



MCPB  
Item No.  
Date: 09-27-18

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**MARC Rail Communities Sector Plan – Worksession #7 (Revised Traffic Modeling Findings)**

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**Staff Recommendation**

Review the revised traffic modeling and provide guidance.

**Summary**

This is the seventh worksession for the MARC Rail Communities Sector Plan. During the previous worksession in July, the Planning Board directed staff to conduct additional traffic modeling to determine if an increase in residential densities, a decrease in non-residential densities and an expanded street network would allow implementation of the proposed road diet along Middlebrook Road adjacent to the rebuilt Seneca Valley High School site without increasing pedestrian crossing distances at critical intersections. The transportation consultant, Sabra & Associates, whose staff undertook the previous traffic modeling, ran this additional modeling test based on these parameters for the Germantown MARC station area.

The new analysis found that the all critical intersections work at an acceptable level of service with the road diet and an expanded street network. The only street that would need to be widened would be Bowman Mill Drive at the intersection of Bowman Mill Drive and Germantown Road, at the access point to the MARC station. However, even with the addition of lanes, the pedestrian crossing distance for Bowman Mill Road would remain less than the 60-foot pedestrian crossing distance recommended in the plan. Representatives of Sabra & Associates will present the findings at this worksession.

A PowerPoint presentation summarizing the consultant's findings is attached.

**Attachment**

MARC Rail Communities Sector Plan Traffic Forecasting & Analysis Update