

Commenting Agency:

M-NCPPC

Comment No.	Document Name	Page	Page on Attachment B	Location	Comment Category	Comment
1	35 Percent Volume 1	61	61		Primary	A protected crossing should be added to the intersection of Veirs Mill Road with Arbutus Avenue, consistent with recommendations from the Veirs Mill Corridor Master Plan (VMCMP). Of the seven protected crossings identified in the VMCMP, this is the only crossing not addressed by this project or ongoing design activities by either MCDOT or MDOT SHA.
2	35 Percent Volume 1	69	69	Segment 3	Primary	Modify the design at the intersection of Veirs Mill Road at Havard Street to provide a full traffic signal instead of a pedestrian hybrid beacon. A directional median opening should be constructed to allow eastbound left-turns on Veirs Mill Road to make a left-turn during a protected left-turn phase onto Havard Street. The signal should provide a high-visibility crosswalk across Veirs Mill Road on the eastern side of the intersection. The Havard Street approach should be maintained as a right-out only approach. This will provide critical left-turn neighborhood ingress which now occurs through a shopping center at Gridley Road. In general, pedestrian crossings are also more likely to have driver compliance if there is some vehicular function for the signal.
3	All	Multiple	Multiple	General	Primary	For all sidewalk and sidepath construction, there should be no obstructions (utility poles, signs, hydrants, safety fences or other fixed physical obstructions) closer than 2 feet from the sidewalk/sidepath edge. This was noted at the following locations: Station 264+00 to 274+60 (sheets 229 and 230 in Attachment B), Station 1334+30 (sheet 65 in Attachment B), Station 1611+30 (sheet 70 in Attachment B), Station 1612+80 to 1614+00 (Sheet 71 in Attachment B), and Station 2004+00 (sheet 78 in Attachment B).
4	All	Multiple	Multiple	General	Primary	All crossings of Veirs Mill Road from the sidepath should have sidepath width (10 ft) curb ramps and pedestrian refuges, including: 1) Aspen Hill Rd (east leg) 2) Arbutus Ave (west leg) 3) Robindale Dr (east & west legs) 4) Parkland Dr (east & west legs) 5) Havard St (east leg) 6) Gridley Rd (east & west legs) 7) Randolph Rd (east & west legs) 8) Bushey Dr (west leg) 9) Ferrara Ave (east & west legs) 10) Connecticut Ave (east & west legs) 11) Norris Dr (east & west legs)
5	All	General	General	General	Primary	Where improvements are made to driveway access, the applicant should strive to tighten up and address poor access decisions including overly-wide driveways and poor differentiation within the right of way between the road elements (including sidewalks and sidepaths) and adjacent parking lots. In all cases, the elevation of sidewalks and sidepaths should be made at sidewalk/sidepath level whenever possible if right-of-way is available.
6	35 Percent Volume 1	65		General	Primary	Where right-of-way is available, strive to provide an 8 foot-wide default street buffer between the street and sidewalks / sidepaths and 6-foot wide minimum where there are constraints, per the Boulevard street type in the Complete Streets Design Guide. Some examples include: Stations 1333+50 to 1335+00 (sheet 65 in Attachment B), Stations 282+50 to 283+40 (sheet 216 in Attachment B), and Station 307+00 to 308+30 in Attachment B).

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7	35 Percent Volume 1	70		General	Primary	The posted speed on Veirs Mill Road is 45 mph from the City of Rockville line to just east of Havard Street. The posted speed limit changes to 40 mph from this point east to Dalewood Drive. Approaching the Wheaton CBD area, the posted speed is lowered to 25 mph starting from Galt Avenue and east to Georgia Avenue. The applicant should work with MDOT SHA to achieve revised posted speeds more consistent with the Master Plan of Highways and Transitways target speeds. Between Havard Street and just east of Dalewood Drive, this would suggest a post-improvement posted speed of 25 mph and a graduated speed limit (35 mph) between Robindale Drive and Havard Street.
8	All	Multiple		General	Secondary	Where sidewalk is being added along Service Roads without a grass buffer, consider widening the sidewalk to 8 feet.
9	All	General	General	General	Primary	Implement wayfinding plan using the Bikeway Branding approach.
10	35 Percent Volume 1	56	56	Twinbrook BRT Station	Primary	Provide high-visibility crosswalks on all four legs at this intersection. Relocate sidewalk at SE corner to provide a buffer between the sidewalk and the curb.
11	35 Percent Volume 1	59, 60	59,60	Aspen Hill BRT Station	Primary	Consistent with previous comments, the EB Aspen Hill Road BRT Station should have a sidewalk connection along Veirs Mill Road with a buffer to connect to Parklawn Local Park. This is a distance of 310 feet to the vicinity of an existing sidewalk on Parks property.
12	35 Percent Volume 1	63	63	Segment 2	Primary	Extend the sidewalk along the south side of Veirs Mill Road for a distance of approximately 130 feet from its terminus west of Rock Creek Terrace to Parklawn Park (sheet 63 in Attachment B). https://www.google.com/maps/@39.0653502,-77.0985862,3a,89.8y,225.52h,77.77t/data=!3m6!1e1!3m4!1seX4mLhNSDU09Nop6TFHWg!2e0!7i16384!8i8192
13	35 Percent Volume 1	64	64	Segment 2	Secondary	Consider options to manage speed of vehicular traffic descending driveway at 1328+00 and conflict with crossing sidepath. Driveway curve and existing tree may limit visibility of sidepath users.
14	35 Percent Volume 1	Multiple	Multiple	Segments 2 &3	Primary	Right-in/Right-out driveways serving the Randolph Crossing shopping center, Stoney Mill Square shopping center, and Rock Creek Terrace should be narrowed to 24 feet in width, have tighter turn radii and the triangular porkchop islands should be eliminated.
15	MD586BiPPA_Western	9		Segment 3	Primary	Property at 4616 Adrian Street should have access on Veirs Mill Road closed. The county should assist the owner with the construction of a new driveway access on Adrian Street.
16	MD586BiPPA_Western	9	213	Robindale Drive BRT Station	Secondary	Modify the crosswalk ramps in the SE corner to provide directional crosswalk ramps.
17	35 Percent Volume 1	68	68	Segment 3	Secondary	Show the current pedestrian crossing of Veirs Mill Rd at Turkey Branch Pkwy on all base sheets on this page and others showing the intersection of Veirs Mill Road with Turkey Branch Parkway. A more updated base map is provided in the BiPPA plan set.
18	35 Percent Volume 1	71	71	Randolph Road BRT Station	Primary	WB Randolph Road BRT Station should be located closer to the curb, and the sidepath should pass around the north of this station. This is a very busy bus station for the BRT network, and forcing through pedestrians and bicycles to cross directly in front of this BRT stop is a concern.
19	MD586BiPPA_Central_Plan Set	32	271,272	Randolph Road Segment	Secondary	Existing EB left-turn lanes on Randolph Road at Colie Drive and Bushey Drive are too short. At Bushey Drive, in particular, this results in left-turn lane overflow during school and commuter peak hours. These turn lanes should be modified to either increase left-turn storage or increase signal timing for the left-turn phases.
20	35 Percent Volume 1	73	73	Connecticut Avenue BRT Station	Primary	Veirs Mill Rd & Connecticut Ave: Widen all curb ramps at the northeast, northwest and southwest corners to sidepath width (10 ft) to accommodate proposed sidepaths. Also, widen the pedestrian refuge crossing to sidepath width (10 feet).

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21	35 Percent Volume 1	73	73	Connecticut Avenue BRT Station	Primary	Curb ramps should be aligned and sidewalks and sidepaths need to be improved at all four intersection corners. Since the channelized right-turn lanes are being eliminated on three of the four approaches and the fourth corner is being heavily modified, there is ample right-of-way at all intersection corners to provide 10-foot wide default sidewalks (8 feet minimum) with an eight-foot wide buffer and directional crosswalk ramps that are aligned with the crosswalk.
22	35 Percent Volume 1	76	76	Segment 5	Secondary	Dalewood Drive approach to Veirs Mill Road should only have one right-turn lane, as the intersection has a median on Veirs Mill Road blocking left turns from Dalewood Drive.
23	MD586BiPPA_Eastern_Plans-35%	12	312	Segment 5	Secondary	Modify sidepath on north side of Veirs Mill Road just east of Claridge Drive to provide a wider buffer.
24	MD586BiPPA_Eastern_Plans-35%	12,13	312, 313	Segment 5	Secondary	Sidewalk on south side of Veirs Mill Road at Claridge Road should be six-foot wide minimum separated from the curb by a six-foot wide grass buffer. This should occur between Sta 351+75 to 357+00 and then transition back where retaining wall starts (sheets 312 and 313 in Attachment B).
25	35 Percent Volume 1	78	78	Segment 5	Secondary	Sidewalk on south side of Veirs Mill Road between Newport Mill Road and Norris Drive should be a minimum of 6-feet wide. This is substandard for a Boulevard street, but this section has steep slopes, so the improvement is trying to minimize front yard and retaining wall impacts.
26	35 Percent Volume 1_ Architectural Plans	24	374	Norris Drive BRT Station	Primary	Modify design of Norris Drive EB BRT Station to provide sidewalk to wrap around the back of the station.
27	MD586BiPPA_Eastern_Plans-35%	17	317	Segment 6	Secondary	The proposed sidewalk on the south side of Veirs Mill Road between Norris Drive and the Veirs Mill Service Road (east of Schoolhouse Circle) should be widened to provide a 8-wide sidewalk with a 8-wide street buffer, however, there is limited right-of-way along this section of road. The topography is conducive to this improvement. The applicant should consider acquiring right-of-way to make this improvement to connect to Norris Drive and the proposed BRT Station.
28	35 Percent Volume 1	81	81	Wheaton Bus Loop	Secondary	Please show the relationship between the back of the station and what is behind. Where is the back of the sidewalk? If the windscreens at the rear of the station (sheet 81 in Attachment B) are adjacent to a concrete wall/ramp, are they necessary or desired? Would the wall/ramp affect the placement of the tree boxes?

Summary of Comments by Priority

Primary	17
Secondary	11
Total	28