

February 11, 2021

Mr. Wes Guckert
Traffic Group Inc.
9900 Franklin Square Drive, Suite H
Baltimore, MD, 21236

Dear Mr. Guckert:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Traffic Group, for the (Flats at Knowles Station– SHA Tracking #20-ap-mo-029-xx) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 100 apartment units, 7,000 sq ft of office space, and 6,000 sq ft of retail space is via Summit Avenue and Detrick Avenue (County roads).
- The following intersections were analyzed under existing, background and future conditions:
 - MD 185 & MD 547
 - MD 547 & Summit Ave
 - Summit Ave & Plyers Mill Road
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

Regional and Intermodal Planning Division (RIPD) Comments (By: Darren Bean):

1. Please note the State's fiscally constrained FY 2021-2026 Consolidated Transportation Program (CTP) includes projects under construction and/or development and evaluation. The CTP includes no projects affecting MDOT SHA facilities analyzed in this TIS.
2. Please note the State's fiscally unconstrained Highway Needs Inventory (HNI), the State's long-range plan, includes projects that are critical to Maryland's transportation needs. The

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HNI includes reconstructing MD 547 (Knowles Avenue) from a two lane 20' roadway to a two lane 24' roadway closed section between Weymouth St and MD 185 (Connecticut Avenue). If and when such improvements proceed, they may affect right-of-way.

3. Please note transit provider Montgomery County Ride On serve the development site. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain full ADA-compliant access to existing and future *or* potential future transit facilities.
4. Please note the December 2018 Bicycle Master Plan, as amended, includes a proposed side path along MD 547 (Knowles Avenue) from Rock Creek Trail to MD 185 (Connecticut Avenue). All roadway improvements to MDOT SHA roadway facilities should provide for and maintain bicycle facilities as well as full ADA-compliant pedestrian facilities.

Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

1. TFAD is concerned with the existing PM northbound through volume shown in Figure 4 for the MD 185/MD 547 intersection. The volume shown (approximately 1,200 vehicles) from the 3/11/2020 MDOT SHA count is much lower than previous MDOT SHA counts taken in 2015 and previous years. The 2020 volume is extremely unbalanced with the southbound AM through volume and this movement is known to have severe backups in the evening peak back from the MD 185/MD 193 intersection toward the Washington Street intersection, possibly lowering this volume below actual demand on extreme congestion days. A review of this section of MD 185 in RITIS using INRIX data for that day does show congestion in this section in the evening peak, and the count peak for this movement is shown for the 3 PM hour, likely indicating the volumes for the movement in the later afternoon hours are lowered by some downstream occurrence (congestion, crash, etc.). TFAD recommends using the 2015 volume for this movement.
2. The previous version of this TIS had very different Delay/LOS results for the intersection of MD 185 and MD 547, though the volumes have not changed. At a minimum, it appears that the signal timings have changed. Provide an explanation of the differences as well as the signal timings from the County used in the Synchro analysis.
3. There are two typos in the report that should be corrected if resubmitted: 1)The "Existing Road Network" section states all intersections are signalized, however Plyers Mill and Summit Ave is a 3-way (WB & NB) stop controlled intersection with a store entrance at the northern leg, per Google Maps (2019), and 2) On Page 6, it is stated that the locations of ADA ramps are shown in Figure 4B, but these ramps are shown in Figure 4A, not Figure 4B.

Traffic Development & Support Division (TDSD) Comments (By: Eric Waltman):

TDSD has completed our review of this electronic submittal and we have no comments to offer at this time.

District 3 Traffic Comments (By: Jack Goode):

1. We offer no comments on the traffic impact study at this time.

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Please submit the revised traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. Please reference the SHA tracking number on any future submissions. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us.

Sincerely,



for Erica Rigby,
Acting District Engineer, District 3, SHA

ER/ts

cc: Darren Bean, SHA – RIPD
Jack Goode, SHA – District Traffic
Tamika Graham, MNCPPC (Tamika.Graham@montgomeryplanning.org)
Scott Holcomb, SHA – TFAD
Eric Waltman, SHA – TDSD