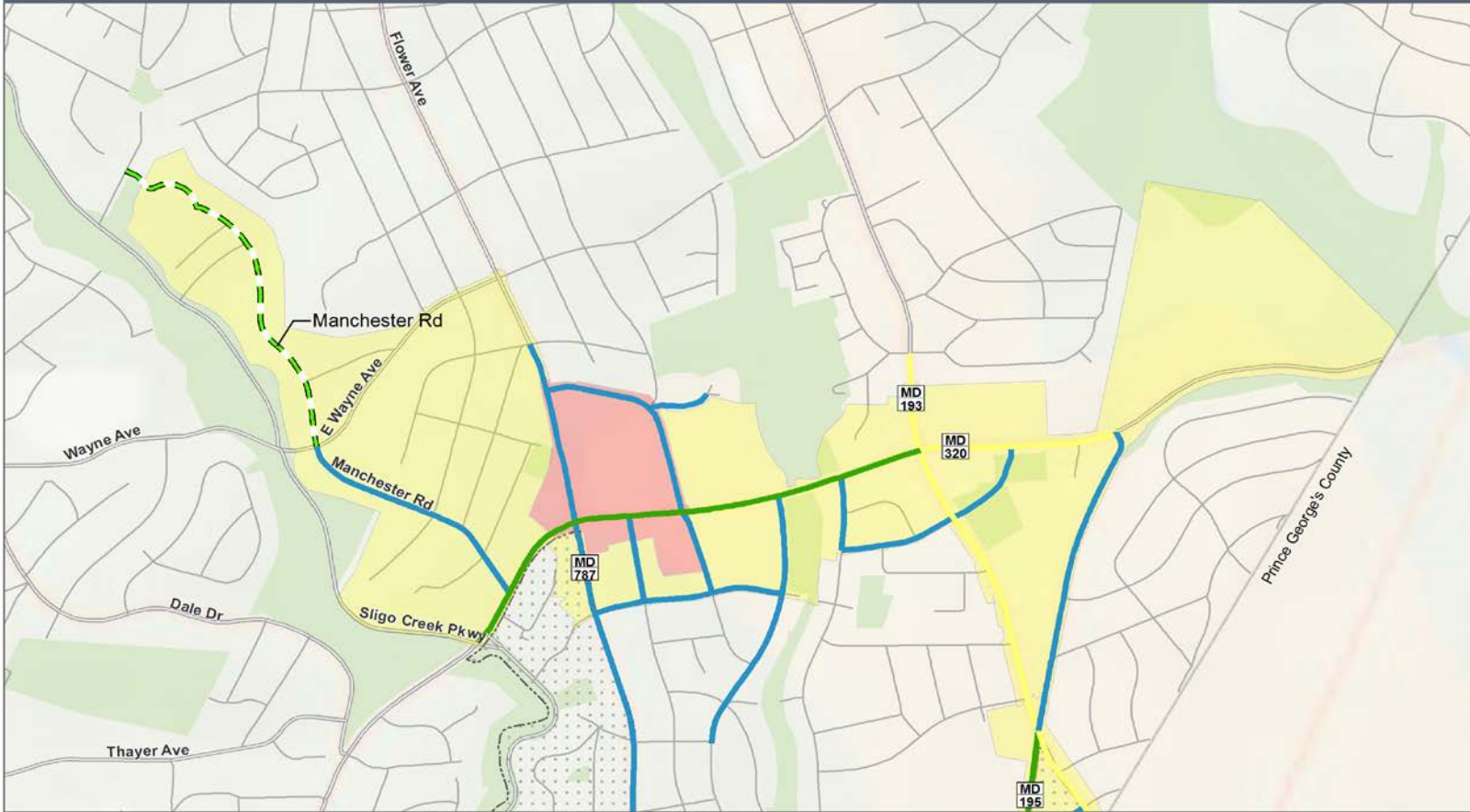
Montgomery Hills Urban Road Code - Proposed Speed Changes



Olney Town Center Urban Road Code - Proposed Speed Changes



Piney Branch Urban Road Code - Proposed Speed Changes



0 0.45 0.9 Miles

Currently Planned Target Speed (mph)

- 25
- 30
- 35
- 40
- 45
- 50

Urban Road Code Target Speed (mph)

- 25

Proposed Target Speed (mph)

- - - 25

Zoning Status

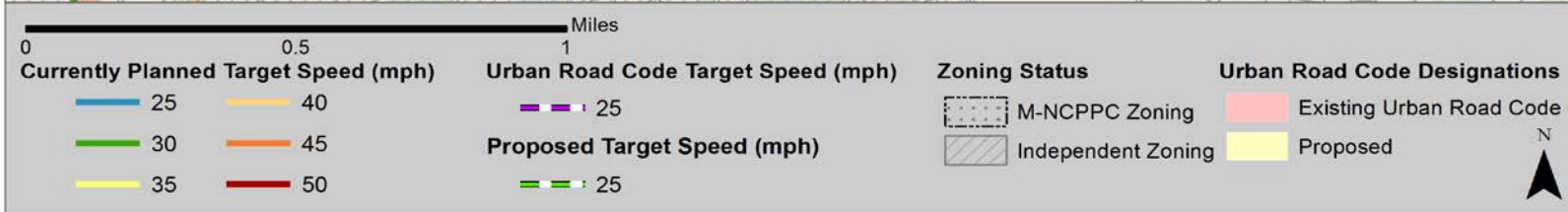
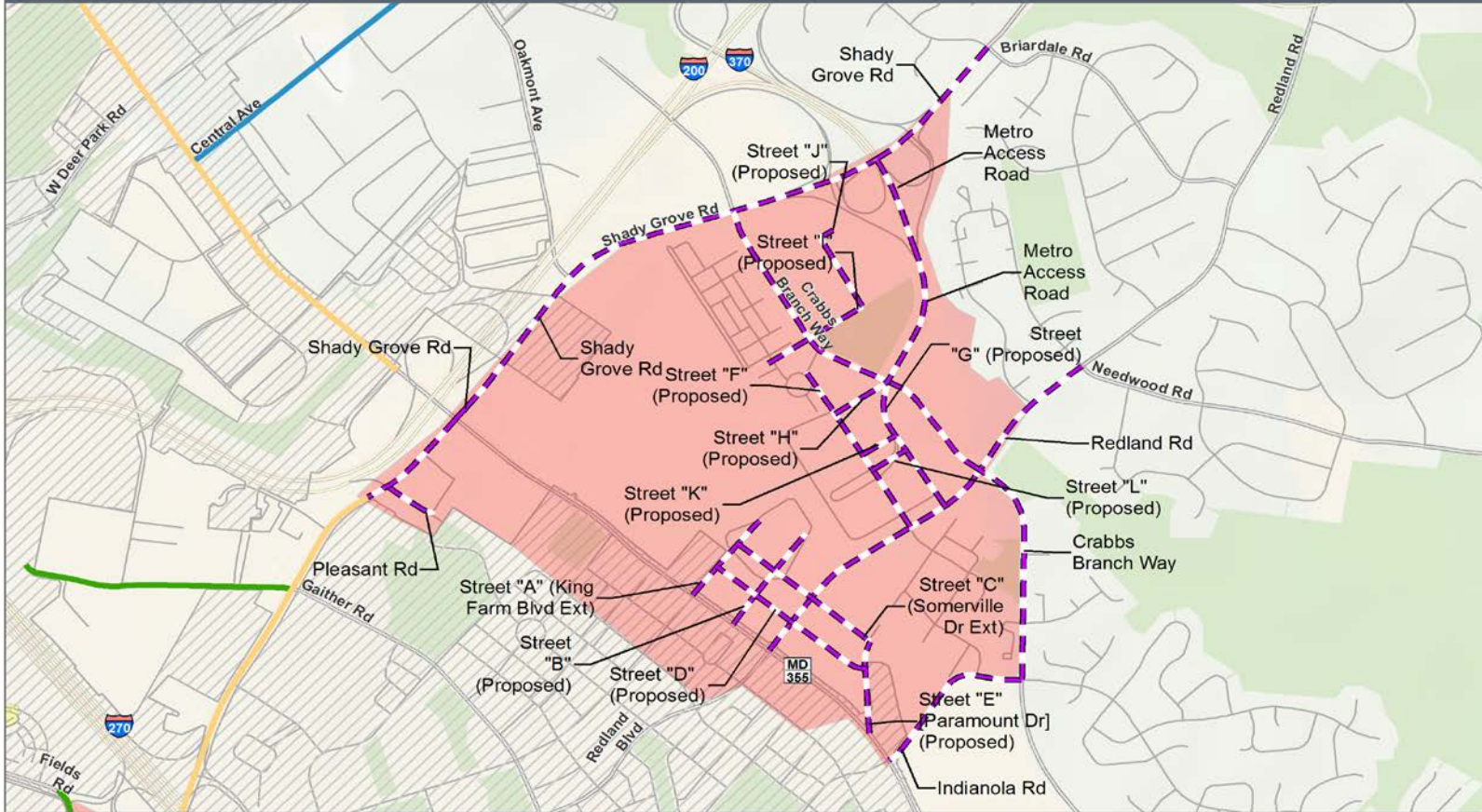
- M-NCPPC Zoning
- Independent Zoning

Urban Road Code Designations

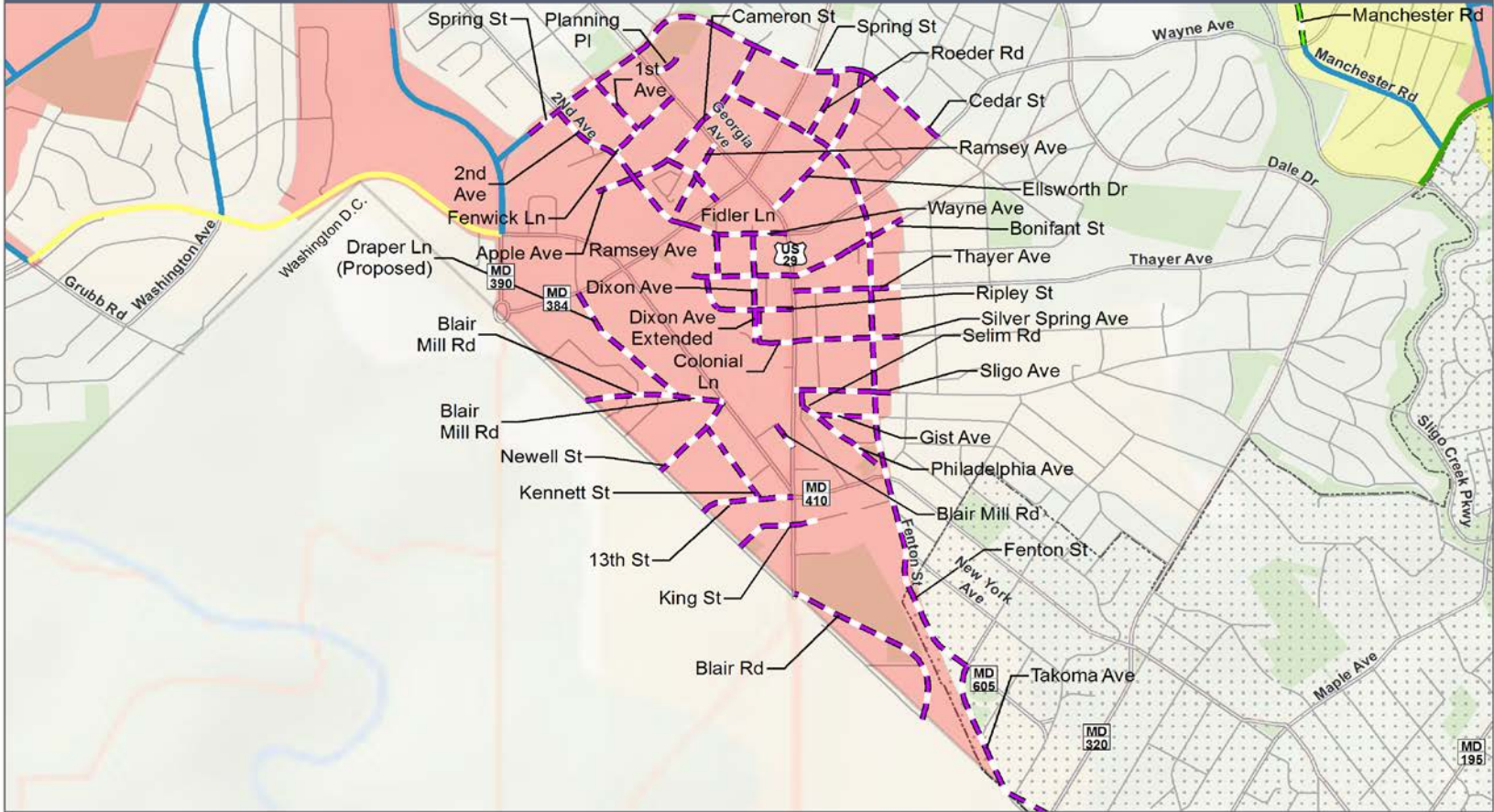
- Existing Urban Road Code
- Proposed



Shady Grove Urban Road Code - Proposed Speed Changes



Silver Spring CBD Urban Road Code - Proposed Speed Changes



0 0.5 1 Miles

Currently Planned Target Speed (mph)

- 25
- 30
- 35
- 40
- 45
- 50

Urban Road Code Target Speed (mph)

- - - 25
- - - 25

Proposed Target Speed (mph)

- - - 25

Zoning Status

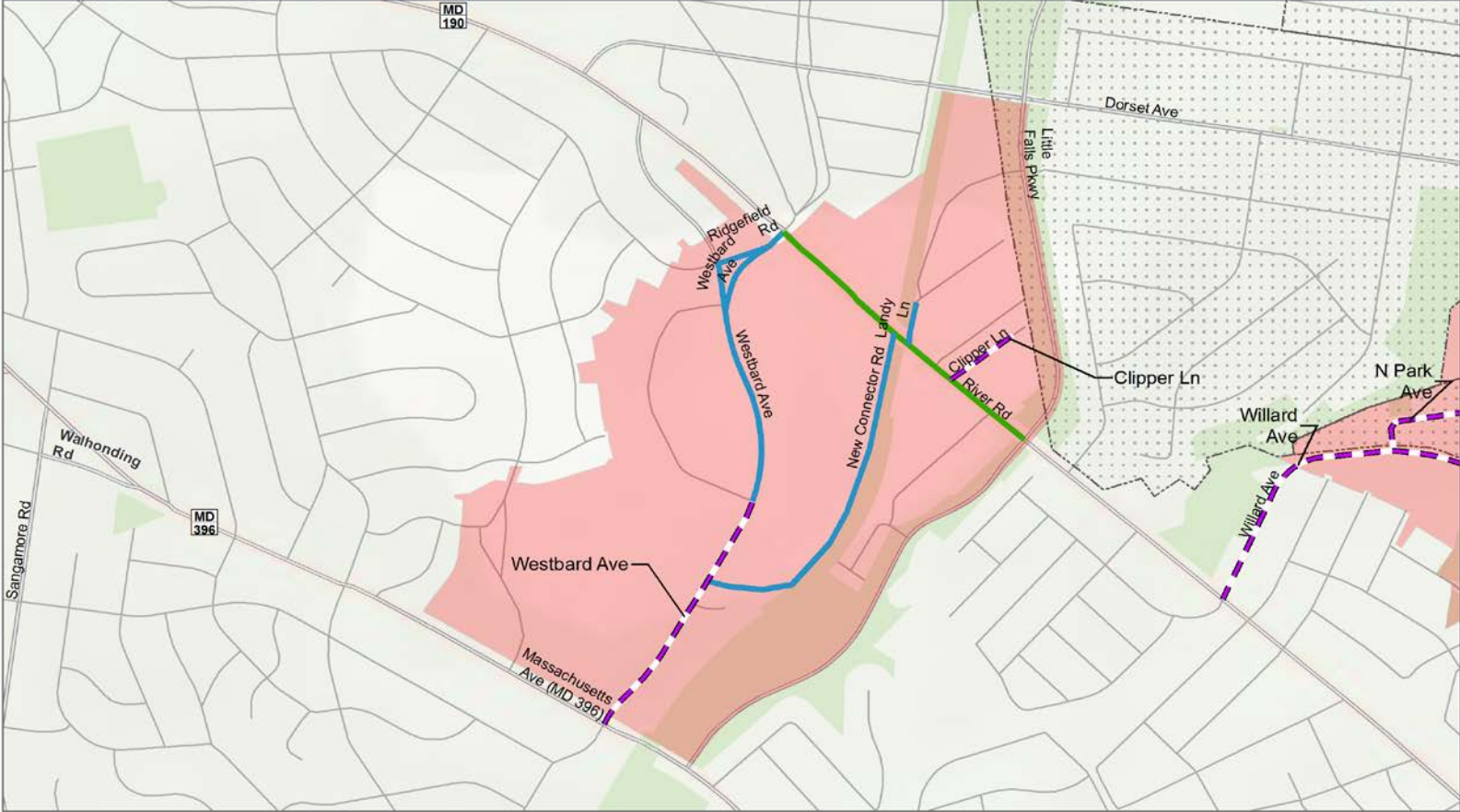
- M-NCPPC Zoning
- Independent Zoning

Urban Road Code Designations

- Existing Urban Road Code
- Proposed

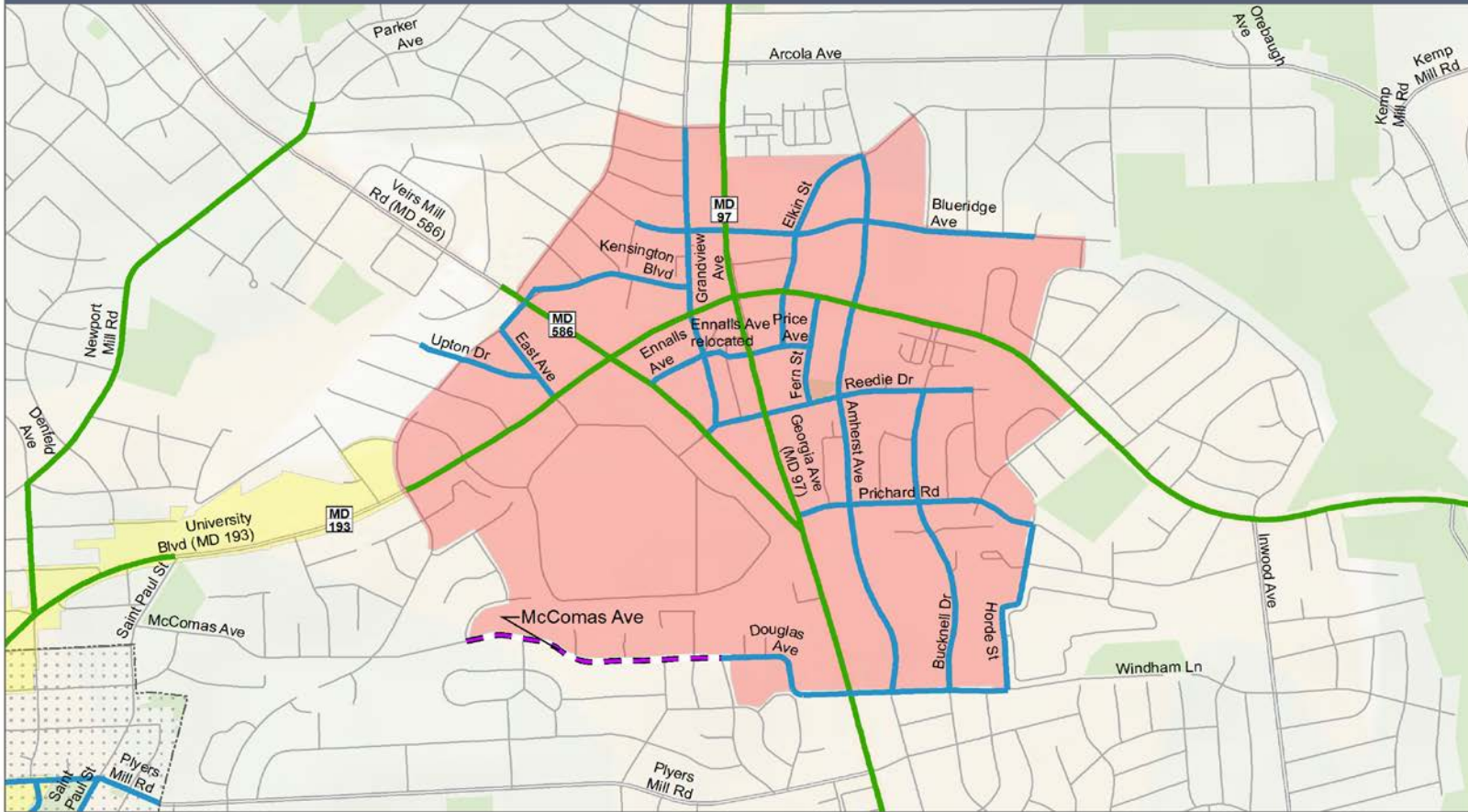


Westbard Urban Road Code - Proposed Speed Changes



Currently Planned Target Speed (mph)	Urban Road Code Target Speed (mph)	Proposed Target Speed (mph)	Zoning Status
<ul style="list-style-type: none"> 25 40 30 35 45 50 	<ul style="list-style-type: none"> 25 	<ul style="list-style-type: none"> 25 	<ul style="list-style-type: none"> M-NCPPC Zoning Independent Zoning
		Urban Road Code Designations	
		<ul style="list-style-type: none"> Existing Urban Road Code Proposed 	

Wheaton CBD Urban Road Code - Proposed Speed Changes



0 0.5 1 Miles

Currently Planned Target Speed (mph)

- 25
- 30
- 35
- 40
- 45
- 50

Urban Road Code Target Speed (mph)

- - - 25

Proposed Target Speed (mph)

- - - 25

Zoning Status

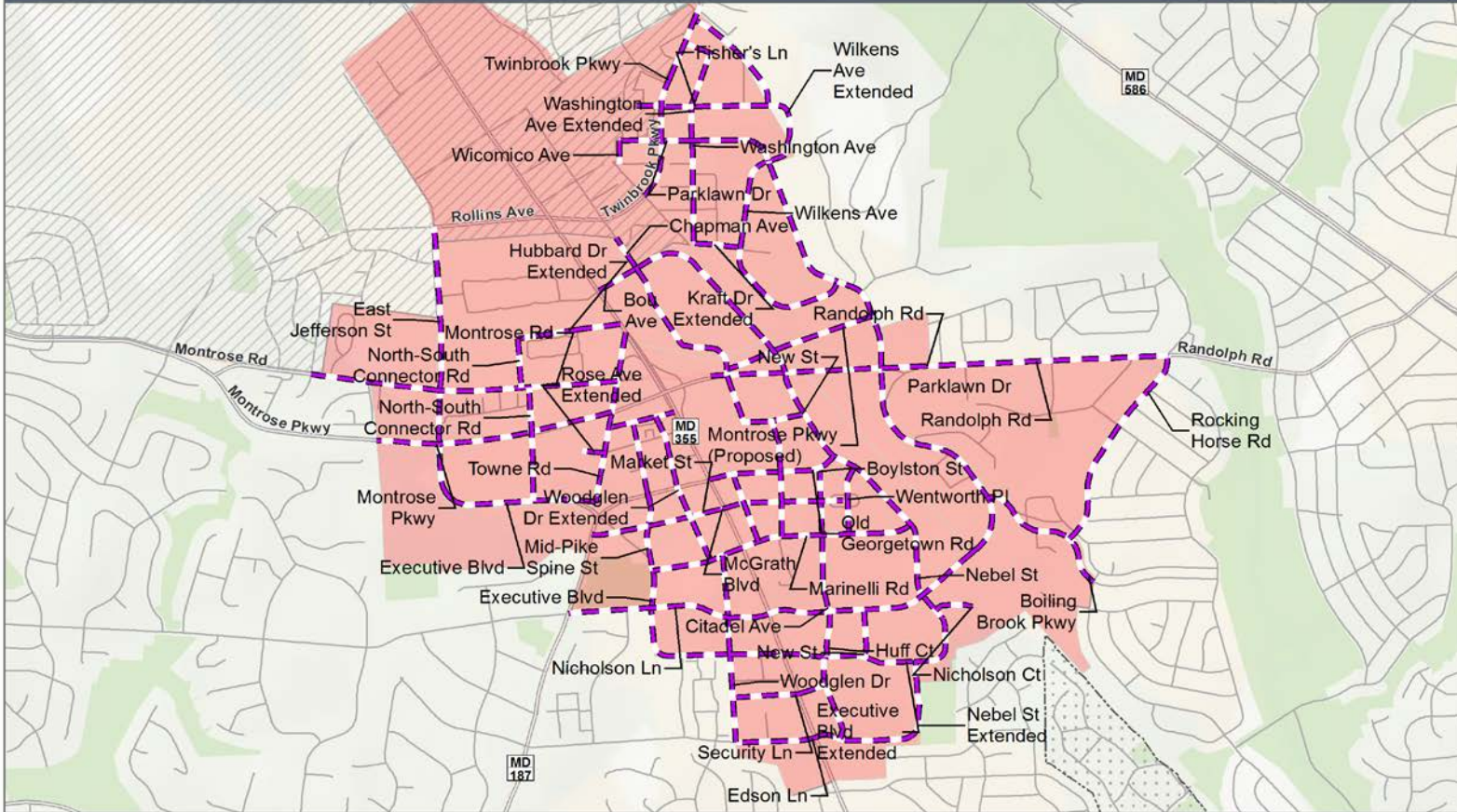
- M-NCPPC Zoning
- Independent Zoning

Urban Road Code Designations

- Existing Urban Road Code
- Proposed

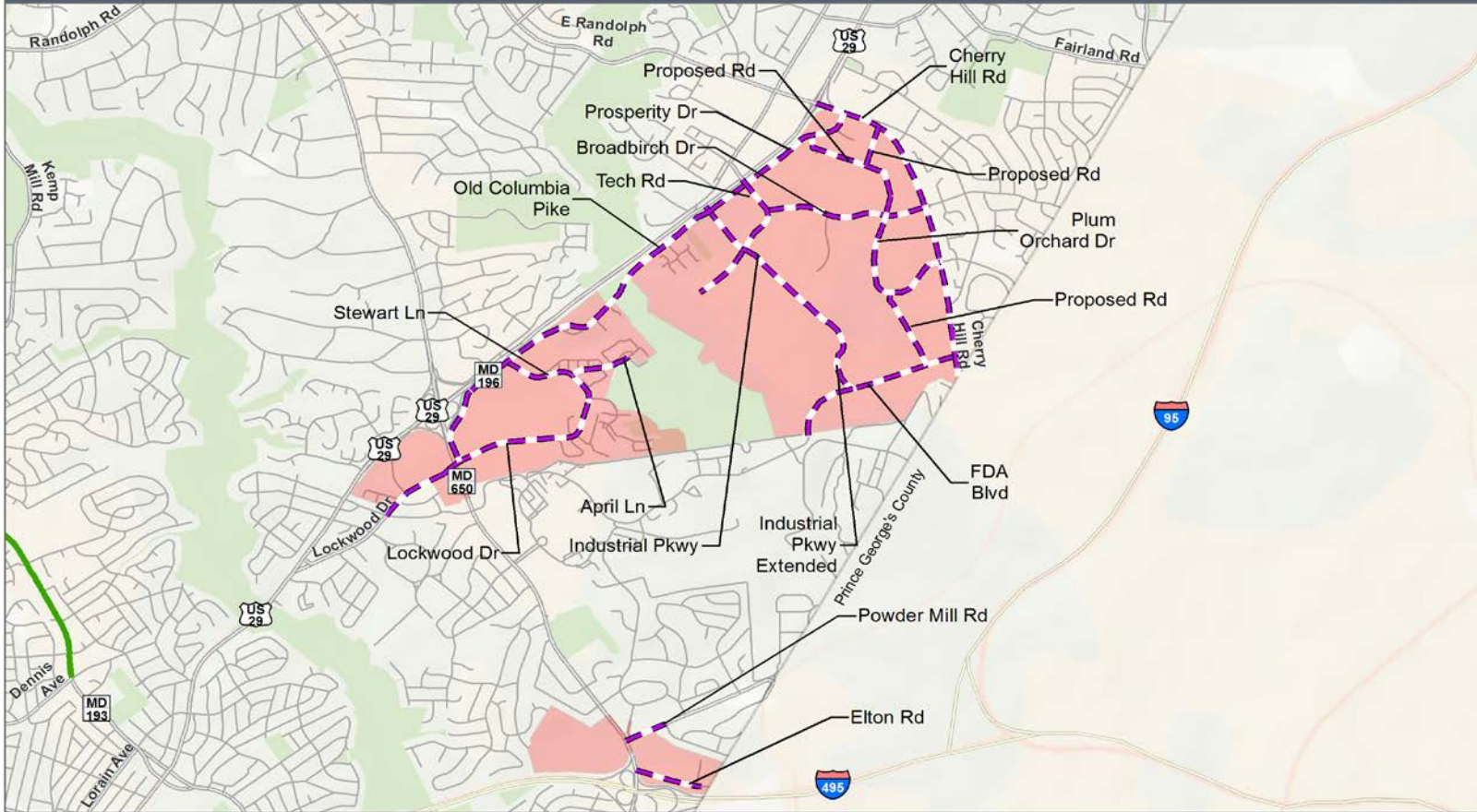


White Flint Urban Road Code - Proposed Speed Changes

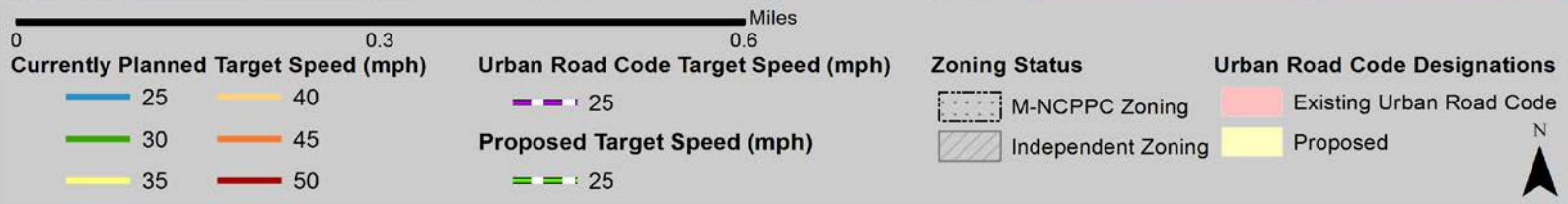
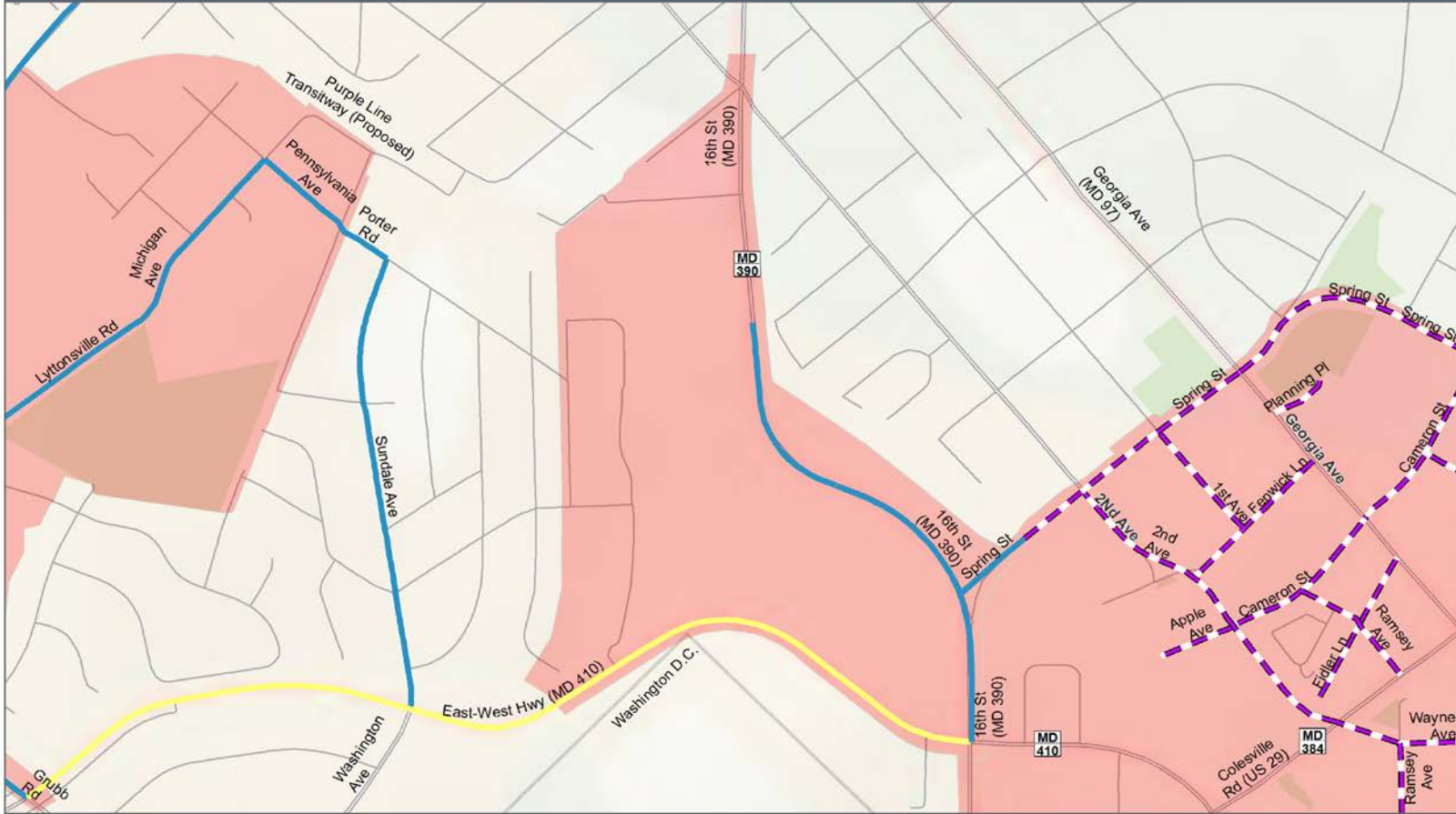


<p>0 0.75 1.5 Miles</p>		<p>Urban Road Code Target Speed (mph)</p> <p>— 25</p>		<p>Zoning Status</p> <p>▨ M-NCPPC Zoning</p> <p>▨ Independent Zoning</p>		<p>Urban Road Code Designations</p> <p>▨ Existing Urban Road Code</p> <p>▨ Proposed</p>	
<p>Currently Planned Target Speed (mph)</p> <p>— 25</p> <p>— 30</p> <p>— 35</p>		<p>Proposed Target Speed (mph)</p> <p>— 25</p>					
						<p>N</p>	

White Oak Science Gateway Urban Road Code - Proposed Speed Changes



Woodside Purple Line Station Urban Road Code - Proposed Speed Changes



No.	Name	Representing	Comment Input	Comments
1	Mayor Jeffrey Slavin	Town of Somerset	Testimony	Introduced Elizabeth Hurwit. Her comments mirror Mayor's Slavin's personal opinions. Not enough time to obtain official town response
2	Elizabeth Hurwit	Somerset Ad Hoc Traffic Committee	Testimony	Do not re-classify Dorset Avenue through the Town of Somerset
3	Jerry Garson	Seven Locks Civic Association	Testimony	Add freeway F-11 back into MPOHT. Build second Potomac River crossing
4	Jerry Garson	Seven Locks Civic Association	Testimony	If you do not want to build an additional bridge across the Potomac, we ask tyou to eliminate the HOV restrictions on the western spur of I-270 or provide other relief. HOV restrictions impact Seven Locks Road
5	Jerry Garson	Seven Locks Civic Association	Testimony	Provide free Ride On service to Montgomery County residents
6	Jerry Garson	Seven Locks Civic Association	Testimony	We do not see any planning for the effect of self-driving vehicles in the Master Plan
7	Jon Lourie	Woodside Park Civic Association	Testimony	We support down-classification of Dale Drive from Arterial to Minor Arterial
8	Charles Tilford	Self	Testimony	Agree with Brink Road recommendations
9	Charles Tilford	Self	Testimony	Build M-83
10	Charles Tilford	Self	Testimony	BRT is not a realistic solution
11	Charles Tilford	Self	Testimony	Third rail would be wonderful but a complete three rail ROW does not exist
12	Margaret Shoap	Coalition for Transportation Alternatives to Mid-County Highway	Testimony	Delete Observation Drive Extended from MPOHT
13	Margaret Shoap	Coalition for Transportation Alternatives to Mid-County Highway	Testimony	Delete M-83 from MPOHT
14	Margaret Shoap	Coalition for Transportation Alternatives to Mid-County Highway	Testimony	M-83 and Observation Drive Extended are contary to the County's Sustainability Policy
15	Margaret Shoap	Coalition for Transportation Alternatives to Mid-County Highway	Testimony	Consider Council resolution "Transportation Solutions for Northwest Montgomery County" in developing this Draft Master Plan
16	Mr Weller	Self	Testimony	Replan the Corridor Cities Transitway and BRT projects to a single alignment, not piecemeal.

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

No.	Name	Representing	Comment Input	Comments
17	Paul Goldman	Action Committee for Transit	Testimony	Delete M-83, Observation Drive Extended from MPOHT
18	Erin Johansson	Seven Oaks-Evanswood Civic Association	Testimony	Re-classify Wayne Avenue from Arterial to Minor Arterial between Cedar Street and Manchester Road.
19	Ann Smith	Self	Testimony/E-mail	No GIS overlay for projects that do not have approval by the county council
20	Ann Smith	Self	Testimony/E-mail	Studies are not reflected in the MPOHT
21	David Barron	Kenwood Park Citizens Association	Testimony	Do not re-classify Dorset Avenue through Kenwood Park
22	Mac Steele	Self	Testimony	Rethink classification on Wayne Avenue between Cedar and Sligo Creek
23	Susan Swift	Suburban Maryland Transportation Alliance	Testimony/E-mail	Support for Montrose Parkway completion
24	Rosalind Grigsby	City of Takoma Park	E-mail	Agree with removal of Sligo Creek Parkway segment from MPOHT
25	Rosalind Grigsby	City of Takoma Park	E-mail	Numbering portions of three streets in the new T/LC Urban Road Area so that they're consistent with others in the updated MPOHT will ensure that the T/LC Sector Plan is consistent. It will not impact the T/LC Sector Plan's function or implementation.
26	Rosalind Grigsby	City of Takoma Park	E-mail	A number of roads were incorrectly added to the MPOHT that are outside of the intent and jurisdiction of the plan, and don't serve a useful functional purpose. These include roads such as Sligo Creek Parkway that run through and service Montgomery Park properties, restrict heavy trucks and are used for general purpose traffic. It's sensible to remove park roads from the MPOHT that lack long-term plans for widening or altering their right-of-way. Takoma Park will benefit from the change that preserves Sligo Creek Parkway for local use.
27	Arco Sen	Carrol County Departmen of Planning	E-mail	No Comments
28	Christopher Johansson	Seven Oaks Evanswood Civic Association	E-mail	We support down-classification of Dale Drive from Arterial to Minor Arterial

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

No.	Name	Representing	Comment Input	Comments
29	Christopher Johansson	Seven Oaks Evanswood Civic Association	E-mail	We support reclassification of Wayne Avenue from Arterial to Minor Arterial between Cedar Street and Manchester Place. We ask that you reclassify Wayne to a Minor Arterial road and work with us to make the street safe for all users. This classification is more suitable since this type of road is meant "nearly equally for the through movement of vehicles access to abutting properties." A much stronger argument can be made for Wayne Ave to be a Minor Arterial road than to classify it as Arterial.
30	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Clarity of MPOHT to other Master Plans particularly the Countywide Transit Corridors Master Plan and the Bicycle Master Plan
31	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	1997 Fairland Master Plan omitted from Table 2
32	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Page 20 states that the entire White Oak Science Gateway Master Plan is included in the Urban Area Road Code
33	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	There are no Type 2 speed humps (Table 5)
34	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Greencastle Road - Change number of planned lanes to 3
35	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Greencastle Road - Change from Primary Residential to Minor Arterial between Old Columbia Pike to US Route 29.
36	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Old Columbia Pike between Randolph Road and MD 198 - change from Primary Residential to Minor Arterial
37	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Reclassify Kara Lane and Wolf Lane from Secondary streets to Primary Residential streets
38	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Reclassify portions of Broadmore Road and Tamarack Road from Secondary streets to Primary Residential streets
39	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Reclassify portions of Shae Avenue and Springtree Road from Secondary streets to Primary Residential streets
40	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Agree with Proposed classification changes (Table 12): Castle Blvd, ICC and Tech Road west of US Route 29.
41	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Make Industrial Parkway and FDA Parkway the same classification (arterial or business). They should be consistent.

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

No.	Name	Representing	Comment Input	Comments
42	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Arterial section of Tech Road is four lanes not two lanes
43	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Old Columbia Pike south of Industrial Parway is two lanes, not four lanes
44	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Old Columbia Pike stops at Tech Road not Industrial parkway
45	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Cherry Hill Road on boundary of Road Code Urban Area is not in Urban Area
46	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Powder Mill Road - not in Urban Road Code except for a few hundred feet near New Hampshire Avenue
47	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	Lockwood Drive 400 feet west of New Hampshire Avenue to US29 not in Urban Road Code
48	Dan Wilhelm	Greater Colesville Citizens Association	E-mail and Public Hearing Testimony	FDA Parkway, Industrial Parkway - 35 mph is more appropriate. Tech Road south of Broadbirch - 30mph is more appropriate
49	Emily Ellenbogen	Capital View Park Citizens Association	E-mail	Remove Capital View Avenue relocated sections from MPOHT
50	Michael L Denger	Chevy Chase Village	E-mail	Do not re-classify Brookville Road from a Primary Residential Street into a Minor Arterial Street
51	Gilbert Chlewicki	Kemp Mill Civic Association	E-mail	Do not re-classify Arcola Avenue and Kemp Mill Roads from Arterial Streets into Minor Arterial Street
52	Gilbert Chlewicki	Kemp Mill Civic Association	E-mail	Update Kemp Mill Sector Plan and study re-classifications in the context of a Sector Plan update
53	Julian Mansfield	Village of Friendship Heights	E-mail	North Park Avenue is a Business District Street, not an Arterial
54	Melissa Daston	West Laurel Civic Association	E-mail	Change Old Route 29 into a smaller two-lane road, including turns to allow the creation of the urban area scheduled for Burtonsville
55	Corinne Hart	Dale Drive Safety Coalition	E-mail and testimony	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street

Public Hearing Draft Master Plan of Highways and Transitways Public Comments Received

No.	Name	Representing	Comment Input	Comments
56	Dale Drive Safety Petition Signat	Dale Drive Safety Coalition	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
57	Charles and Jill Vest	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
58	Emma Whelan	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
59	Evan Wentworth	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
60	Allan Berger	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
61	Rhea Cohn	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
62	Herbert Alleman	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
63	George F. Zipf	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
64	Eva Brown and Jeff Medeiros	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
65	Kenneth Jeruchim	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
66	Marian Dirda	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
67	Jaclyn & John Martin	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
68	Tanner wray	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
69	Alain Norman	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
70	Jean Cavanaugh	resident in support of Dale Drive and Wayne Avenue reclassification	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
71	Jean Cavanaugh	resident in support of Dale Drive and Wayne Avenue reclassification	E-mail	Re-classify Wayne Avenue from Arterial to Minor Arterial between Cedar Street and Manchester Place.
72	Ruth P Kelly	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street
73	Julie Englund	Dale Drive Area Resident	E-mail	Re-classify Dale Drive from an Arterial Street into a Minor Arterial Street



DEPARTMENT OF TRANSPORTATION

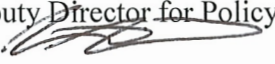
Isiah Leggett
County Executive

Al R. Roshdieh
Director

MEMORANDUM

March 23, 2018

TO: Casey Anderson, Chair
Montgomery County Planning Board

FROM: Christopher Conklin, P.E., Deputy Director for Policy
Department of Transportation 

SUBJECT: Master Plan of Highways and Transitways – MCDOT Public Hearing Comments

Thank you for the opportunity to review the January 2018 Public Hearing Draft of the Master Plan of Highways and Transitways. Attached are our detailed technical comments, of which a few of the more critical items include:

- 1) **Transitways:** Despite the name, there appears to be very little narrative regarding transitways. Is this plan intended to substantially replace the Countywide Transit Corridors Functional Master Plan? If so, it should at least provide as much information as in the 2013 plan, with updates per new master plans (such as WOSG) and where new information is available (as from ongoing design efforts [US 29] or development impacts [Rock Spring]).
- 2) **Rights-of-Way:** Clarify any roadways where changes in rights-of-way are proposed, particularly those proposed to have less right-of-way than under existing plans. In any such cases: we would initially suggest retaining the additional rights-of-way, which might be used for additional ped/bike facilities as the state of the art/practice changes, or for turn lanes, stormwater management, landscaping, utilities, etc.
- 3) **Urban Area Target Speeds:** Be mindful that target speeds are not synonymous with posted speeds, but are the speeds toward which planning, engineering, enforcement, and education should be seeking to move toward. In some cases the level of effort needed may not occur until well beyond the lifetime of the master plan, particularly those expressed planned and designed for arterial purposes, and also those in areas where the adjacent land uses are not supportive of lower-speed contexts.

Office of the Director

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- 4) **Vertical Deflection:** Consider whether the level of detail included in the plan regarding various vertical deflection treatments – particularly speed humps – is necessary or appropriate for a master plan. We suggest this information be removed, and that traffic calming references be generalized as needed.

- 5) **Minor Arterial Reclassifications:** It is difficult to affirm and concur with the proposed Arterial-to-Minor Arterial down-classifications without additional information included regarding traffic volumes, thresholds for which had been referenced in the same section.

Should you have any questions regarding our comments on the plan, please feel free to contact me or Mr. Andrew Bossi, Senior Engineer, at 240-777-7200.

CC:AB

Attachments: detailed technical comments

cc: Al Roshdih, MCDOT
Gary Erenrich, MCDOT
Andrew Bossi, MCDOT
Amy Donin, DGS
Stephen Aldrich, MNCPPC
Matt Baker, SHA

0	Agency	Division	Team	Commenter	Page	Section	Comment
1	MCDOT	DO	Policy	AB	General		Consider optimizing graphics (particularly maps) for colorblind accessibility. (the <i>NoCoffee</i> plugin for Chrome may be very helpful for simulating the effects of vision disabilities)
2	MCDOT	DO	Policy	AB	General		Provide some narrative regarding transitways, which do not appear to have any consolidated description. Given the name of the MPOHT: is this plan intended to substantially replace the Countywide Transit Corridors Functional Master Plan? If so, it should at least provide as much information as in the 2013 plan, with updates per new master plans (such as WOSG) and where new information is available (as from ongoing design efforts [US 29] or development impacts [Rock Spring]).
3	MCDOT	DO	Policy	AB	General		Clarify any roadways where changes in ROW are proposed, particularly those proposed to have less ROW than under existing plans. In any such cases: we would initially suggest retaining the additional ROW, which might be used for additional ped/bike facilities as the state of the art/practice changes, or for turn lanes, SWM, landscaping, utilities, etc.
4	MCDOT	DO	Policy	AB	General		Consider what may occur if a(n) (Exceptional) Rustic Road were to lose its designation. Would a new classification be assigned to it at that time, with an update to the MPOHT? Or should there be any consideration toward the underlying classification of Rustic Roads now? [this question is specifically asked with Batchellor's Forest Rd in mind, which has been heavily built-out, is increasingly trafficked, and has lost much of its rustic nature]
5	MCDOT	DO	Policy	AB	General		Consider how to address roads that will be substantially impacted in usage & operations due to associated capital projects. One example is Montrose Rd, highlighted in a subsequent comment. Another is MD 97 (Brookeville Rd) between the two junctions with the Brookeville Bypass. In the case of Brookeville: should a lower classification be proposed now? Or will the MPOHT be updated as the project begins or finishes construction? (noting that construction is presently considered to be very near-term)
6	MCDOT	DO	Policy	AB	General		Consider the best means of adding new streets to the MPOHT created as part of projects but not otherwise envisioned in this plan. An example may be a frontage road, as currently proposed in the 60% design for the 29/Fairland/Montrose interchange along the east side of US 29.
7	MCDOT	DO	Policy	GE	General		Consider how to update the MPOHT if new developments are approved which will construct streets of adequate classification as to appear in the MPOHT, but are not otherwise currently in any master plans.
8	MCDOT	DO	Policy	AB	General		To ease with the Fiscal Estimate, enumerate any changes to the Capital Program prompted by proposals contained within this plan.
9	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Controlled Major Highway</i> - The minimum ROW of 150 ft is accurate as per our 6 lane standards. However, noting that (1) other classifications have a range of min ROWs, and (2) we do not have any standards for 8-lane ctrl maj hwy's --- Should the ROW for this line be given as a range, between 150 ft and some larger number?
10	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Parkway</i> - The minimum right-of-way for rural parkway per the CSRD standards is 150 ft. Should the minimum right-of-way be a range of 120-150 ft?
11	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Arterial</i> - As there is a standard for a 5-lane arterial (counting the center turn lane as a lane), consider either changing the "No. Lanes" to 2-5, or add a footnote for the "No. Lanes" column that defines lanes as the number of continuous thru-travel lanes.
12	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Minor Arterial</i> - There are a number of standards with 80 ft min ROW. Consider a range here of 70-80 ft min ROW.

0	Agency	Division	Team	Commenter	Page	Section	Comment
13	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Primary Residential Street</i> - While we are not opposing the current phrasing that divided roadways are allowed, be aware that we do not currently have any CSRD standards for divided Primary Residential streets, nor do we have any requiring min 100 ft ROW.
14	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Secondary Streets (not in MPOHT)</i> - The open section street has a minimum right-of-way of 78 ft. Should the minimum right-of-way be a range as specified in other roadway classification?
15	MCDOT	DO	Devel Rvw	DS	30	Table 5	<i>Tertiary Streets (not in MPOHT)</i> - Per our CSRD standards, the minimum right-of-way should be 44 ft for sidewalk on one side and 50 ft for sidewalk on both sides. We do not have any standards beneath these values; certainly not as small as 21 ft.
16	MCDOT	DO	Devel Rvw	DS	30	Table 5	Consider including the classifications of Industrial Street, Country Arterial, Country Road, and Business District Street in the table.
17	MCDOT	DO	Devel Rvw	DS	30	Table 5	Should we specify a minimum right-of-way for (Exceptional) Rustic Roads in this table?
18	MCDOT	DO	Policy	AB	31	Table 6	Consider whether such levels of detail regarding the design of speed humps is necessary or appropriate in a master plan. We suggest this information be removed, and that traffic calming references be generalized as needed.
19	MCDOT	DTEO	Traffic	ES	31,34	Table 6, Table 8	Montgomery County Executive Regulation 32-08 does not provide a definition of a Flat Top speed hump that is 12' wide, nor a 750' min spacing between speed humps that are 22' wide, and a 300' min spacing between speed hump and intersection. Only parabolic speed humps are defined as being 12' in width, while flat top speed humps are defined as being 22' in width. While it is understood that Section 49-30 of the Montgomery County Code currently discusses "Type 3" speed humps (flat top, 22' wide, with 750' min spacing between speed humps and 300' min spacing from an intersection), this pertains to speed humps on Minor Arterials, which are not addressed in Executive Regulation 32-08. It is not the intent of MCDOT to permit speed humps on Minor Arterials, and this intent is reflected in the Executive Regulation. Please consider editing these tables as needed, including to remove Type 3 Speed Humps and list 22' as the width of a Flat Top speed hump for Type 2.
20	MCDOT	DO	Policy	GE	34	Table 8	What classification applies between 15,000 and 18,000 vpd, or between 20,000 and 35,000 vpd?
21	MCDOT	DO	Policy	AB	36-37	Table 9	We do not necessarily oppose most of these reclassifications, which appear to realign a roadway's class based on its parameters. However, it would be helpful to include a column for Max Daily Traffic Flow such that an assessment can be made as to whether Minor Arterial is indeed the best fit (noting the info presented in Table 8).
22	MCDOT	DO	Policy	AB	36-37	Table 9	Please clarify whether any of the master planned rights-of-way are proposed to be changed from current master plans.
23	MCDOT			AB, ES	36	Table 9	<i>Greencastle Rd</i> - This is shown as being reduced from 4 planned lanes to 2. Have there been any safety &/or operational studies (accounting for future growth and travel demand) performed to establish if these down-classifications are feasible, and/or if there is a safety need to do so?
24	MCDOT	DO	Policy	AB	37	Table 9	<i>Musgrove Rd</i> - The design for the interchange at 29/Fairland/Musgrove (on hold at 60% design) includes a severance of Musgrove Rd. Consider including a footnote that the western portion of Musgrove (between Old Columbia and US 29) could be reduced to a TBD lower-class roadway if such a severance occurs, and also consider whether the eastern portion should remain an Arterial as it would directly serve the northbound on/off-ramps.

0	Agency	Division	Team	Commenter	Page	Section	Comment
25	MCDOT	DO	Policy	AB	48	Figure 7	Gue Rd is shown as a new Primary Residential Street, but on the Online Map this specific segment is listed as unchanged from an existing Primary street. The segment to its immediate west, however, is highlighted as a proposed upclassed Primary Street. Recognising that the Online Map was used in development of the text & may no longer be applicable, this specific issues still appears to imply that something is amiss.
26	MCDOT	DTEO	Traffic	ES	50-52	Table 12	Table 12 does not appear to list the current classification in the two adjacent road sections, as is stated in the text on p50. Instead, it lists the current classification of a section of roadway. To avoid potential confusion, please either revise the table or the text to ensure consistency.
27	MCDOT	DO	Policy	AB	51	Table 12	<i>Castle Blvd</i> - The first several hundred feet from Briggs Chaney run along the frontage of a commercial property (CRT-2.25) not befitting of a Residential-class street. Consider retaining the Industrial designation or applying a Business designation for the segment south of the Woodvale Apartments.
28	MCDOT	DO	Policy	AB	51	Table 12	<i>Castle Blvd</i> - Consider an endpoint name less prone to change, replacing Woodvale Apartments perhaps with a distance (800 ft from Briggs Chaney Rd).
29	MCDOT	DTEO	Traffic	ES	52	Table 12	<i>MD 124 (Woodfield Rd)</i> - This is shown as being reduced from 6 planned lanes to 4. Have there been any safety &/or operational studies (accounting for future growth and travel demand) performed to establish if these down-classifications are feasible, and/or if there is a safety need to do so?
30	MCDOT	DO	Policy	AB	52	Table 12	<i>I-495X (Cabin John Pkwy)</i> - While SHA's input should be considered for all other SHA-maintained roadways, this one, in particular, may raise some concern. This route is currently classed as a Freeway and is treated as an extension of an Interstate. It is designed and operates much like a freeway, despite its short length and southern terminus with a more distinctive Parkway.
31	MCDOT	DTEO	Traffic	ES	55	Table 13	<i>MD 117 (Clopper Rd)</i> - This is shown as being reduced from 6 planned lanes to 4. Have there been any safety &/or operational studies (accounting for future growth and travel demand) performed to establish if these down-classifications are feasible, and/or if there is a safety need to do so?
32	MCDOT	DO	Policy	AB	56	Table 13	<i>Whites Ferry Rd Relocated</i> - Clarify this proposed removal. Has this been removed previously by other master plans / amendments, and this is only a technical correction? Or is this removal being proposed as a part of this plan? If the latter- what is the purpose of this removal?
33	MCDOT	DTEO	Traffic	ES	58-61	Table 14, Figure 11	The text on p58 states that many of the proposed reclassifications of roadway types are either to provide consistency between adjacent road sections or a smoother transition between road classification types. Changing the classification from Major Highway or Controlled Access Highway to Arterial may have significant future implications for future roadway capacities, as well as future roadway design -- particularly along MD 118 (Germantown Rd), which shows reductions in from 4 to 2 lanes, and 6 to 4 lanes. Have any studies been performed to identify if these potential impacts have any significantly adverse impacts on roadway operations?
34	MCDOT	DO	Policy	AB	59	Table 14	<i>Father Hurley Blvd</i> - Consider retaining Controlled Major Highway. While the intersections formed along FH Blvd may not always be at public streets, the distant intersection spacing & that FH Blvd can only be accessed at these disparate points would appear to support a controlled access classification.

0	Agency	Division	Team	Commenter	Page	Section	Comment
35	MCDOT	DO	Policy	AB	64	Figure 12	Consider showing unchanged master planned roads, such as A-302 and A-307. This is partly to help show the context of the network, but also to reaffirm that these are unchanged (particularly with regard to A-307, which could have a case made should be realigned with Cabin Branch Ave and/or Lake Ridge Dr).
36	MCDOT	DO	Policy	AB	64	Figure 12	<p>In the 3/15/2018 worksession: Newcut Rd Extended (potentially synonymous with Little Seneca Pkwy Extended) was shown as a proposed Arterial. We support this change, particularly as an interchange is proposed along this road with I-270.</p> <p>However, we suggest also considering whether Broadway Ave should be an arterial between Newcut and W Old Baltimore Rd.</p>
37	MCDOT	DO	Policy	AB	65-67	Figure 14, Table 16	As the MPOHT is a product of an agency that includes Parks & also that it does not affect road ownership: we suggest that Parks roads be retained in the MPOHT to ensure that readers are given a full picture of the transportation network. In many cases these roadways can play a significant role in the transportation network.
38	MCDOT	DTEO	Traffic	ES	68	Inclusion of HOV Lanes	Delete "in" in the first sentence of the first paragraph.
39	MCDOT			AB, ES	68	Inclusion of HOV Lanes	Has consideration been given to including Governor Hogan's Traffic Relief Plan (TRP Plan, an intended P3 Project) to widen I-270 and I-495 by 4 lanes each?
40	MCDOT	DO	Policy	AB	68	Target Speeds in Urban Areas	<p>The plan should highlight that target speeds are not synonymous with posted speeds, but are the speeds toward which planning, engineering, enforcement, and education should be seeking to move toward. A change in speed limit signing is not in itself a method of reducing speeds, but is only one part of a wider approach to comprehensively reducing operating speeds.</p> <p>In some cases the level of effort needed may not occur until well beyond the lifetime of the master plan, particularly along streets expressly planned and designed for arterial purposes which are unlikely to change in design and/or purpose. In many cases, the land development patterns are not urban in nature and may not be so for a long time (zoning may even prevent them from developing in patterns conducive toward 25 MPH streets), and reconstructing a street's design may necessitate substantial funding that may not be realised for a long time.</p> <p>Some examples are listed in our comments on Appendix B.</p>
41	MCDOT	DO	Policy	AB	71	Table 19	Consider adding a map showing Existing and Proposed Urban Road Code areas.
42	MCDOT	DO	Policy	AB	Appendices (general)		Consider titles on each Appendix banner-page which states what the Appendix is.
43	MCDOT	DO	Policy	AB	Appendices (general)		Noting that this is intended to be a living document, consider keeping a changelog with any/all updates to the MapBook to provide a clear record of what has changed and when. This may help provide an easily searchable record.
44	MCDOT	DO	Policy	AB	Appendices (general)		Consider adding some sort of descriptor to each appendix's title page to indicate what it is for / showing.
45	MCDOT	DO	Policy	AB	Appx B (pdf p24)	Table B-2 Clarksburg	<i>Comus Rd</i> - This is likely to be reduced to 25 MPH concurrent at such time as development in the area creates a more urban environment & reconstructed street frontage.

0	Agency	Division	Team	Commenter	Page	Section	Comment
46	MCDOT	DO	Policy	AB	Appx B (pdf p24-25)	Table B-2 Clarksburg	<i>Snowden Farm Pkwy</i> - In its current form as a seeming perimeter street with limited development (particularly to the north/east), it is not particularly well-activated and would subsequently be difficult to attain a 25 MPH operating speed under the current development patterns. Feasibility of a 25 MPH operating speed will significantly depend on how the area continues to be developed and oriented, as to promote an urban rather than suburban context.
47	MCDOT	DO	Policy	AB	Appx B (pdf p25)	Table B-2 Clarksburg	<i>Stringtown Rd</i> - The master planned width (4 lanes, in many cases divided) coupled with the suburban-style development patterns will render it difficult to achieve a 25 MPH operating speed along Stringtown. As with Snowden Farm: it will be important to consider how future developments interact with and frame the roadway, seeking to create an urban context conducive toward slower speeds. Wide streets through distinctively urban areas benefit from being enclosed by building heights (psychologically reinforcing a slower speed); such heights are not currently permitted in this area -- at this time it appears that Stringtown is likely to continue to feel like a wide open roadway.
48	MCDOT	DO	Policy	AB	Appx B (pdf p25)	Table B-2 Damascus	<i>Bethesda Church Rd</i> - West of Damascus ES the roadway context is presently rural, and at-east of Damascus ES the context is a very low-density suburban. Both of these contexts may render it difficult to achieve 25 MPH operating speeds, unless significant higher-density redevelopment is implemented to alter the context into that of a more urban street.
49	MCDOT	DO	Policy	AB	Appx B (pdf p27)	Table B-2 Germantown	<i>Century Blvd</i> - The master planned width of the eastern/northern segment (4 lanes divided) coupled with the suburban-style development patterns will render it difficult to achieve a 25 MPH operating speed along in the near-term. Long-term changes in development patterns coupled with the addition of a BRT alignment in dedicated lanes are expected to eventually contribute to a more urban context conducive toward a lower speed, but this may not occur for a long time.
50	MCDOT	DO	Policy	AB	Appx B (pdf p28)	Table B-2 Germantown	<i>Crystal Rock Dr</i> - The master planned width of most segments (4 lanes divided) coupled with the suburban-style development patterns will render it difficult to achieve a 25 MPH operating speed, and given current patterns and zoning: it does not appear likely that there will be significant street-facing urban development for the lifetime of the plan.
51	MCDOT	DO	Policy	AB	Appx B (pdf p28)	Table B-2 Germantown	<i>Middlebrook Rd</i> - The segment north of MD 118 may be difficult to achieve a 25 MPH operating speed, but may not be insurmountable (particularly if there is concurrent redevelopment into a more urban environment). The segment south of MD 118, in its current form, does not offer any opportunity for achieving a 25 MPH operating speed. The MARC Communities Plan proposes treatments which may increase this potential, but even under the road diet configurations a 25 MPH operating speed may still be difficult to achieve given the very suburban development patterns.
52	MCDOT	DO	Policy	AB	Appx B (pdf p29)	Table B-2 Germantown	<i>Wisteria Dr</i> - The current width and context of Wisteria is very suburban, with a relatively straight 4-lane divided section and minimal land uses aligned to front and activate the roadway. It will be difficult to achieve a 25 MPH operating speed given the current land uses. Consideration in the MARC Communities Plan should be given to how to develop adjacent properties into urban street-facing uses conducive toward slower speeds.
53	MCDOT	DO	Policy	AB	Appx B (pdf p33)	Table B-2 N Bethesda	<i>Parklawn Dr</i> - The current width and context of Parklawn is very suburban, with a 4-lane section and minimal land uses aligned to front and activate the roadway. It will be difficult to achieve a 25 MPH operating speed given these current land uses.

0	Agency	Division	Team	Commenter	Page	Section	Comment
54	MCDOT	DO	Policy	AB	Appx B (pdf p33)	Table B-2 Olney	<i>Spartan Dr</i> - The current width and context of Spartan is very suburban, with a wide 2-lane section and minimal land uses aligned to front and activate the roadway. Particularly north of Appomattox Ave, it may be difficult to achieve a 25 MPH operating speed given these current land uses.
55	MCDOT	DO	Policy	AB	Appx B (pdf p35)	Table B-2	<i>Redland Rd</i> - Realization of a 25 MPH operating speed may be dependent on redevelopment of adjacent land uses into street-facing urban-style configurations. This may be more likely west of the railroad tracks, as the areas to the east of the railroad tracks may be more likely to preserve a more suburban higher-speed land use context.
56	MCDOT	DO	Policy	AB	Appx B (pdf p35)	Table B-2	<i>Shady Grove Rd</i> - It will be difficult to achieve a 25 MPH operating speed along this corridor given the wide four-lane divided section and the suburban-style development patterns. Given the layout and nature of existing development, it appears unlikely that there will be significant redevelopment along this corridor to create a land use context conducive toward naturally lowering operating speeds, and road design alone may not be able to adequately achieve 25 MPH.
57	MCDOT	DO	Policy	AB	Appx B (pdf p45-46)	Table B-2	Page 43 and 44 (pdf pages 45 and 46) appear to be duplicates.
58	MCDOT	DO	Policy	AB	Appx B (pdf p50-52)	Table B-2	<i>Montrose Pkwy</i> - Designed as an access controlled four-lane divided parkway and including one grade-separated junction, both the existing and remaining master planned segments of Montrose Pkwy are planned to provide a more mobility-focused east-west connection that will not be conducive toward 25 MPH operating speeds. Adjacent properties are not expected to provide any fronting land uses to create an urban context, and as such we do not believe it to be readily feasible to achieve 25 MPH speeds along this corridor.
59	MCDOT	DO	Policy	AB	Appx B (pdf p50-51)	Table B-2	Page 48 and 49 (pdf pages 50 and 51) appear to be duplicates.
60	MCDOT	DO	Policy	AB	Appx B (pdf p54)	Table B-2	<i>Cherry Hill Rd</i> - The relatively straight four-lane section and very low-density suburban environment are both not conducive toward 25 MPH operating speeds or urban context, and none of these traits are expected to change into the foreseeable future.
61	MCDOT	DO	Policy	AB	Appx B (pdf p56)	Table B-2	<i>Old Columbia Pike</i> - While this road functions are more of a residential street today, when the bridge is reconstructed the master planned four-lane section and low-density suburban environment along most of Old Columbia Pike (particularly the segment north of Stewart Lane) will not be conducive toward 25 MPH urban design, and none of these traits are expected to change into the foreseeable future. The presence of a major highway along the west side of Old Columbia limits the potential for land uses friendly toward innately lowering speeds.
62	MCDOT	DO	Policy	AB	Appx B (pdf p56)	Table B-2	<i>Powder Mill Rd</i> - The straight four-lane section includes very low-density suburban environment, both traits not being conducive toward 25 MPH operating speeds or urban context. None of these traits are expected to change into the foreseeable future.
63	MCDOT	DO	Policy	AB	Appx C (general)		Clarify what Appendix C is showing. Some maps appear to show Existing and Proposed, but others appear to show only Existing despite there being unshown changes (Cabin John being a good example).
64	MCDOT	DO	Policy	AB	Appx C (general)		Consider moving the Existing Urban Road Code layers to the bottom. Their current layer alignment on top reduces the legibility of lines and text beneath. Alternately, consider using a colored shading to signify Existing vs Proposed.

0	Agency	Division	Team	Commenter	Page	Section	Comment
65	MCDOT	DO	Policy	AB	Appx C (pdf p60)	Cabin John	<i>Little Seneca Pkwy</i> - Both the existing alignment and proposed extension are relatively straight, wide (4-lanes divided), and do not have fronting urban-oriented land uses conducive toward 25 MPH operating speeds. With a master planned interchange, this road is currently planned to take on a more arterial role, which could make it difficult or infeasible to achieve 25 MPH operating speeds.
66	MCDOT	DO	Policy	AB	Appx C (pdf p60)	Cabin John	<i>West Old Baltimore Rd</i> - This road is relatively straight, and the multiple hills create numerous segments where motorists are likely to pickup speed. Coupled with the lack of urban-oriented land uses fronting the roadway (even with Cabin Branch built-out it will remain a rural/suburban-feeling roadway), it may be difficult to achieve 25 MPH operating speeds.
67	MCDOT			AB, ES	Appx C (pdf p63)		The MARC Rail Communities Plan for Germantown recommends expanding the Urban Road Code to include the area of Middlebrook Road surrounding Seneca Valley HS, and does not include any area west of the railroad tracks. Please be sure to maintain consistency between what is ultimately recommended in that Plan, and what is shown on this map and in MPOHT.
68	MCDOT	DO	Policy	AB	C, pdf p63 D, pdf p87		Show Wisteria Dr as a Business street north of 119, per the draft MARC plan.
69	MCDOT	DO	Policy	AB	C, pdf p63 D, pdf p87		Ensure that the MPOHT and MARC Plan match with regard to the MARC plan's proposed extension of Walter Johnson Rd to Middlebrook Rd. We have submitted comments on the MARC Plan seeking that this extension be aligned as to keep a new intersection with Middlebrook Rd a minimum 100 ft (measured between Points of Curvature) from the intersection with 118.
70	MCDOT	DO	Policy	AB	C, pdf p63 D, pdf p87		Ensure that the MPOHT and MARC Plan match with regard to the MARC plan's proposed streets in the vicinity of Century Blvd, Waters Rd, Water House Rd, Waterford Hills Blvd, etc. Both plans appear to show differing configurations in this immediate area.
71	MCDOT	DO	Policy	AB	C, pdf p63 D, pdf p87		Ensure that the MPOHT and MARC Plan match with regard to Middlebrook Rd. The MARC plan currently calls for this to be a 4-lane Arterial, though we have submitted comments on the MARC Plan seeking additional analysis to ensure that these proposed changes are implementable.
72	MCDOT	DO	Policy	AB	Appx D (general)		Add the applicable icon to the Legend to indicate Grade Separation.
73	MCDOT	DO	Policy	AB	Appx D (pdf p79,86)		Ensure that the MPOHT and MARC Plan match with regard to the MARC plan's proposed streets in Boyds. Both plans appear to show differing classifications. Note that the MARC Plan's classification of MD 117 between Boyds and Germantown is still in a state of flux, pending continued discussion between the Planning Board and MNCPPC staff.
74	MCDOT	DO	Policy	AB	Appx D (pdf p98,99,105)		Consider whether E Randolph Rd and Cherry Hill Rd (to the east of the former's intersection with Fairland Rd) should be upclassified to Major Highway, noting the increased development intensity in the White Oak area as well as the proposed BRT.
75	MCDOT	DO	Policy	AB	Appx D (pdf p103)		Confirm whether grade separation should be shown at MD 355 and Cedar Lane.
76	MCDOT	DO	Policy	AB	Appx D (pdf p104)		The A-105 extension through the White Oak Shopping Center (by 650/Lockwood) is currently shown as directly adjacent to the 29 Ramps and 650, leaving minimal gap between intersections along Lockwood. On the other hand, a BRT alignment is shown which appears to follow to the eastern edge of the shopping center property. We suggest that the BRT be shown along the A-105 Extension, and that the Extension be shown approximately through the middle of the property -- aligning at Lockwood opposite the eastern edge of the self-storage property.

0	Agency	Division	Team	Commenter	Page	Section	Comment
77	MCDOT	DO	Policy	AB	Appx D (pdf p104)		The WOSG Master Plan calls for a connection between Lockwood Dr and FDA, but does not expressly define what this connection is (though it is not noted on the street map in the WOSG plan). As design of the US 29 BRT has progressed, there is increasing interest in this connection as a potential BRT connection between the White Oak Transit Center and FDA. Consider showing this connection on the map, which would run between A-105 (noting the previous comment), alongside the east side of the self-storage property, and into the FDA site. Coordination with FDA on this extension is ongoing.

March 28, 2018

Stephen Aldrich, P.E.
Master Planner-Transportation Planning
Functional Planning and Programming Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring MD 20910

Dear Mr. Aldrich:

Thank you for providing the Maryland Department of Transportation State Highway Administration (MDOT SHA) the opportunity to comment on the Montgomery County Planning Department's January 2018 Montgomery County Master Plan of Highways and Transitways public hearing draft. The MDOT SHA looks forward to continuing its partnership with the Maryland-National Capital Park and Planning Commission and the Montgomery County Planning Department in developing and implementing roadway improvements in the County. The MDOT SHA submits the following comments:

General comments:

- Any road included in the National Highway System, of which many MDOT SHA and local roads in Montgomery County are component facilities, must remain compliant with the transportation performance measure processes, goals, and targets called for in MAP-21 and the FAST Act.

Existing master plan comments:

- I-270 – MDOT SHA recommends staff update existing master plans to align with MDOT SHA I-495 and I-270 P3 Project, a component of the Traffic Relief Plan, which will add two express toll lanes in both directions along the entirety of I-270. This project and these additional lanes are components of the draft constrained element of the National Capital Region Transportation Planning Board's (TPB) *Visualize 2045* long-range transportation plan and are included in the Metropolitan Washington Council of Government's (MWCOG) air quality conformity model. Specifically, MDOT recommends the following updates:
 - I-270 (I-495 (Capital Beltway) to I-270Y (I-270 Spur)) – proposed lanes 8D
 - I-270 (I-270Y (I-270 Spur) to I-370) – proposed lanes 14D
 - I-270 (I-370 to Middlebrook Road) – proposed lanes 12D

- I-270 (Middlebrook Road to north of MD 121 (Clarksburg Road)) – proposed lanes 10D
- I-270 (North of MD 121 (Clarksburg Road) – Montgomery/Frederick county line) – proposed lanes 8D
- Change all classifications to freeway with planned managed lanes

- I-270Y (I-270 Spur) – MDOT SHA recommends staff update existing master plans to align with MDOT SHA I-495 and I-270 P3 Project, a component of the Traffic Relief Plan, which will add two express toll lanes in both directions along the entirety of I-270Y (I-270 Spur). This project and these additional lanes are components of the draft constrained element of TPB's *Visualize 2045* long-range transportation plan and are included in MWCOG's air quality conformity model. Specifically, MDOT recommends the following updates:
 - I-270Y (I-270 Spur) (I-495 (Capital Beltway) to I-270) – proposed lanes 8D
 - Change classification to freeway with planned managed lanes

- I-370 – MDOT SHA requests staff consider changing master planned I-370 lanes between I-270 and MD 200 (Intercounty Connector) from 6D to 8D to reflect the MDOT SHA Highway Needs Inventory (HNI).

- I-495 (Capital Beltway) – MDOT SHA recommends staff update existing master plans to align with MDOT SHA I-495 and I-270 P3 Project, a component of the Traffic Relief Plan, which will add two express toll lanes in both directions along the entirety of I-495 (Capital Beltway) in Maryland. This project and these additional lanes are components of the draft constrained element of TPB's *Visualize 2045* long-range transportation plan and are included in MWCOG's air quality conformity model. Specifically, MDOT recommends the following updates:
 - I-495 (Capital Beltway) (Maryland/Virginia state line to I-270Y (I-270 Spur)) – proposed lanes 12D
 - I-495 (Capital Beltway) (I-270Y (I-270 Spur) to I-270) – proposed lanes 10D
 - I-495 (Capital Beltway) (I-270 to Montgomery/Prince George's county line) – proposed lanes 12D
 - Change classification to freeway with planned managed lanes

- MD 28 (Key West Avenue) – MDOT SHA requests staff consider changing master planned MD 28 (Key West Avenue) lanes between Shady Grove Road and Darnestown Road from 8 to 8D to reflect the MDOT SHA HNI.

- MD 182 (Layhill Road/Norwood Road/Doctor Bird Road) – MDOT SHA requests staff consider changing master planned MD 182 (Layhill Road/Norwood Road/Doctor Bird Road) lanes from north of Bel Pre Road to MD 108 (Olney Sandy Spring Road) from 2/4 to 4D to reflect the MDOT SHA HNI.

- MD 190 (River Road) – MDOT SHA notes that the MDOT SHA HNI does not include MD 190 (River Road) widening between Western Avenue and Little Falls Parkway and between Ridgefield Road and I-495 (Capital Beltway) as noted in existing master plans.
- MD 195 (Carroll Avenue) – MDOT SHA notes that existing master plans do not correctly describe MD 195 (Carroll Avenue) between Glenside Drive and Merrimac Drive. Existing master plans describe this segment as a four-lane road when it is a two-lane road. Furthermore, MDOT SHA requests staff consider changing master planned MD 195 (Carroll Avenue) lanes from four to two to ensure consistency between adjacent segments.
- MD 355 (proposed Clarksburg Bypass) – MDOT SHA remains concerned as to master planned assumptions related to the future of MD 355 at Clarksburg. Existing master plans assume a bypass around central Clarksburg making use of Roberts Tavern Drive and Observation Drive, neither of which was built to MDOT SHA standards and neither of which, in its present state, will MDOT SHA accept for maintenance. Furthermore, considerable environmental issues related to the area north of Stringtown Road and associated with the Tenmile Creek valley may prevent a northward extension of Observation Drive to complete the proposed bypass. In addition, existing master plans, based on the assumption a bypass will be completed, provide for only the existing two lanes along existing MD 355 (Frederick Road). The MDOT SHA HNI plans for a six-lane section between MD 27 (Ridge Road)/Ridge Road and Snowdon Farm Parkway.
- MD 390 (16th Street) - MDOT SHA requests staff consider changing master planned MD 390 (16th Street) lanes from south of Lyttonsville Road to MD 410 (East West Highway) from four to six to ensure consistency between adjacent segments.

Technical Update comments – Proposed minor arterial candidates (down-classification):

- p. 37, table 9, #92 (MD 192 (Plyers Mill Road) between MD 185 (Connecticut Avenue) and Metropolitan Avenue)) – No comment regarding downclassing to minor arterial. The MDOT SHA does note, though, that per Montgomery County Code Chapter 49 §49-30, minor arterials can be considered for Type 3 traffic calming. Presently, MDOT SHA does not permit any traffic calming consisting of raised roadway surfaces, e.g., speed humps.

Technical Update comments – Future possible minor arterial candidates (up-classification):

- pp. 41-42, table 10, #18-21 (MD 192 (Capitol View Avenue) between Edgewood Road and Forest Glen Road) – No comment regarding upclassing to minor arterial. The MDOT SHA does note, though, that per Montgomery County Code Chapter 49 §49-30, minor arterials can be considered for Type 3 traffic calming. Presently, MDOT SHA does not permit any traffic calming consisting of raised roadway surfaces, e.g., speed humps.

- p. 44, table 10, #115 (MD 594A (Wayne Avenue) between Manchester Place Purple Line Station and Flower Avenue) – No comment regarding upclassing to minor arterial. The MDOT SHA does note, though, that per Montgomery County Code Chapter 49 §49-30, minor arterials can be considered for Type 3 traffic calming. Presently, MDOT SHA does not permit any traffic calming consisting of raised roadway surfaces, e.g., speed humps.

Technical Update comments – Re-classification candidates to correct master plan inconsistencies:

- p. 52, table 12, #116 (MD 594A (Wayne Avenue) between Sligo Creek Parkway and Manchester Place Purple Line Station) – No comment.
- p. 52, table 12, #124 (MD 124 (Woodfield Road) between Fieldcrest Road and Warfield Road) – No comment.
- p. 52, table 12, #126 (I-495X (Cabin John Parkway) between Clara Barton Parkway and I-495 (Capital Beltway)) – No comment regarding downclassing to parkway. The MDOT SHA clarifies that while considered a spur of an Interstate route, I-495X is not a designated Interstate route, itself.

Technical Update comments – Rural boundary modifications:

- p. 55, table 13, #28 (MD 117 (Clopper Road) between Little Seneca Creek and MD 118 (Germantown Road)) – No comment.
- p. 56, table 13, #121-122 (MD 107 (White Ferry Road) between Poolesville east corporate limit and Partnership Road) – The MDOT SHA notes the heretofore proposed MD 107 realignment, while potentially merited to smooth the existing roadway geometry, does not appear to be merited by documented safety concerns in this segment.

Technical Update comments – Major and controlled major highways:

- p. 59, table 14, #32 (MD 108 (Damascus Road) between Laytonsville Road and MD 124 (Woodfield Road)) – The MDOT SHA notes no documented pattern of safety concerns that would lead MDOT SHA to dispute the proposed downclassing of MD 108 at Etchison.
- p. 59, table 14, #33 (MD 28 (Darnestown Road) between MD 107 (Whites Ferry Road) and Riffle Ford Road) – No comment.
- p. 59, table 14, # 47-50 (MD 118 (Germantown Road) between MD 28 (Darnestown Road) and Richter Farm Road) – No comment.
- p. 60, table 14, #75 (MD 108 (Laytonsville Road) between MD 650 (Damascus Road) and Rocky Road) – The MDOT SHA notes no documented pattern of safety concerns that would lead MDOT SHA to dispute the proposed downclassing of MD 108 at Etchison.
- p. 60, table 14, #100 (MD 190 (River Road) between Esworthy Road and MD 189 (Falls Road)) – No comment.

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Technical Update comments – Classification adjustments due to Cabin Branch development:

- p. 63, table 15, #3-5 (MD 121 (Clarksburg Road) between West Old Baltimore Road and Goldeneye Avenue) – No comment.

Thank you again for the opportunity to comment on the Montgomery County Master Plan of Highways and Transitways public hearing draft. If you have questions, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668, toll free 1-888-204-4828, or via email at mbaker4@sha.state.md.us.

Sincerely,



Tara Penders
Assistant Chief
Regional and Intermodal Planning Division

cc: Mr. Matt Baker, Regional Planner, MDOT SHA