



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

September 16, 2015

Mr. Al Roshdieh
Acting Director, Montgomery County Department of Transportation
Executive Office Building (EOB)
101 Monroe Street, 10th Floor
Rockville, Maryland 20950

RE: White Flint West Transportation, Phase 2
CIP No. 501116
Mandatory Referral No. 2015029

RECEIVED
DOT
SEP 22 2015
DIVISION OF TRANSPORTATION
ENGINEERING

Dear Mr. Roshdieh:

At our regularly scheduled meeting on September 10, 2015, the Planning Board approved the Mandatory Referral of the above project with the comments enumerated below.

As you know, this project is critical to the success of the White Flint Sector Plan area and, by extension, to the future economic health of Montgomery County. We appreciate your concurrence with the Planning Board and staff, as expressed during the meeting, in order to meet the intent of the Plan and which will also prioritize bicyclist and pedestrian accommodations.

Since the Maryland State Highway Administration is a critical partner in ensuring the success of development in White Flint, we look forward to your staff's initiating a meeting with them and our staff to resolve these issues.

Our enumerated comments are as follows:

1. Bus Rapid Transit (BRT): The North Bethesda Transitway has an alternative alignment that runs along both legs of Old Georgetown Road within the limits of this project, as well as a planned station at the East Jefferson Street/Hoya Street intersection. A determination should be made as to the space requirements of that transitway and those requirements should be reflected in the design before proceeding with the construction of this project.
2. General:
 - a. The Capital Improvements Program Project Description Form for this project should be modified to reflect any and all variances from the requirements of

Chapter 49 of the County Code- including travel lane width, curb radii, curb extensions, and target speeds - and submitted to the County Council for approval.

- b. The maximum target speed for the roads to be constructed or reconstructed under this project should be 25 mph per the 2014 Urban Road Code bill and the White Flint Sector Plan. Also in accordance with this bill, reduce travel lane widths to ten feet; reduce curb radii to fifteen feet unless a greater radius is needed to accommodate the design vehicle; and provide curb extensions at intersections on streets with parking lanes.
- c. Use six-inch-high, rather than eight-inch-high, curbs on this project to avoid unnecessarily reducing the usable width of the sidewalk, lengthening the pedestrian crossing distance in the allowed traffic signal cycle, and requiring more effort by handicapped persons to cross the street.
- d. Construct sidewalks and paths behind handicap ramps wherever possible rather than have the ramps in the main travel path around the corner.
- e. Widen all handicap ramps that accommodate bicyclists on shared use paths to ten feet wide.
- f. Provide dual, directional handicap ramps at all intersections and provide median pedestrian refuges on all legs of divided roadways at intersections.
- g. Medians of six feet in width or greater should be landscaped and medians of ten feet in width or wider should be planted with trees. Concrete medians narrower than six feet should be constructed with an ashlar slate formwork surface.

3. Market Street:

- a. Provide curb extensions on Market Street at Old Georgetown Road to meet the requirements of the recent Urban Road Code changes and provide handicap ramps to cross all four legs of the Executive Boulevard/Market Street intersection. Locate the proposed handicap ramps to minimize pedestrian crossing distances.
- b. Provide handicap ramps, a marked crosswalk, a median refuge, and a traffic signal on the south leg of Old Georgetown Road at Market Street.
- c. The intersection of Executive Boulevard and Market Street should either be fully stop sign-controlled or traffic signal-controlled to ensure pedestrian safety.

4. East Jefferson Street:

- a. Provide separated bike lanes on East Jefferson Street.
- b. Consider reducing the number of turn lanes on East Jefferson Street.

- c. Eliminate the proposed free-right turn lane in the southwest quadrant of the Old Georgetown Road intersection or modify it to improve pedestrian safety.
 - d. Provide a marked crosswalk with handicap ramps and a median pedestrian refuge on the east leg of East Jefferson Street 450 feet west of Hoya Street at the traffic signal controlling driveways on the north and south sides of the street. Provide a median pedestrian refuge on the west leg also.
5. Old Georgetown Road – south leg:
 - a. Provide two-way separated bike lanes on the east side of Old Georgetown Road from Nicholson Lane to East Jefferson Street with a pavement width of eleven feet.
 - b. Work with SHA to narrow the proposed lane widths to ten feet.
 - c. Where a curb-attached sidewalk is proposed, offset the sidewalk on the west side of Old Georgetown Road from the curb by a minimum five-foot-wide landscape panel with street trees.
 - d. Minimize the length of landscaped median to be removed and replaced by unused, striped-out pavement.
6. Old Georgetown Road – east leg:
 - a. Reduce the curb-to-curb roadway width of the segment between Hoya Street and Executive Boulevard to 76 feet by deleting the proposed eastbound right turn lane. Work with SHA to narrow the proposed lane widths to ten feet.
 - b. Separated bike lanes would provide a better accommodation than the planned on-road bike lanes and a shared-use path without requiring any additional space.
 - c. Provide dual directional handicap ramps in the southwest corner of the Executive Boulevard Extended/Grand Park Avenue intersection and a median pedestrian refuge should be provided on all four legs of the intersection.
7. Executive Boulevard Extended: Reconsider building separated bike lanes on Executive Boulevard Extended from 300 feet south of Marinelli Road to Old Georgetown Road (east leg) in the context of providing a comprehensive bicycle facility network for White Flint. This could be accomplished by eliminating the proposed center turn lane, as well as reducing the width of the travel lanes to ten feet. If the center turn lane cannot be eliminated, consider other modifications to the typical section to achieve the separated bike lanes.
8. Hoya Street:
 - a. Widen the median on the south leg of Hoya Street at Montrose Parkway to six feet and provide a median refuge.

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- b. Convert the shared use path to two-way separated bike lanes on the east side of Hoya Street with a pavement width of eleven feet.
 - c. Work with SHA to narrow the proposed lane widths to ten feet.
9. Obtain a new Forest Conservation Exemption for Phase II to include proposed roadway modifications.

Thank you for the opportunity to review this important project. We look forward to continuing to work with your staff. If you have any questions or comments concerning our review, please call our Master Planner, Larry Cole, at 301-495-4528.

Sincerely,



Casey Anderson
Chair

cc: Pete K. Rahn, Maryland Secretary of Transportation
Gregory C. Johnson, Maryland State Highway Administrator
Gregory Slater, Director, SHA Office of Planning and Preliminary Engineering
Brian W. Young, SHA District 3 Engineer
Bruce Johnston, Chief, MCDOT Division of Transportation Engineering
Dan Sheridan, Project Manager