

MEETING MINUTES

DATE OF MEETING: February 22, 2013

DATE OF MINUTES: March 5, 2013

ATTENDEES:

Name	Organization	Phone	Email
Patricia Shepherd	MCDOT, Planning	240-777-7231	Patricia.Shepherd@montgomerycountymd.gov
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Pat Martino	RK&K	410-462-9313	pmartino@rkk.com

MINUTES:

A kick-off meeting was held on February 22, 2013 for the Goldsboro Road Bicycle and Pedestrian Improvements, Facility Planning Phase I project. The purpose of the meeting was to provide an overview and introduction of the project and to discuss the Environmental Site Assessment (ESA), Traffic Study, ongoing activities, schedule and potential preliminary alternatives / considerations.

- Pat Shepherd initiated the meeting and provided a general description of the project and the limits of the study.
 - The study will evaluate alternatives for providing bicycle lanes (shoulders) along Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190).
 - Alternatives will also be developed for pedestrian improvements, including new sidewalks, pedestrian ramps, crosswalks and signals.
 - David Anspacher asked if MCDOT considered extending the eastern limit of the project from River Road to Bradley Boulevard to tie to the current Bradley Boulevard Sidewalk and Bikeway project. This extension would eliminate a gap in bicycle and pedestrian accommodations along the Goldsboro Road corridor. David also mentioned that this could be a question or suggestion raised by the public during Public Meetings. Pat Shepherd noted that MCDOT would likely investigate the River Road-to-Bradley

Boulevard section as a separate project, but that comments on this issue would be considered and noted as part of the Project Prospectus.

- SHA has a mill and resurface project planned for Goldsboro Road. Claudine Myers noted that the work was originally scheduled for Fall 2012, but has been delayed to Spring 2013.
- Current project activities include recent completion and submittal of the Draft ESA and Traffic Reports, on-going topographic and property surveys, and the beginning of preliminary alternatives development.
- Pat Martino summarized the Goldsboro Road Master Plan recommendations and how the project ties to adjacent projects/existing facilities, described the project site and provided an overview of the draft ESA.
 - Between MacArthur Boulevard and Massachusetts Avenue, Goldsboro Road is identified in the Bethesda-Chevy Chase Master Plan as an Arterial (A-84). Between Massachusetts Avenue and River Road, Goldsboro Road is classified as a Major Highway (M-93). Along both segments the Master Plan recommends retaining the existing 2-lane roadway section through the duration of Master Plan. Long-term, the Master Plan recommends consideration for a 4-lane section for the M-93 segment.
 - Through the project limits, the Bikeway Master Plan recommends on-street bicycle lanes (shoulders).
 - Bicycle and pedestrian improvements would create ties to the existing MacArthur Boulevard multi-use trail (north-south trail along southbound MacArthur Boulevard) and ties to planned bikeways / pedestrian facilities along River Road (on-street and off-street bike facilities) and Massachusetts Avenue (on-street shared use lanes). Ultimately, with improvements from River Road to Bradley Boulevard, Goldsboro Road would provide a primary east-west connection between the Bethesda CBD and parks / recreational attractions along the Potomac River (ex. Glen Echo Park and Clara Barton Historic Site).
 - Land use along the corridor is primarily residential with two relatively small commercial developments east of Massachusetts Avenue (south side of Goldsboro Road).
 - The existing Goldsboro Road section is two 11' lanes (one lane in each direction) with 2'-4' shoulders (some shoulders widen at intersections). There are some areas of asphalt or concrete curb and gutter, but typically the shoulders are open with roadway drainage flowing to roadside ditches or the adjacent Minnehaha Branch. Turn lanes exist at Massachusetts Avenue and River Road. The posted speed along Goldsboro road is 35 mph.
 - There are limited sections of existing sidewalk along Goldsboro Road, including along the south side of the road from Tulip Hill Terrace to about ¼ mile east of Massachusetts Avenue. Jeff Dunckel noted that the section of sidewalk west of Massachusetts Avenue is concrete and the section east of Massachusetts Avenue is asphalt.
 - There are eight bus stops along Goldsboro Road, two along River Road and one along MacArthur Boulevard within the study limit. Most stops are located at the existing edge of shoulder. One stop along Goldsboro Road (near the Exxon Station) and one stop along southbound River Road (just north of Goldsboro) include shelters.
 - The Massachusetts Avenue and River Road intersections are signalized and the MacArthur Boulevard intersection is comprised of a complex traffic circle and frontage road. The traffic circle surrounds a valve control station for the USACOE-maintained, historic Washington Aqueduct (public drinking water supply for Washington D.C.), which runs below MacArthur Boulevard.
 - Pat Martino noted that the AADTs along Goldsboro were 25,000 west of Massachusetts Avenue and 35,000 east of Massachusetts Avenue – Pat mentioned that he would want Jeff Parker to verify as he was not sure of these volumes. *After the meeting Jeff verified the AADT's at 11,500 and 17,200 west and east of Massachusetts Avenue, respectively. Also, Jeff confirmed truck %'s for the corridor at 3.5% west of Massachusetts Avenue and 5% east of Massachusetts Avenue.*

- Jim Lutz noted that MacArthur Boulevard has truck weight restrictions associated with the Washington Aqueduct. Jim also mentioned that MCDOT is very close to starting a construction project to make improvements to the MacArthur Boulevard multi-use trail, starting just south of Goldsboro Road and extending south toward D.C.
- Pat Martino briefly described the natural, cultural and community resources in the project area, including:
 - One wetland and two waters of the U.S. (incl. Minnehaha Branch that parallels the entire study corridor) – potential project impacts
 - Approximately 94 significant trees (>24" diameter) inventoried along the corridor – potential project impacts
 - Historic sites, including Washington Aqueduct, Glen Echo Park and Clara Barton House (both maintained by National Park Service) – no anticipated project impacts
 - Merrimack Park (located off of Goldleaf Drive) - no anticipated project impacts
 - Concord-St. Andrews United Methodist Church and The Episcopal Church of the Redeemer - no anticipated project impacts
 - Several schools in project area, but not immediately adjacent to Goldsboro Road, including Wood Acres and Bannockburn Elementary Schools, Thomas W. Pyle Middle School, Walt Whitman High School and Concord-St. Andrews Cooperative Nursery School – no anticipated project impacts
- There is one hazardous materials site - Exxon Station at Goldsboro / MacArthur intersection. Grading for this project that may cause impacts (cost) to the project if hazardous material is encountered. The project team will likely recommend further evaluation after Phase I Facility Planning.
- Existing utilities are aerial and underground throughout the corridor and include PEPCO, Verizon, Washington Gas, Comcast, WSSC, FiberLight, and Century Link.
- Existing flooding issues at the intersection of Goldsboro Road and Massachusetts Avenue were discussed. Jeff Dunckel mentioned that Goldsboro Road is occasionally closed due to flooding at the intersection (perceived to be a result of runoff from Massachusetts Avenue). Claudine Myers will follow up with SHA District 3 Maintenance.
- Jeff Parker provided a brief overview of the draft Traffic Report and summarized field observations conducted as part of the traffic analysis effort.
 - RK&K performed field observations, pedestrian counts, and traffic / crash analyses for the project in January 2013. Analyses were completed to assess the impact of adding pedestrian improvements at signalized intersections, such as crosswalks and pedestrian phases / pedestrian signals. Also, SHA crash data was analyzed to identify potential safety issues along the corridor. Jeff summarized the following:
 - Intersection analyses were completed using 2007 SHA traffic volume data. There has been very little growth in the area according to Wash COG, so the 2007 volumes and resulting Levels of Service (LOS) should closely represent current operations. Massachusetts Avenue and River Road operate at LOD D or better in the peak traffic hours and would be unaffected by inclusion of pedestrian phases (even with a large increase in pedestrian traffic volumes).
 - 36 pedestrians were counted along the corridor during a 13-hour weekday period. There were very few bicyclists observed during this period. Most pedestrians were observed near the Goldsboro Road intersection, particularly at the Ride-On bus stop near the Exxon Station. Pedestrian counts were made on a very cold day and are anticipated to be higher on warmer weather days. RK&K re-visited the site on an unusually warm January day and pedestrian

activity was generally observed to be higher. *RK&K will conduct additional field visits in early spring (during Alternatives development) to obtain more representative estimates of pedestrian and bicycle activity, including activity on Saturday and at an existing school crossing near Wedgewood Road.*

- Lee Winestone noted that there are a significant number of Ride-On patrons that park along Benalder Drive and Dunrobbin Drive and walk to the Exxon Station stop. Lee added that the Exxon Station stop was the most used of all Goldsboro Road stops. Lee will provide ridership numbers for each stop to the project team.
- The crash history in the project area is relatively low (22 accidents over 5-year period) and there were no reported crashes involving pedestrians or bicyclists. Most accidents were characterized as fixed object and rear-end. Kyle Liang mentioned that there may have been an accident on MacArthur Boulevard near Goldsboro Road involving a bicyclist. Kyle will follow-up on this.
- Pat Martino described initial preliminary alternative considerations and the project team provided feedback and suggestions.
 - All alternatives will include provision of on-street bike lanes (continuous shoulders). Alternatives will vary based on the extent of pedestrian improvements proposed (i.e. spot improvements or continuous sidewalk throughout the corridor).
 - The anticipated roadway typical section will include 11' lanes and 4' shoulders (5' to face of curb in curbed sections). New sidewalks will be 5' wide. David Anspacher recommended consideration for buffers (5'-6' wide) between the roadway and sidewalk, where feasible. Buffers will be considered with the alternatives as a safety, aesthetic and SWM measure.
 - Several project team members emphasized that the corridor, with improvements, will be a significant draw for pedestrians and bicyclists that wish to access nearby attractions such as Glen Echo Park and existing multi-use trails.
 - There was significant discussion on the improvements that would be studied as part of this project at the MacArthur Boulevard traffic circle. Since traffic operations and the roadway geometry at the circle are non-standard, with no current pedestrian accommodations, there were suggestions to study significant changes in geometry or intersection control to simplify movements and to improve vehicular, pedestrian and bicycle traffic flow. For now, and considering that major improvements at the traffic circle could be a study unto itself, this study will focus on improved pedestrian and bicycle facilities. Recommendations may be made in this project's Prospectus that suggest further / future studies for major improvements at the traffic circle. It was noted that there have not been many complaints related to the traffic circle specifically.
 - Pat Martino asked if bus stop consolidation could be considered. Lee Winestone said that consolidation could be considered in conjunction with new sidewalk connections between stops.
 - There was a suggestion to consider pedestrian refuges at un-signalized Goldsboro Road pedestrian crossings, such as Rannoch Road. Pedestrian refuges will be considered where feasible.
 - There was a suggestion to include geometric changes for channelized right turns to/from River Road to improve pedestrian operations and safety. Options will be developed as part of the study and will be coordinated with SHA.
 - Jim Lutz asked how existing culverts would be handled as they are not wide enough to accommodate potential new sidewalks. Pat Martino noted that, for this Phase I study, they will probably be considered (for cost and impact) as complete replacements.

- Pat Shepherd provided a brief summary of the project schedule.
 - Project Team provide ESA and Traffic Report comments to Pat Shepherd by March 8, 2013
 - Next Team Meeting / Preliminary Alternatives – mid-April 2013
 - Mail Newsletter – May 2013
 - Public Workshop – mid-June 2013 (will discuss format, logistics at April 2013 team meeting)
 - Recommended Alternatives – mid-August 2013
 - Planning Board – December 2013
 - T&E Presentation – January 2014
 - Final Prospectus – February 2014

Note: there will be no Mandatory Referral for Phase I of this project

RK&K Action Items:

- Forward electronic copies of the ESA and Traffic Report to Claudine Myers, SHA-District 3.
- Submit Draft Purpose & Need to Pat Shepherd for initial review.
- Begin Preliminary Alternatives Development

MCDOT Action Items:

- Review and provide comments on Draft ESA and Traffic Reports.
- Pat Shepherd will follow-up with Tom Shoemaker on lighting requirements along Goldsboro Road.
- Jim Lutz will provide RK&K with plans for the MacArthur Boulevard Bikeway project.
- Lee Winestone will provide RK&K with Ride-On ridership numbers at the Goldsboro Road bus stops.

M-NCPPC Action Items:

- Review and provide comments on Draft ESA and Traffic Reports.

SHA Action Items:

- Claudine Myers will follow-up with District 3 Maintenance regarding the described flooding issues at Goldsboro Road and Massachusetts Avenue.
- Claudine will also check to see if SHA has conducted a speed study along Goldsboro Road.
- Review and provide comments on Draft ESA and Traffic Reports.

cc: Attendees

MEETING MINUTES

DATE OF MEETING: September 16, 2013

DATE OF MINUTES: September 27, 2013

ATTENDEES:

Name	Organization	Phone	Email
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MINUTES:

A team meeting was held on September 27, 2013 for the Goldsboro Road Bicycle and Pedestrian Improvements, Facility Planning Phase I project. The purpose of the meeting was to present the alternatives that were developed, and discuss any comments that the team may have.

- Pat Shepherd initiated the meeting with an overview of the tasks that had been completed to date.
 - The Environmental Site Assessment, Traffic Study, and Purpose and Need were finalized.
 - RK&K developed two draft alternatives of improvements, in addition to the no-build.
- Pat Martino presented the alternatives that were developed
 - Alternative 2 - Sidewalk on both sides of roadway, and grass buffers between sidewalk and roadway in all locations
 - Alternative 3 - Continuous sidewalk on the north side of the roadway, and sidewalk on the south side to replace existing limits. Grass buffer is provided only where impacts would be minimal.
- Aruna Miller, Pat Shepherd, and Greg Hwang provided comments on the alternatives
 - The right turn bay at Goldleaf Drive should be maintained under all alternatives
 - Alternative 1 "No Build" should become an Existing Conditions plan, instead of being a separate No Build Alternative.
 - A new minimal alternative should be developed, in order to give residents meaningful choices.
 - New Alternative 1 - Minimal - should have sidewalks only, no bike lanes or continuous buffer.

- Buffer would be provided only where the sidewalk is immediately adjacent to roadway with no shoulder.
 - This alternative addresses only the request that was received - for sidewalks, while absolutely minimizing impacts
 - Alternative 2 - Medium - the previous Alternative 3.
 - Eliminate the green buffer where it would otherwise create residential property impacts.
 - Alternative 3 - Large - the previous Alternative 2.
- Frances Amir noted that the county is only able to use its quick take for road improvements; for sidewalk improvements, property acquisition may make the project infeasible.
- Pat Shepherd provided a brief summary of the next steps on the project schedule.
 - Draft Newsletter - Early October 2013
 - Mail Newsletter - Mid October 2013
 - Public Workshop - Mid November 2013

RK&K Action Items:

- Develop Alternative 1 - Minimal alternative
- Revise Alternatives 2 and 3 to incorporate Project Team comments
- Create draft newsletter

MCDOT Action Items:

- Review and provide comments on Draft Alternatives 2 and 3

M-NCPPC Action Items:

- Review and provide comments on Draft Alternatives 2 and 3

SHA Action Items:

- Review and provide comments on Draft Alternatives 2 and 3

cc: Attendees

MEETING MINUTES

DATE OF MEETING: November 18, 2013

DATE OF MINUTES: November 23, 2013

ATTENDEES:

Name	Organization	Phone	Email
Aruna Miller	MCDOT, Planning	240-777-7240	Aruna.Miller@montgomerycountymd.gov
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Kyle Liang	MCDOT, Traffic	240-777-2190	Kyle.Liang@montgomerycountymd.gov
Jack Goode	MCDOT, Traffic	301-881-2545	Jack.Goode@montgomerycountymd.gov
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John McLaughlin	Washington Aqueduct	202-764-0045	John.g.McLaughlin@usace.army.mil

MINUTES:

A team meeting was held on November 18, 2013 for the Goldsboro Road Bicycle and Pedestrian Improvements, Facility Planning Phase I project. The purpose of the meeting was to present and discuss the alternatives that were developed as a result of the previous team meeting.

- Greg Hwang initiated the meeting by describing the current status of the planning study
 - A public meeting is scheduled for Wednesday, December 4, and all project team members are invited to attend
 - Four plans will be presented at the meeting
 - Existing Conditions
 - Alt 1 - Minimal impacts / buffer spacing
 - Alt 2 - Increased buffer with some impacts in existing ROW in front of residences
 - Alt 3 - Continuous sidewalk along both sides of Goldsboro
- Pat Martino presented the new Alternative 1 - Minimal alternative. This alternative was developed to minimize impacts to property owners, and provide the minimum of improvements to address the community's request.
 - Because of existing roadway width, shoulder / bike lane could be provided for all of the project area, except for 1000' along the south side of the roadway near Massachusetts. Providing shoulder / bike lane here would require additional widening, but would not require additional right-of-way, or impact residences front yards.
 - It was noted that MDSHA would likely require continuous bike lanes, unless a bicycle waiver was obtained.

- Since an acceptable intersection option would not be agreed upon prior to the public meeting, the project team decided that the intersection options will not be presented to the public, and the "no-build" option which provides crosswalks at Princeton Ave and at the south side of the intersection will be presented instead

RK&K Action Items:

- Revise Alts 1 - 3 to incorporate comments from this meeting by Friday, November 22
- Respond / revise plans based on comments subsequent to meeting, and prepare plans / boards for Dec 4 public meeting

MCDOT - Planning Action Items:

- Distribute revised Alts 1 - 3 to project team
- Provide final comments on Alts 1 - 3 in advance of public meeting

M-NCPPC Action Items:

- Provide final comments on Alts 1 - 3 in advance of public meeting

MDSHA Action Items:

- Provide final comments on Alts 1 - 3 in advance of public meeting

Washington Aqueduct Action Items:

- Provide point of contact with engineering division to discuss limits of impacts permissible for intersection options
- Provide final comments on Alts 1 - 3 in advance of public meeting

cc: Attendees

MEETING MINUTES

DATE OF MEETING: January 30, 2014

DATE OF MINUTES: June 17, 2014

ATTENDEES:

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Rick Adams	RK&K	410-462-9247	radams@rkk.com

MINUTES:

A team meeting was held on January 30, 2014 for the Goldsboro Road Bicycle and Pedestrian Improvements, Facility Planning Phase I project. The purpose of the meeting was to discuss the public comments that had been received, and select a preferred alternative

- Pat Martino initiated the meeting by describing the project history, and explaining the three alternatives presented at the public meeting
 - Alternative 1 - Sidewalk + Bike Lanes
 - Alternative 2 - Sidewalk with Green Buffer + Bike Lanes
 - Alternative 3 - Sidewalk both sides with Green Buffer + Bike Lanes
- Pat summarized the public comments received to date
 - Overwhelmingly supportive of the project
 - Support for all 3 Alternatives
 - Several requested the project be extended further east to Bradley Boulevard
 - It was recommended by the team that the scope of the project not be expanded at this time, but that the connection from River to Bradley could be added to the CIP for Facility Planning, and that the prospectus should recommend a future connection to Bradley

- The team agreed that Alternative 2 would be selected as the Preferred Alternatives, with further refinements to be included based on Project Team comments
- Greg noted that several residents requested lighting be provided
 - Greg will request that MCDOT lighting review the plans to note opportunities for providing proposed lighting
- Pat noted that the resident at 6701 Goldsboro Road (Station 108+80 LT) had objected to making their driveway steeper, noting that they had limited parking
 - RK&K will evaluate whether impacts to the driveway can be reduced
- The sidewalk in NPS property is a potential coordination issue
 - MCDOT should contact NPS to coordinate improvements on NPS property adjacent to the circle
- It was suggested that puppy tracks be added across the Rannoch Road intersection
- It was suggested that the buffer between sidewalk and curb be expanded at 118+20 LT, and 131+30 LT
- The team questioned whether the bus stop at Gold Leaf can be removed
 - RKK will follow up with Lee Winestone
- It was suggested that the bicycle pocket lane use puppy tracks, per the SHA detail
- The team discussed issues at the River Road / Goldsboro Road Intersection
 - It was questioned whether all the crosswalks were necessary
 - Jeff noted that with low ped volumes, the crosswalks would not be too impactful to operations at the intersection
 - It was suggested that additional sidewalk connections to existing shoulders be considered
 - It was suggested that striping for bicycles be added to the eastern leg of the intersection

RK&K Action Items:

- Revise plans based on comments from meeting
- Distribute PDFs of the refined Alternative, and post to Projectwise for SHA

MCDOT Action Items:

- Provide comments on refined alternative

M-NCPPC Action Items:

- Provide comments on refined alternative

MDSHA Action Items:

- Provide comments on refined alternative

cc: Attendees