







**MARC Rail Communities Sector Plan – Worksession #2 (Boyd's Recommendations)**

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 Richard Weaver, Division Chief, [richard.weaver@montgomeryplanning.org](mailto:richard.weaver@montgomeryplanning.org), 301-495-4575

**Completed: 05-17-18**

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**Staff Recommendation**

Approve the Boyd's recommendations for MARC Rail Communities Plan with the necessary revisions based on the discussions during the worksession.

**Summary**

This is the second worksession for the MARC Rail Communities Sector Plan. The first was held on April 5, 2018 and provided the planning context that has served as the basis for the Plan recommendations. This worksession will focus on the Plan's recommendations for Boyds and will highlight public hearing testimony and agency comments on Boyds' issues.

The testimony and agency comments focused on the following areas:

1. Maintaining Boyds' community character;
2. MARC rail expansion and the acquisition of the Anderson Property;
3. Long-term plans for the MARC station's location;
4. Boyds Local Park;
5. Recommendations for pedestrian and vehicular underpasses to serve the station and enhance vehicular movement;
6. Appropriate roadway classifications in the Boyds area;
7. Application of an overlay zone in Boyds;
8. Future construction of a third track to improve service along MARC's Brunswick Line.

Staff has included a summary of public comments on the Boyd's recommendations received to date. The summary includes staff's proposed responses to testimony and comments.

Also included is a memorandum from the County Executive regarding acquisition of the Anderson Property. The Executive plans to seek an amendment to the FY 19-24 Capital Improvements Program for the property acquisition. The Executive hopes to complete the purchase during early FY 19.

The State Highway Administration (SHA) commented on the preliminary recommendations for the plan, some of which have been incorporated into the public hearing draft. Staff will discuss these comments as part of the worksession.

**Attachments**

1. Memorandum from the Office of the County Executive- RE: Boyds Transit Center Property Acquisition in the Recommend Capital Budget and FY 19-24 Capital Improvement Program (CIP)
2. Memorandum from the Montgomery County Department of Transportation- RE: MARC Rail Communities Plan – MCDOT Public Hearing Comments
3. Memorandum from the State Highway Administration regarding Preliminary Recommendations for the MARC Rail Communities Plan
4. Table 1: Individuals Providing Testimony on Boyds
5. Table 2: Boyds Public Testimony by Topic and Plan Section
6. Table 3: Comments from the Montgomery County Department of Transportation on the Boyds portion of the MARC Rail Communities Plan




OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

May 10, 2018

TO: Hans Riemer, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Boyds Transit Center Property Acquisition in the Recommend Capital Budget and FY19-24 Capital Improvements Program (CIP)

I am recommending an amendment to the FY19-24 Capital Improvements Program for Boyds Transit Center (No. 501915). The project will permit the purchase of property adjacent to the Boyds MARC Station, which will be developed into a future transit center and bus turnaround for commuters and other transit users.

As part of its facility planning process, the County has been working towards the preliminary design of a future transit center near the Boyds MARC Station. The existing station is popular among commuters, but parking is limited. In addition, providing Ride-On bus service to the station is difficult due to the road network and lack of space for buses to turn around. In the summer of 2017, the County learned that the owners of the property adjacent to the MARC Station (the Anderson Family) had listed the property for sale. The County has pursued the purchase of the property to secure it while the transit center designed developed. The Anderson Family would like to complete the transaction in early FY19, so we must act expeditiously to secure the property.

I know many Councilmembers have expressed an interest in supporting this project, most recently at the Transportation, Infrastructure, Energy and Environment Committee. I look forward to working with you and your colleagues to provide enhanced mass transit opportunities near the Boyds MARC Station.

IL:brg

Attachment: Boyds Transit Center Project Description Form

c: Al R. Roshdih, Director, Department of Transportation  
Jennifer A. Hughes, Director, Office of Management and Budget



# Boys Transit Center (P501915)

**Category** Transportation **Date Last Modified** 05/10/18  
**SubCategory** Mass Transit (MCG) **Administering Agency** Transportation  
**Planning Area** Germantown and Vicinity **Status**

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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### EXPENDITURE SCHEDULE (\$000s)

Land	620	-	-	620	620	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>620</b>	-	-	<b>620</b>	<b>620</b>	-	-	-	-	-

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	620	-	-	620	620	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>620</b>	-	-	<b>620</b>	<b>620</b>	-	-	-	-	-

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	620	Year First Appropriation
Appropriation FY 20 Request	-	Last FY's Cost Estimate
Cumulative Appropriation	-	
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

### PROJECT DESCRIPTION

This project will allow the County to purchase property adjacent to the Boyds MARC station, which will be developed into a future transit center and bus turnaround for commuters and other transit users.

### LOCATION

15100 Barnesville Road, Boyds

### ESTIMATED SCHEDULE

The County is currently negotiating a Contract of Sale with an anticipated closing date in early FY 19.

### PROJECT JUSTIFICATION

As part of its facility planning process, the County has been working towards the preliminary design of a future transit center in close proximity to the Boyds MARC station. The existing station is popular among commuters but parking is limited. In addition, providing Ride-On bus service to the station is difficult due to the road network and lack of space for buses to turn around. In the Summer of 2017, the County learned that the owners of the property adjacent to the MARC station (the Anderson Family) had listed the property for sale. The County has pursued the purchase of the property in order to secure the property while the design of the transit center to be located on the property is developed. The County's acquisition of the Anderson property is supported by the Boyds Civic Association and the Maryland-National Capital Park & Planning Commission. As the design of the transit station continues to develop, the County intends to seek participation from the State of Maryland.



## DEPARTMENT OF TRANSPORTATION

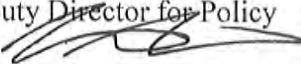
Isiah Leggett  
County Executive

Al R. Roshdieh  
Director

## MEMORANDUM

March 27, 2018

**TO:** Casey Anderson, Chair  
Montgomery County Planning Board

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

**SUBJECT:** MARC Rail Communities Plan – MCDOT Public Hearing Comments

Thank you for the opportunity to review the December 2017 Public Hearing Draft of the MARC Rail Communities Plan. We welcome the increased focus on the Boyds and Germantown MARC station areas, though there remain a number of significant comments from the Working Draft that have not been resolved. In addition to the enclosed detailed technical comments, a few of the more critical items include:

- 1) **Traffic Analyses:** MCDOT urges that more detailed analyses be performed, given the scale of proposed modifications and the results currently identified in the transportation analysis. Such an analysis would include an assessment of individual intersection approaches.

MCDOT also recommends that the TPAR analyses' Roadway Adequacy Test or a similar network evaluation be performed. Combined with more detailed intersection analyses, if favorable they will only strengthen the case for implementation of the proposed changes to the street networks.

- 2) **Third Track:** MCDOT supports the addition of a third track through Boyds, which will improve Brunswick Line service and further grow the very ridership these plans are intended to support. We have reservations about some text that appears to restrict the ability to provide a third track, and in our comments identify other text in the document which we feel to be better suited for this plan.

## Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)

- 3) **Anderson Property:** The County is negotiating to secure this property, and at present we are not yet able to confirm that the property will be a viable location for the facilities identified in the plan. We suggest that alternatives be identified should this property not be able to meet our needs.
- 4) **Boyds Underpass:** An underpass will be a very expensive project, and given the relatively low traffic volumes as compared to elsewhere in the County; could have difficulty in getting funding for a very long time; perhaps beyond the lifetime of the plan. We suggest that an overpass remain an option, as with a lower cost it will be more likely to be realized.

Whether an overpass or underpass, either option will pose significant environmental impacts, including impacts to the historic nature, viewshed, and parkland. We urge that this plan establish right-of-way and define acceptable impacts, with concurrence from the Parks Department, as to reduce future disagreements if the project proceeds toward implementation.

- 5) **Corridor Cities Transitway:** Consider how the Middlebrook Road cross-section may accommodate a potential alignment of the CCT, which could potentially run along Middlebrook to improve its service of the Germantown area.
- 6) **ROW Needs:** The plan should ensure that ROW needs are feasible. Along Wisteria Drive, ensure that MCPS has confirmed that the cross-section is achievable. Along Walter Johnson Road, to avoid impacts to historic resources it appears much or all of the additional ROW needs south of Wisteria Drive will come from the west side. Along Liberty Mill Road, the stipulated 70 ft ROW could have major impacts to nearby properties.
- 7) **Walter Johnson Extension:** We do not support a straight extension of Walter Johnson Road to Middlebrook Road, which would create a new intersection too close to the major intersection with MD 118. Text should be included to require that the street be aligned to intersect with Middlebrook Rd at least 100 ft from the MD 118 intersection.
- 8) **Bowman Mill Extension:** Consider environmental impacts relating to this extension, particularly to the apartment buildings and two stormwater management ponds. We suggest a drawing showing the potential alignment and impacts to demonstrate feasibility.

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 Roshdieh, MCDOT  
Gary Erenrich, MCDOT  
Andrew Bossi, MCDOT  
Amy Donin, DGS  
Leslie Saville, MNCPPC  
Roberto Duke, MNCPPC  
Matt Baker, SHA

December 8, 2017

Laura Hodgson, LEED AP  
Planner Coordinator  
Planning Area 3  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring MD 20910

Dear Ms. Hodgson:

In response to the November 2017 Maryland-National Capital Park and Planning Commission (M-NCPPC) MARC Rail Communities Plan – Boyds and Germantown staff draft, the Maryland Department of Transportation State Highway Administration (MDOT SHA) submits the following comments for your consideration:

*General Comments*

- The Maryland Highway Needs Inventory (HNI) represents an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. Inclusion of a project in the HNI does not represent a commitment to implementation nor is the HNI financially constrained. Of the four MDOT SHA highways that lie in this draft plan's area (MD 117 (Clopper Road/Clarksburg Road/Barnesville Road), MD 118 (Germantown Road), MD 119 (Great Seneca Highway), and MD 121 (Clarksburg Road), only MD 119 is included in the HNI, which for Montgomery County was last updated in 2014. For MD 119, between MD 28 (Key West Avenue) and Middlebrook Road, the HNI specifies urban divided highway reconstruction, to include interchange and transit. However, while the entirety of MD 119 is included in the HNI, an interchange and transit-type improvements along MD 119 are not assumed north of MD 124 (Quince Orchard Highway).

*Element/Page-Specific Comments – Draft Plan*

- p. 8, recommendation CB-B3 – Pending receipt of necessary permits and acquisition of right-of-way, in the Summer of 2018, MDOT SHA plans to fully signalize both the Clopper Road intersection at Clarksburg Road and the Clarksburg Road intersection at Barnesville Road.
- p. 8, recommendation CB-B4 – This draft recommends classifying Barnesville Road as a county road. This conflicts with the Proposed Boyds Road Classifications map, which shows Barnesville Road as only an existing arterial and not as a proposed country road. While MDOT SHA has no plans to reconstruct Barnesville Road, recommendations such as not adding shoulders may preclude future safety-related and speed-reducing improvements.



- p. 8, recommendation CB-B4 – MDOT SHA encourages Montgomery County Planning Department staff to include bicycle/pedestrian facilities in this plan where appropriate. This draft plan recommends a 62-foot right-of-way in this segment of Barnesville Road west of Clarksburg Road, but many subsegments' existing right-of-way is as limited as 35-feet wide and may not provide suitable width for new sidewalk well as requisite stormwater management. MDOT SHA's Construction for Pedestrian Access Program (Fund 79) specifies that new sidewalk to be constructed adjacent to existing MDOT SHA highways must be along an "urban highway" as defined in Maryland Transportation Code §8-630 and where no other substantive highway reconstruction is anticipated. At present, this segment of Barnesville Road does not meet the definition of "urban highway" and, therefore, would not qualify for funding under this program. However, MDOT SHA encourages Planning staff to pursue a 62-foot right-of-way if staff anticipates this segment of Barnesville Road will meet the definition of "urban highway" in the plan's lifespan.
- p. 9, recommendation CB-B5 – This draft recommends classifying Clopper Road as a county arterial. The Proposed Boyds Road Classifications map does not provide for this classification and instead shows Clopper Road as only an existing country road.
- p. 9, recommendation CB-B5 – MDOT SHA encourages Montgomery County Planning Department staff to include bicycle/pedestrian facilities in this plan where appropriate. This draft plan recommends a 70-foot right-of-way in this segment of Clopper Road east of Clarksburg Road. With two limited exceptions, the entire segment's existing right-of-way is approximately 65 feet wide. It appears that this would provide suitable width for a sidepath as well as requisite stormwater management. However, MDOT SHA's Bicycle Retrofit Program (Fund 88), under which such improvements would be funded outside of substantive roadway reconstruction, specifies that "off road" improvements must be along an "urban highway" as defined in Maryland Transportation Code §8-630. At present, this segment of Clopper Road does not meet the definition of "urban highway" and, therefore, would not qualify for funding under this program. However, MDOT SHA encourages Planning staff to pursue a 70-foot right-of-way if staff anticipates this segment of Clopper Road will meet the definition of "urban highway" in the plan's lifespan.
- p. 9, recommendation CB-B6 – MDOT SHA is concerned about potential limitations to potentially necessary and, as yet, unidentified future Clopper Road intersection improvements at Clarksburg Road, e.g., for traffic safety, traffic operations, bicycle and pedestrian safety, stormwater management, etc., created by staff's recommendation to designate Clopper Road, west of Clarksburg Road, as a "rustic road." In addition, earlier during development of this plan, residents voiced concerns about the high existing traffic speed and the desire for potential traffic calming. While MDOT SHA has not identified any improvements, a "rustic road" designation may preclude some or all traffic calming or other necessary improvements from available funding sources.

- p. 10, recommendation CB-B8 – While largely outside MDOT SHA’s right-of-way, MDOT SHA recommends staff determine the extent of adverse impacts to rights-of-way and structures of locating a new CSX Metropolitan Subdivision Clarksburg Road bridge to the “east of the existing bridge.” Potentially historic structures include the former grist mill located on the Anderson property. Also, consider using “north” and “south” when describing locations relative to the east-west CSX Metropolitan Subdivision.
- p. 10, recommendation CB-B9 – MDOT SHA encourages Montgomery County Planning Department staff to include bicycle/pedestrian facilities in this plan where appropriate. This draft plan recommends an 80-foot right-of-way in this segment of Clarksburg Road north of Clopper Road. The entire segment’s existing right-of-way is, at minimum, 90-foot wide. It appears that this would provide suitable width for a sidepath as well as requisite stormwater management. However, MDOT SHA’s Bicycle Retrofit Program (Fund 88), under which such improvements would be funded outside of substantive roadway reconstruction, specifies that “off road” improvements must be along an “urban highway” as defined in Maryland Transportation Code §8-630. At present, this segment of Clarksburg Road does not meet the definition of “urban highway” and, therefore, would not qualify for funding under this program. However, MDOT SHA encourages Planning staff to maintain the existing 90-foot right-of-way if staff anticipates this segment of Clarksburg Road will meet the definition of “urban highway” in the plan’s lifespan.
- p. 12, recommendation CB-G5 – MDOT SHA acknowledges that traffic modelling for this plan indicates reducing through lanes on Middlebrook Road, a Montgomery County Department of Transportation (MCDOT) owned and maintained roadway, from six to four may be feasible. However, MDOT SHA remains concerned about potential traffic impacts to intersecting roadways including Germantown Road and Great Seneca Highway, specifically at the Middlebrook Road intersection at Germantown Road, as noted in the CLV/HCM intersection capacity table (appendix, p. 7). Montgomery County will need to determine if it can accept potential additional delay on these MDOT SHA roadways.
- p. 12, recommendation CB-G6 – This recommendation should note that allowing Great Seneca Highway driveway access north of the CSX Metropolitan Subdivision will be subject to the MDOT SHA access permitting process.
- p. 12, recommendation CB-G6 – Great Seneca Highway is owned and maintained by MDOT SHA and not by MCDOT. Any curb, gutter, and/or adjacent trees should be in accordance with MDOT SHA standards.
- p. 12, recommendation CB-G6 – Clarify whether “sidepaths...on both sides of” Great Seneca Highway are intended to replace existing sidewalk along southbound Great Seneca Highway. A shared-use path already exists along northbound Great Seneca Highway throughout this plan’s area.
- p. 12, recommendation CB-G8 – Clarify whether a “sidepath on the northwest side of” Germantown Road is intended to replace existing sidewalk along southbound Great Seneca Highway.

- p. 13, recommendation CB-G8 – While MDOT SHA has no plans to widen Germantown Road within the plan area and such a need is not included in the State’s NHI, MDOT SHA remains concerned that “restrictions on widening” may preclude necessary as-yet-undefined future improvements.
- p. 17, C. Road Code and Priority Pedestrian/Bicycle Areas – MDOT SHA recommends the plan clarify that the Germantown Town Center Bicycle Pedestrian Priority Area (BiPPA) is a Montgomery County-designated BiPPA and not a State-designated Bicycle Pedestrian Priority Area (BPPA). The State’s BPPA program does not include provisions for extending the limits of existing State-designated BPPAs. Clarify with MCDOT whether the County’s program is not limited similarly.

*Element/Page-Specific Comments – Boyds Roadway Classification Table and Sections*

- Arterial, A-27 – Note that Clarksburg Road between Barnesville Road and Clopper Road is designated MD 117. Only those segments north of Barnesville Road are designated MD 121.
- Country Road, A-7/A-8 – Note that Barnesville Road is designated MD 117.
- Proposed Boyds Road Classifications (map) – Barnesville Road is shown as an existing arterial when the classification table indicates it is a country road.
- Proposed Boyds Road Classifications (map) – Clopper Road is shown as a country road. The classification table indicates it is a county arterial. The map key does not provide for that classification and instead provides for only arterial and country road.

*Element/Page-Specific Comments – Germantown Roadway Classification Table and Sections*

- Major Highway, M-61, M-91 – Clarify the meaning of “D” in “6D” and 4D.”
- Urban Road Code (map) – MDOT SHA recommends using more contrasting colors to differentiate the Germantown Town Center Road Code Area and the Proposed Extension of Urban Road Code Area.
- Existing Great Seneca Highway (section) – On the left side of the section diagram, switch the “Grass Strip” and “Sidewalk” labels.
- Proposed Germantown Road (north of the railroad tracks) (section) – MDOT SHA recommends staff consider the viability of reconstructing the existing 20-foot median as an 18-foot median when, as shown in this section, planting and maintenance areas exist to the outside of the roadway and pedestrian accommodations. Consider whether it is more viable to suggest retaining the existing 20-foot median and lessening the available planting and maintenance area instead.

*Element/Page-Specific Comments – Transportation Analysis Methodology and Results for the MARC Rail Communities Plan*

- General – Include a map illustrating TAZs and roadway and highlighting any changes from MWCOC’s regional travel demand model.

- p. 3 – The list of model revisions should mention any specific roadway facilities that are either changed or added to the model.
- p. 5 – In the discussion about intersection turning movement counts, it is not clear if staff used one set growth percentage for all movements in the network. If staff did use one set growth percentage, MDOT SHA recommends that staff consider using individual growth rates that consider potential differences in growth amongst different roadways.
- p. 5 – In MDOT SHA’s previous review of the November 2016 Germantown road diet analysis, MDOT SHA used a 20-percent growth rate for that planning-level analysis. The 0.47-percent annual rate used over 20 years in this updated analysis yields an overall growth rate of approximately only 12 percent. Confirm that this updated growth rate is appropriate and, as noted previously, consider using individual growth rates that consider potential differences in growth amongst different roadways.
- pp. 5, 8 – This analysis should discuss validation of Synchro models used for each area.
- p. 7 – In the table summarizing CLV and HCM intersection capacity results, the future 2040 cross-section evening CLV level of service for location 2 (the Wisteria Drive intersection at Germantown Road), based on a figure of 1,218, should be “C,” not “A.”
- p. 7 – For HCM analyses, this analysis should present level of service and delay for individual approaches.
- p. 8 – Please note the specific growth rate used for the Boyds study based on the previous MDOT SHA rate.

Thank you for providing MDOT SHA the opportunity to review and comment on the November 2017 M-NCPPC MARC Rail Communities Plan – Boyds and Germantown staff draft. If you have any questions or concerns, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at [mbaker4@sha.state.md.us](mailto:mbaker4@sha.state.md.us).

Sincerely,

 Tana Pender FOR  
SAMANTHA  
BIDDLE

Samantha Biddle  
Acting Chief  
Regional and Intermodal Planning Division

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

**MARC Rail Communities Sector Plan Public Hearing—February 1, 2018**

The Planning Board Public Hearing on the MARC Rails Communities Sector Plan Public Hearing Draft was held on February 1, 2018, at the BlackRock Center for the Arts in Germantown. Testimony was provided during that hearing, and has continued to be received since then.

The first two tables below summarize the testimony we have received and the individuals delivering it. The first table identifies those who have given testimony together with details about the individual or the group or property the individual represents. The second table summarizes the testimony arranged by topic, as the topics generally appear within the Sector Plan. The third table is the comments received from MCDOT.

**Table 1: Individuals Providing Testimony on Boyds**

NAME/FIRM	REPRESENTING	RESIDENT	COMMENTS
Ronit Dancis	Action Committee for Transit (ACT)	No	
Addi Davis		Boyds	
Hammet Hough	Boyds Civic Association	Boyds	Former MARC rider
Kathie Hulley		Boyds	Citizens Advisory Committee for the 2009 Germantown Sector Plan
Mike Rubin		Boyds	
Charlotte Sanford		Boyds	9 <sup>th</sup> grade student Clarksburg High School
Louisa Sanford		Boyds	6 <sup>th</sup> grade student Roberto Clemente MS, Germantown
Elizabeth and Robert Schleichert		Boyds	
Miriam Schoenbaum		Boyds	MARC rider
Elena Shuvalov	Boyds Historical Society	Boyds	
Cindy Snow	Action Committee for Transit (ACT)	Germantown	
Bob Stoddard SVN Wright Commercial Real Estate	Owner of 19115 Liberty Mill Road, Germantown	No	
Susan Soderberg	Germantown Historical Society	Germantown	
Jane Thompson		Barnesville	Former MARC rider
Clark Wagner Pleasants Development, LLC	Gunners Lake properties Germantown site GJ	No	

Table 2: Boyds Public Testimony by Topic and Plan Section

TOPIC	NAME(S)	COMMENT
<b>General</b>		
<i>Support plan</i>	Hammet Hough (Association rep) Elena Shuvalov (Assoc)	Support the working draft as written without any changes.
<i>Support plan</i>	Miriam Schoenbaum (Ind)	The staff draft guides change in the direction that the current and future Montgomery County residents want and need change to go.
<i>Support plan</i>	Susan Soderberg (Assoc)	This is a good and balanced plan.
<b>Staff Response:</b> The plan recommendations were developed with significant stakeholder input.		
<i>MARC service</i>	Ronit Dancis (Assoc)	Support two-way weekday and weekend MARC service.
<b>Staff Response:</b> While staff supports two-way weekday and weekend service on the Brunswick line, the line is owned by CSX and service enhancements would have to be negotiated between CSX and MTA.		
<b>Introduction</b>		
<i>Community engagement</i>	Addi Davis (Individual)	Residents were included in every step of the process. Hope to see the plan come to fruition.
<i>Community engagement</i>	Clark Wagner (Representative for property owner)	We were not contacted by staff about this plan.
<b>Staff Response:</b> Staff has conducted an extensive outreach process since the plan was initiated in November 2015, including presentations to community groups, community surveys and questionnaires, informational posters placed at prominent and well-traveled locations and meetings with property owners. We are continuing meetings with stakeholders during the worksession process.		
<b>Vision</b>		
<i>Future</i>	Charlotte Sanford (Ind)	Make Montgomery County a place students will want to live when they become adults.
<b>Staff Response:</b> Consistent with the Public Hearing Draft. The intent of this master plan and all of our master plans is to ensure that the vision and recommendations within a plan promote vibrant communities for people of all ages.		

TOPIC	NAME(S)	COMMENT
<i>Transit, pedestrian and bicycle connections to MARC</i>	Cindy Snow (Assoc) Ronit Dancis (Assoc)	Support the plan's recommendations to promote better transit, pedestrian and bicycle connections to the MARC stations in Boyds and Germantown, and to promote a range of alternatives.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. The plan's purpose and recommendations are to promote a range of safe transportation alternatives, improvements to the existing transportation systems and better connections to the station areas that respect the residential neighborhoods and historic resources of each community.</p>		
<b>Connect</b>		
<i>Walking, biking and public safety</i>	Cindy Snow (Assoc)	Support Vision Zero and the plan's recommendations for making the areas safe to walk, bike and drive.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. The road classification recommendations and proposed street sections provide designated areas for pedestrians and bicyclists.</p>		
<b>Appendix</b>		
<i>ULI Study</i>	Susan Soderberg (Assoc)	Move the ULI Study in the appendix to the published plan.
<p><b>Staff Response:</b> Change from the Public Hearing Draft. The public hearing draft has already incorporated many of the ideas found in the ULI mTap Study for the Germantown MARC Station area in its recommendations.</p>		
<b>Other</b>		
<i>Expand boundary</i>	Bob Stoddard (Rep)	Representative for the owner of 19115 Liberty Mill Road requests the expansion of the Germantown MARC boundary to include the property in order to rezone it to a Townhouse zone.
<p><b>Staff Response:</b> Change from the Public Hearing Draft. The boundary was established on January 28, 2016, when the Scope of Work for the MARC Rail Communities Sector Plan was approved the Planning Board. Staff has used this boundary during all advertised meetings for the past two years.</p>		

TOPIC	NAME(S)	COMMENT
<b>Boyd</b>		
<b>Maintain Character of the Community</b>		
<i>Preserve Boyd's rural character</i> <i>(Vision)</i>	Hammet Hough (Assoc) Kathie Hulley (Ind) Michael Rubin (Ind) Miriam Schoenbaum (Ind)	Retain the rural character of Boyd (our "Home in the Country"), and the Agricultural Reserve. Do not consider townhouses in Boyd.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. Boyd has limited development potential because all properties within the plan area are on well and septic, which requires larger property sizes. The plan recommends that Boyd continue to be served by well and septic disposal systems. Water and sewer should only be provided if it is necessary for public health. The water and sewer envelope is over one mile away.</p>		
<i>Support the Boyd's historic resources</i> <i>(Preserve)</i>	Elena Shuvalov (Assoc)	Support the recommendations to protect and enhance the Boyd's Historic District, retain the 1927 pedestrian underpass, rehabilitate Winderbourne, encourage retention of the homes on Clopper Road east of the historic district, evaluate the Edward U. Taylor School for historic designation.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. The recommendations support protecting and enhancing historic sites that are representative of Boyd as a historic, rural village.</p>		
<i>Well and septic policy</i> <i>(Sustain)</i>	Kathie Hulley (Ind) Miriam Schoenbaum (Ind)	Do not extend public water and sewer to Boyd.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. The plan recommends that Boyd continue to be served by well and septic disposal systems. Water and sewer should be provided only if it is necessary for public health.</p>		
<i>Highlight the extensive area under farmland and forest easement programs</i> <i>(Sustain)</i>	Michael Rubin (Ind)	Add a map of properties under easement, and a recommendation to support these perpetual easements.
<p><b>Staff Response:</b> Addition to the Public Hearing Draft. Language and a map can be added to the plan that discusses the farm and forest easements and help to maintain the rural, historic character of the Boyd's community.</p>		



TOPIC	NAME(S)	COMMENT
<b>MARC Expansion (Anderson Property)</b>		
<i>Support the MARC station location</i> <i>(Preserve)</i>	Elena Shuvalov (Assoc)	Keep the MARC station in Boyds to support Boyds' historic character (do not relocate the station).
<b>Staff Response:</b> Consistent with the Public Hearing Draft. Historically, there has been commuter service from the Boyds station since the late 19 <sup>th</sup> century. This plan provides recommendations for continued commuter service from the existing station location through greater connectivity and expanded parking. The plan also states that the station could be moved to another location within Boyds only if the existing station can no longer meet the physical requirements for MARC service.		
<i>Support adaptive reuse</i> <i>(Preserve)</i>	Hammet Hough (Assoc) Kathie Hulley (Ind) Miriam Schoenbaum (Ind) Elena Shuvalov (Assoc) Addi Davis (Ind)	Preserve and adaptively reuse Hoyles Mill and the barn building on the Anderson property. Can provide a community space for evenings and weekends.
<b>Staff Response:</b> Consistent with the Public Hearing Draft. It is envisioned that the property containing the historic Hoyles Mill and barn building will be part of an enhanced Boyds MARC Station that may serve as a gathering space for community members during non-MARC operating hours.		
<i>Expand the Boyds MARC station</i> <i>(Connect)</i>	Boyds Civic Association Ronit Dancis (Assoc) Addi Davis (Ind) Hammet Hough (Assoc) Kathie Hulley (Ind) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Jane Thompson (Ind)	Acquire the Anderson property to expand Boyds MARC station with room for Ride On service with bus loop and additional parking. Every car parked in Boyds rather than Germantown is a financial benefit to the county.
<b>Staff Response:</b> Consistent with the Public Hearing Draft. The Anderson property is located on the north side of the railroad tracks immediately north of the existing MARC station parking lot. The site is strategically located for additional commuter parking and a RideOn bus stop and turnaround. People using the facility will not have to cross roadways and traffic to access the MARC station platform.		

TOPIC	NAME(S)	COMMENT
<i>Boyd's MARC parking and Ride On expansion</i> <i>(Connect)</i>	Addi Davis (Ind)	Boyd's residents have to drive everywhere. MARC is their best transit option, but the parking fills very early. The proposed expansion gives greater access to those who must drive. Also provides access for Clarksburg residents with the proposed Ride On.

**Staff Response:**  
Consistent with the Public Hearing Draft. The plan suggests RideOn service from Clarksburg to the Boyd's MARC Station in the Vision, Connect and Renew Sections of the plan.

<b>Long-Term Boyd's MARC Station Location</b>		
<i>Long-Term Boyd's MARC station</i> <i>(Connect)</i>	Boyd's Civic Association Ronit Dancis (Assoc) Addi Davis (Ind) Hammet Hough (Assoc) Kathie Hulley (Ind) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Jane Thompson (Ind)	Acquire and improve the industrial property (Site BF) if it is determined the existing expanded station is insufficient in the future.

**Staff Response:**  
Consistent with the Public Hearing Draft. It is not anticipated that the station will move during the lifetime of this plan, due in part, to financial constraints. However, the plan does provide guidance if it does occur.

TOPIC	NAME(S)	COMMENT
<b>Boyds Local Park</b>		
<i>Support design diagram of Boyds Local Park</i> <i>(Renew)</i>	Boyds Civic Association Michael Rubin (Ind) Hammet Hough (Assoc) Miriam Schoenbaum (Ind) Elena Shuvalov (Assoc)	Maintain the front of the Boyds Local Park as green and undeveloped (from Clopper Road to the top of the hill). The future park entrance should be compatible with the future Clopper Road alignment.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. The park, which is located between the Boyds Historic District and land held under an agriculture easement, has been used for agricultural purposes for years. Maintaining the green space at the front of the park will continue the look of the agricultural easement leading up to the rural historic district.</p> <p>Additionally, the park contains the existing Hoyles Mill Natural Surface trail which provides a connection between Black Hill Regional Park to the north and Hoyles Mill Conservation Park to the south that is used by mountain bikers. The Hoyles Mill Conservation Park is categorized as one of Parks' Best Natural Areas.</p>		
<b>Underpasses (Pedestrian and Vehicular)</b>		
<i>Compatible roadway design</i> <i>(Connect)</i>	Elena Shuvalov (Assoc)	Support the recommendations against traffic circles and vehicular overpasses. Support keeping the 1927 railroad bridge over Clarksburg Road as long as feasible. If it becomes necessary to replace it, the replacement should be as recommended in the working draft [as an underpass close to the existing underpass].
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. Section IV.B.2.h. (Boyds) provides guidance for replacement for the existing railroad bridge and Figure 28 shows an illustrative of this concept.</p>		
<i>Design of railroad bridge replacement</i> <i>(Connect)</i>	Hammet Hough (Assoc) Miriam Schoenbaum (Ind)	Keep recommendations on the eventual replacement of the railroad bridge as a new railroad bridge, as described and visualized in the Public Hearing Draft, rather than as a road overpass.
<p><b>Staff Response:</b> Consistent with the Public Hearing Draft. The public hearing draft has language that describes and visually shows a context-sensitive replacement for the existing railroad bridge that complements rural and historic context of the community.</p>		

TOPIC	NAME(S)	COMMENT
<b>Road Classifications</b>		
<i>Retain two lane roads throughout Boyds</i> <i>(Connect)</i>	Hammet Hough (Assoc) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Elizabeth and Robert Schleichert (Ind)	Classify all roads in the Boyds plan area at a maximum of two lanes. Classify Clopper Road between Clarksburg Road and Little Seneca Creek as a two-lane country arterial.
<p><b>Staff Response:</b>            Change from the Public Hearing Draft. The intent of the plan is to classify roadways in Boyds so that the paved widths are as narrow as possible in order to maintain the rural historic setting of the community. The plan currently classifies Clopper Road from Clarksburg Road to the eastern sector plan boundary as an arterial. The Working Draft had classified this same stretch of Clopper Road as a country arterial, which is a two-lane open road section.</p> <p>The 2015 annual average daily trips (AADT) along the portion of Clopper Road between Clarksburg Road and Little Seneca Creek is approximately 8,100 AADT compared to over 24,000 AADT for the portion Clopper Road between Germantown Road and Great Seneca Highway. Additionally, Clarksburg Road is approximately 4,300 AADT.</p>		
<i>Classify part of Clopper Road as rustic</i> <i>(Connect)</i>	Hammet Hough (Assoc) Miriam Schoenbaum (Ind) Elizabeth and Robert Schleichert (Ind)	Classify the portion of Clopper Road between Clarksburg and White Ground Roads [the portion within the Boyds Historic District] as a rustic road.
<p><b>Staff Response:</b>            Consistent with the Public Hearing Draft. See Figure 21 and Section IV.B.2.h. (Boyds).</p>		

TOPIC	NAME(S)	COMMENT
<i>Support roadway classifications in Working Draft</i> <i>(Connect)</i>	Elena Shuvalov (Assoc)	Support classifications: <ul style="list-style-type: none"> <li>- Clopper Road as country arterial</li> <li>- Clopper Road as rustic in the historic district</li> <li>- White Ground Road as exceptional rustic</li> <li>- Barnesville Road as country</li> <li>- Clarksburg Road as arterial</li> </ul>

**Staff Response:**  
Classifications for Clopper Road in the historic district, White Ground Road, Barnesville Road and Clarksburg Road are consistent with the Public Hearing Draft. The classification for Clopper Road from Clarksburg Road to the eastern sector plan boundary would be a change from the Public Hearing Draft. The overall intent of the plan is to classify roadways in Boyds so that paved widths are as narrow as possible in order to maintain the rural historic setting of the community.

<i>Improve walking to MARC</i> <i>(Connect)</i>	Jane Thompson (Ind)	Provide more walking paths.
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**Staff Response:**  
Consistent with the Public Hearing Draft. The plan suggests a meandering walking path along Barnesville Road that maintains the existing tree canopy and the relationship of the trees to the roadway. This walking path will help residents more easily walk rather than use the car for short trips (i.e. pickup mail at the post office).

Overlay Zone		
<i>Support recommended zoning</i> <i>(Renew)</i>	Miriam Schoenbaum (Ind) Elena Shuvalov (Assoc)	Support the recommended zoning, including the Rural Village Center Overlay zone (especially in the historic district) to allow septic systems to cross property lines.

**Staff Response:**  
Consistent with the Public Hearing Draft. However, staff is reconsidering recommending the RVC Overlay, because it may cause undue burden on individual homeowners. Under the RVC Overlay, site plan approval is require for the construction of a new building; any addition or other exterior improvement to an existing building that increases the amount of gross floor area on a site; or if required under Section 7.3.4.A.8. (See Section 4.9.14.D.1.)

**Table 3: Comments from Montgomery County Department of Transportation (MCDOT) on the Boyds portion of the MARC Rail Communities Sector Plan**

TOPIC	COMMENT
<p><i>MARC Growth and Investment Plan</i> <i>General</i></p>	<p>Consider providing information on the current and anticipated or future planned capacity, frequency, ridership, and on-time rate of the Brunswick Line.</p>
<p><b>Staff Response:</b> MTA's MARC Growth and Investment Plan is in the process of being updated. When it is released to the public, the document will be added to the Appendices and portions may be incorporated into the plan.</p>	
<p><i>Pedestrian Underpass</i> <i>Preserve p. 38</i> <i>(Boyd's Recommendation A.1.b.)</i></p>	<p>Clarify. Is it only required that a pedestrian underpass be maintained? Or must it specifically be the 1927 underpass, preserved as much as possible or to some undefined degree? Or must a safe &amp; accessible crossing be provided in some form, even if not necessarily an underpass?</p>
<p><b>Staff Response:</b> Language will be adjusted in the plan to better describe the pedestrian underpass recommendations. The plan's intent is to maintain and enhance the existing pedestrian underpass, so that it becomes ADA-compliant and reduces the frequency of at grade pedestrian crossings. An overhead crossing, while feasible, would be cost prohibitive at this point. In meetings with MTA, they have been supportive of the idea of enhancements to the existing pedestrian underpass.</p>	
<p><i>Add language to recommendation</i> <i>Connect p. 45</i> <i>(Boyd's Recommendation B.1.d.)</i></p>	<p>Rephrase the first sentence to provide enhanced bicycle and pedestrian connections; not just pedestrians.</p>
<p><b>Staff Response:</b> Agreed. Staff will add the words "bicycle and" to the recommendation.</p>	

TOPIC	COMMENT
<p><i>Anderson Property</i>  <i>Connect pp. 42-45</i>  <i>(Boyds Recommendations B.1.b. and B.1.c.)</i></p>	<p>Note that the Anderson Property will only work if there are no environmental issues discovered in the Phase II of Environmental Site Assessment. The Phase I of Environmental Site Assessment was completed in September 2017. Consider alternatives if, for some reason, it is not feasible to utilize the Anderson Property as envisioned.</p>
<p><b>Staff Response:</b>  The County Executive has recommended acquisition of the Anderson property and the ultimate creation of a transit center with bus turnaround and additional parking on the site in the FY 19 -24 CIP and FY 19 Capital Budget. The MARC Rail Communities Sector Plan does make recommendations for moving the station to the industrial property between the railroad tracks and Clopper Road if the location of the existing station is insufficient in the future (see Boyds Recommendation B.1.f. on p. 45).</p>	
<p><i>Anderson Property</i>  <i>Connect p.45</i>  <i>(Boyds Recommendation B.1.d.)</i></p>	<p>While the current phrasing does not appear to require such, as the plan continues to be drafted be mindful that upgrading the existing underpass should not be required as a part of the currently ongoing Boyds Transit Improvement project.</p>
<p><b>Staff Response:</b>  Upgrading the existing underpass and creating a Boyds Transit Center are not dependent on one another. This public hearing draft separates the recommendations for the Anderson property and an upgraded underpass (see Boyds Recommendations B.1. on pp. 42-45 and B.2.h. on pp. 52-53). Additionally, the conceptual images in the plan that contain both the underpass and the Anderson property show the underpass in its existing condition (see Figures 19 and 50).</p>	
<p><i>At-Grade Pedestrian Crossing</i>  <i>(Boyds Recommendation B.1.d.)</i></p>	<p>Note that any improvements to the at-grade crossing over the railroad tracks would require CSX input/approval.</p>
<p><b>Staff Response:</b>  Agreed. Any improvements to the at-grade crossing will have to be approved by CSX, since it is their property.</p>	
<p><i>Anderson Property</i>  <i>Connect p. 45</i>  <i>(Boyds Recommendation B.1.f.)</i></p>	<p>Consider rephrasing this section, as the two bullets of Boyds.f seem to contradict the primary recommendation of Boyds.a as well as Boyds.f.</p>
<p><b>Staff Response:</b>  Staff will move Boyds Recommendation B.1.f. to after Boyds Recommendation B.1.a to clarify the intent of the plan.</p>	

TOPIC	COMMENT
<p><i>Road Classifications</i>  <i>Connect p. 46</i>  <i>(Boyd's Recommendation B.2.b.)</i></p>	<p>Be mindful that roadway widths will still have to be conducive for large vehicles, particularly along paths where buses are likely.</p>
<p><b>Staff Response:</b>  Agreed. The ROW widths are modified, based on Montgomery County Design Standards.</p>	
<p><i>Traffic Signals</i>  <i>Connect p. 46</i>  <i>(Boyd's Recommendation B.2.c.)</i></p>	<p>As traffic signals are an operational issue, we suggest that this section be removed. Furthermore, it is likely that the signals will already be constructed (or under construction) before this master plan is complete, effectively making them an existing condition.</p>
<p><b>Staff Response:</b>  Staff wishes to keep the recommendation in the plan until the construction of the traffic signals, since the traffic signal at the intersection of Clarksburg and Clopper Roads has been in process for nearly three years and the signal at Clarksburg and Barnesville Roads will still need to be designed.</p>	
<p><i>Road Classifications: Figure 21</i>  <i>Connect p. 47</i></p>	<p>Note that Barnesville Rd is also MD 117.</p>
<p><b>Staff Response:</b>  Agreed. Staff will update accordingly.</p>	
<p><i>Road Classifications: Figure 21</i>  <i>Connect p. 47</i></p>	<p>Clarksburg Rd between Barnesville and Clopper is also MD 117, but this is admittedly a trivial issue that probably doesn't need any changes &amp; unnecessary complication. I think it should be fine to call the full length of Clarksburg Rd "MD 121", but wanted to raise this just in case anyone felt everything must be 100% precisely correct.</p>
<p><b>Staff Response:</b>  Agreed. Staff will leave as is so as not confuse the reader.</p>	



TOPIC	COMMENT
<p><i>Road Classifications: Figures 21 and 22</i>  <a href="#">Connect p. 47-51</a>  <a href="#">(Boyds Recommendation B.2.d.)</a></p>	<p>Ensure that the proposed roadway classifications match those proposed in the Master Plan of Highways and Transitways. The MPOHT shows MD 117 (Clopper) as a Country Arterial, MD 117 (Barnesville) as an Arterial, and MD 121 as an Arterial. As all three roadways are expected to remain two-lane roadways we suggest that all three be considered for Country Arterial classification. Ultimately, however, all three are SHA roadways and we defer to SHA for additional comment.</p>
<p><b>Staff Response:</b>  Staff wishes to maintain paved widths as narrow as possible so as to retain the rural, historic setting of the community. We will ensure that the proposed road classifications in this plan are consistent with the Master Plan of Highways and Transitways. Note that based on the changes in road code policy area designations around Boyds (suburban to rural which dictates Arterial vs. Country Arterial), some classifications may or may not change at the edge of the Sector Plan area.</p> <p>Staff supports MCDOT’s recommendation that Clopper Road should be classified as a Country Arterial. The road would transition to an Arterial east of Little Seneca Creek where the road code changes from rural (within MARC Sector Plan) to suburban and to keep the bridge over the creek as narrow as possible.</p> <p>Barnesville Road should remain a Country Road to limit tree and property disturbance through the heart of the historic district. A Country Arterial would require more right-of-way and possible impacts.</p> <p>A majority of Clarksburg Road is in the Suburban Road Code, so the road should remain as an Arterial. Furthermore, the shoulders of Clarksburg Road are used for park parking and access; a Country Arterial Road would mean reduced shoulders for important park and recreation access.</p>	
<p><i>Bike Classifications: Figure 23</i>  <a href="#">Connect p. 49</a></p>	<p>Ensure that the proposed bikeway classifications match those proposed in the Bicycle Master Plan, which also shows an off-street trail extending along the CSX line from the Clopper/WhiteGround bend to Bucklodge Rd. This trail is also referenced in this section, under Boyds.j on page 53.</p>
<p><b>Staff Response:</b>  Agreed. Staff will add the sidepath to Figure 23.</p>	
<p><i>Bike Classifications: Figure 23</i>  <a href="#">Connect p. 49</a></p>	<p>New sidepath along Clarksburg Rd will directly impact parkland. Ensure that this proposal has buy-in from Parks, and that their high-level concerns are addressed by the plan. It is our hope that when the sidepath proceeds toward implementation: coordination with Parks proceeds relatively smoothly, and that this facility is expected as a component of the park system.</p>
<p><b>Staff Response:</b>  Agreed. Parks has been intensively involved in this plan and is aware of the bike classifications along Clarksburg Road.</p>	

TOPIC	COMMENT
<p><i>Bike Classifications: Figure 23</i>  <a href="#">Connect p. 49</a></p>	<p>Consideration should be given toward how the sidepath is expected to cross the bridge over Little Seneca Lake. If and when the State has a rehabilitation project for the bridge, SHA should consider adding master planned bike facilities.</p>
<p><b>Staff Response:</b>  Agreed.</p>	
<p><i>Section d</i>  <a href="#">Connect pp. 50-51</a></p>	<p>There are two "d" sections.</p>
<p><b>Staff Response:</b>  Staff will re-letter the recommendations to ensure that there is only one d section.</p>	
<p><i>Sidewalk along Barnesville Road</i>  <a href="#">Connect p. 50</a>  <i>(Boyd's Recommendation B.2.d)</i></p>	<p>Replace references to "path" with "sidepath".</p>
<p><b>Staff Response:</b>  It is intended that Barnesville Road will have a sidewalk. All references to path or sidepath in this recommendation will be removed.</p>	
<p><i>Sidewalk along Barnesville Road</i>  <a href="#">Connect p. 50</a>  <i>(Boyd's Recommendation B.2.d.)</i></p>	<p>Clarify what is meant by "narrow path". Currently, the minimum sidewalk width is 5', and the minimum sidepath width is 8'.</p>
<p><b>Staff Response:</b>  Agreed. Staff will eliminate the words "narrow path". Language for the recommendation could be updated to "Design an accessible sidewalk in an arrangement that limits the loss of ..."</p>	
<p><i>Sidewalk along Barnesville Road</i>  <a href="#">Connect p. 50</a>  <i>(Boyd's Recommendation B.2.d.)</i></p>	<p>Meandering the sidepath/sidewalk to avoid tree impacts will likely require additional ROW or Public Improvement Easements (PIE). Significant grading issues along the south side of Barnesville Road may require retaining wall, tree impacts, loss of the buffer strip, and possibly some combination of these.</p>
<p><b>Staff Response:</b>  Staff is aware and is proposing to design an accessible sidewalk with an arrangement that limits the loss of trees and the need for retaining walls. We understand such a design may require adjustments including additional ROW or PIEs, which are likely inevitable and are worthwhile based on the reduced impact to historic and natural features along the street.</p>	

TOPIC	COMMENT
<i>Sidewalk along Barnesville Road</i> <i>Connect p. 50</i> <i>(Boyd's Recommendation B.2.d.)</i>	Confirm that the potential extension is of sidepath from the MARC station westward to Ganley Road (as appears to be written), or if the potential extension is of sidewalk from the Post Office to Ganley Rd (as appears to be intended).
<b>Staff Response:</b> The extension of Barnesville Road from the Post Office to Ganley Road will be a sidewalk. The text will be updated accordingly.	
<i>Sidepath Sidebar</i> <i>Connect p. 50</i>	Note should say that sidepaths are "usually" within the road right-of-way.
<b>Staff Response:</b> Agreed. Staff will add the word "usually" to the sidepath sidebar.	
<i>Sidepath Sidebar</i> <i>Connect p. 50</i>	In the last sentence, replace "very" with "vary".
<b>Staff Response:</b> Staff will make the correction.	
<i>Figures 24-27</i> <i>Connect pp. 50-51</i>	Give consideration to how the sidewalk/sidepath may drain, as newer open section roads typically have drainage ditches and County standards expressly identify the cross-slope of each component of the cross-section. Without the drainage ditches and adequate cross-slopes, the ped/bike facilities could result in flooding/ice, which will cause the pavement to fail more quickly (reducing ped/bike levels of service as well as increasing maintenance costs).
<b>Staff Response:</b> Staff will update the figures to show swales.	
<i>Proposed sidepath</i> <i>Connect p. 51</i> <i>(Boyd's Recommendation B.2.d)</i>	Should the fourth bullet say "southward"? This would be closer to the houses and yards which this same bullet seeks to avoid.
<b>Staff Response:</b> The public hearing draft is correct. The houses discussed are north of the proposed sidepath.	

TOPIC	COMMENT
<p><i>Sidewalk along a Rustic Road</i>  <i>Connect p. 52</i>  <i>(Boyd's Recommendation B.2.f.)</i></p>	<p>Consider allowing an exception for a sidewalk or sidepath, to provide flexibility if it should ever be found to be preferable.</p>
<p><b>Staff Response:</b>  Agreed. The public hearing draft includes this language.</p>	
<p><i>Traffic Circle</i>  <i>Connect p. 52</i>  <i>(Boyd's Recommendation B.2.g.)</i></p>	<p>Consider removing the reference to traffic circles, in part because the reference is likely intended to be roundabouts, and also roundabouts are widely considered to be better-suited to rural, historic characters than traffic signals.</p>
<p><b>Staff Response:</b>  The reference to traffic circles will be replaced with roundabouts. Additionally, VHB, the engineering consultant firm hired to conduct feasibility studies on the long-term options for traffic at the intersection of Clarksburg and Barnesville Roads and the potential replacement of the existing underpass, determined that a roundabout would be difficult to locate at the intersection of the two roads, because even the minimum diameter for such a roundabout would impinge on both the lake and existing underpass.</p>	
<p><i>Vehicular Underpass</i>  <i>Connect pp. 52-53</i>  <i>(Boyd's Recommendations B.2.g. and B.2.h.)</i></p>	<p>An overpass may be required to address long-standing traffic concerns in Boyds as well as access to the MARC station (particularly with regards to Boyd's.f), and past efforts -- in part championed by MNCPPC -- have supported consideration of an overpass. Note that an underpass may be considerably more expensive, which could significantly delay implementation possibly even beyond the lifetime of the master plan. We suggest leaving both options open.</p>
<p><b>Staff Response:</b>  As part of their analysis on the feasibility of an underpass or overpass connecting MD 121 and MD117, VHB ran a cost analysis. The cost analysis, which is part of the VHB report (see Appendix B), determined that an underpass would be approximately \$2.5 million less than an overpass.</p> <p>In terms of overpass vs underpass, after much analysis, M-NCPPC staff prefers the underpass alternative, because it would not isolate the south side of Boyds, and it would be in keeping with the rural, historic setting of the community. An overpass would adversely alter existing viewsheds.</p>	

TOPIC	COMMENT
<p><i>Vehicular Underpass</i>  <i>Connect pp. 52-53</i>  <i>(Boyd's Recommendations B.2.h.)</i></p>	<p>Review the VHB report prepared for MNCPPC on September 1st, 2016, and confirm whether the bullets here generally describe what is shown in Alternative 2. This layout (and very nearly any layout that removes the discontinuity of the existing 117/121 configuration) will have significant environmental impacts and will significantly alter the historic nature and viewshed. We are concerned that the various bullets may add conflict and delay to the project: disagreements between "modern standards" (3rd bullet) and "historic context" (4th bullet), as well as disagreements over inevitable park &amp; other environmental impacts (5th &amp; 6th bullets). We suggest that this plan establish ROW and define acceptable historical and environmental impacts.</p>
<p><b>Staff Response:</b>  The final VHB report prepared for M-NCPPC is dated November 2016 and is Appendix B in the public hearing draft. The recommendations in the draft are based on Alternative 2 in that report. It was viewed that this alternative will have the least environmental impacts and would not alter important viewsheds. Final historic and environmental impacts will be determined during the design of a future railroad bridge.</p>	
<p><i>Policy for Parks</i>  <i>Connect p. 53</i>  <i>(Boyd's Recommendations B.2.h.)</i></p>	<p>RE: "During the design and construction of the underpass, the replacement design will be subject to the M-NCPPC Policy for Parks" - Provide additional context: what policies are expected to apply? Is the bridge a park or is this reference because the bridge is inside the designated historic district? Is Parks aware of and generally concurring with the proposed project? What actions/responses does Parks presently anticipate based on the impacts currently identified and proposed?</p>
<p><b>Staff Response:</b>  Parks has been intensively involved in the crafting of this plan and its recommendations. The Policy for Parks reference is included in the plan, because any replacement railroad bridge may pass through or adjacent to park land. We have included a short sidebar on page 53 that briefly describes the Policy for Parks. A longer explanation of this policy is included as Appendix G of the public hearing draft.</p>	
<p><i>Add Text to the Recommendation</i>  <i>Connect p. 53</i>  <i>(Boyd's Recommendation B.2.i.)</i></p>	<p>Recommendation should reference bicycle "and pedestrian" facilities; not just bicycle facilities.</p>
<p><b>Staff Response:</b>  Agreed. The words "and pedestrian" will be added to the recommendation.</p>	

TOPIC	COMMENT
<p><i>Misspelling</i>  <i>Connect p. 53</i>  <i>(Boyd's Recommendation B.2.i.)</i></p>	<p>In the first bullet, "of" is missing a "o".</p>
<p><b>Staff Response:</b>  Agreed. Staff will make the correction to the text.</p>	
<p><i>Bicycle Parking Station</i>  <i>Connect p. 53</i>  <i>(Boyd's Recommendation B.2.i.)</i></p>	<p>Clarify guidance for "bicycle parking station" or consider changing reference to recommend "secure, covered bicycle parking".</p>
<p><b>Staff Response:</b>  The language in the recommendation will be changed from bicycle parking station to "secured, covered bicycle parking".</p>	
<p><i>Figure 29</i>  <i>Connect p. 55</i></p>	<p>Confirm that the Historic District would not affect the ability to extend sidewalk along Barnesville Rd to Ganley Rd, nor sidepath along the CSX tracks to Bucklodge Rd. If additional conditions are placed upon the construction of sidewalk or sidepath, this could affect the cost and timing of implementation.</p>
<p><b>Staff Response:</b>  Sidewalks and sidepaths are allowed in historic districts. However, they would have to be coordinated with the Historic Preservation staff.</p>	