



MARC Rail Communities Plan Boyd's & Germantown



Transportation Updates

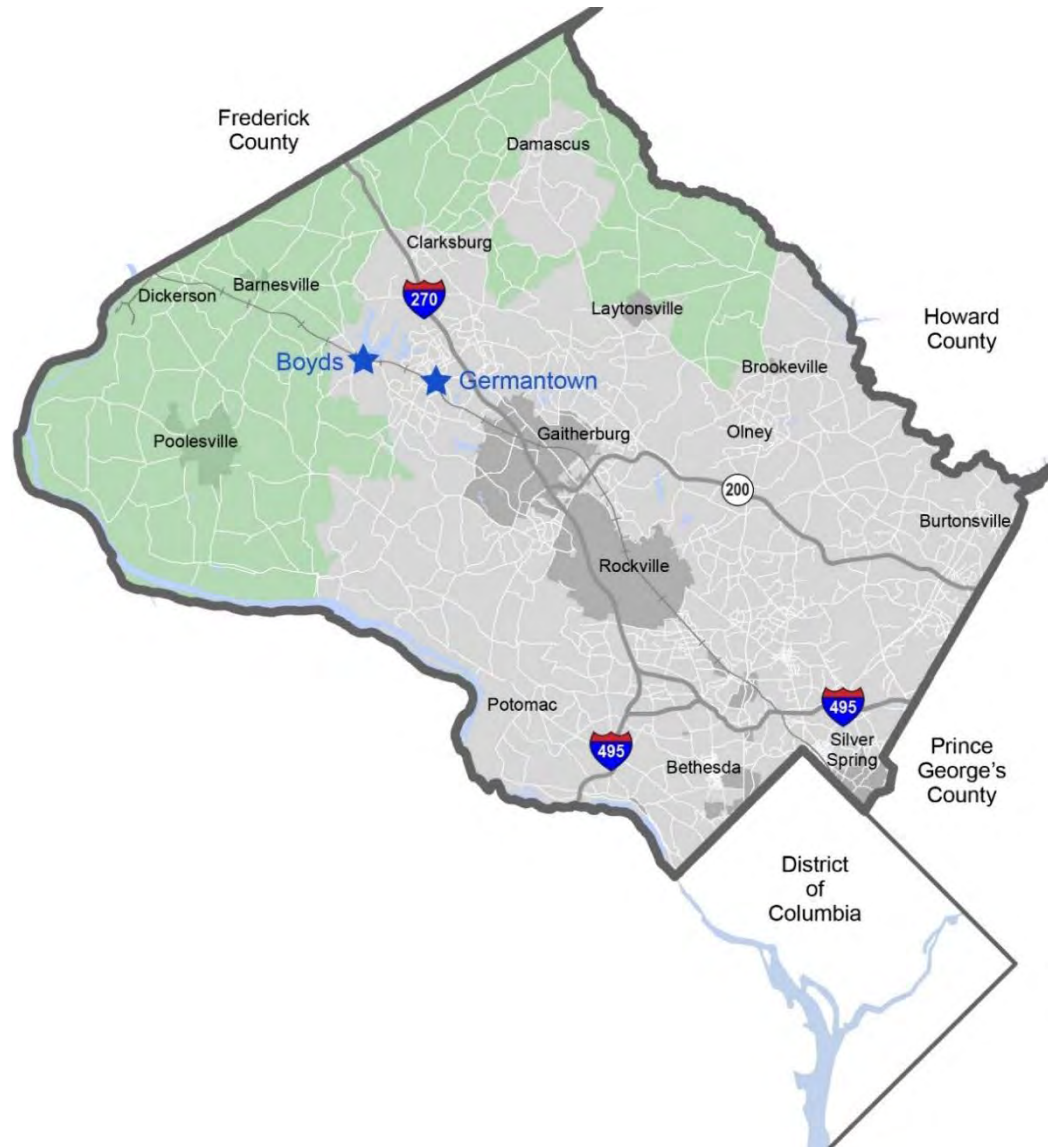
November 30, 2016



M-NCPPC
November 30, 2016
Community Meeting

Presentation Overview

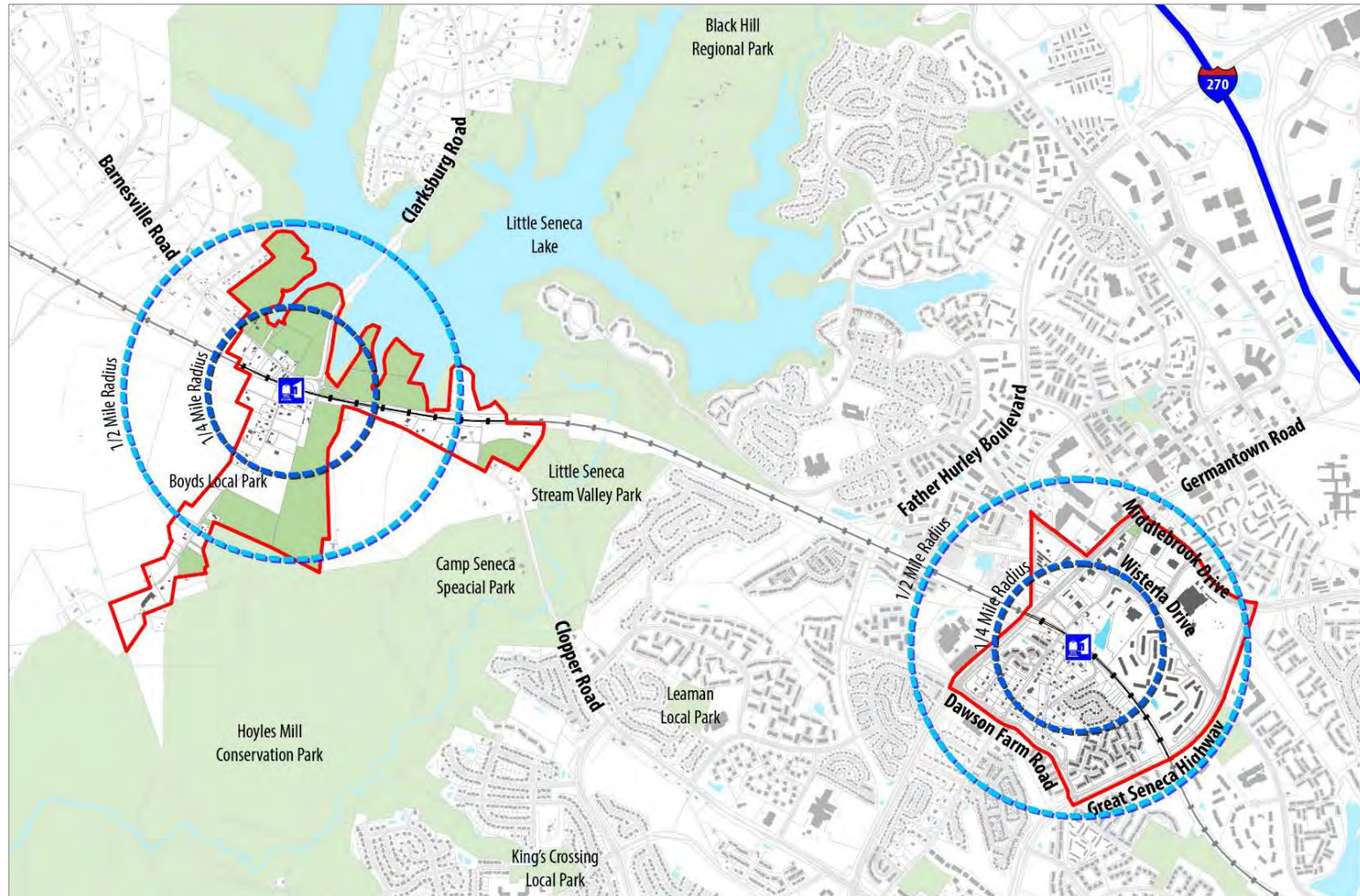
- ▶ Introduction
- ▶ Plan Purpose
- ▶ Guiding Principles
- ▶ Boyds Issues, Concepts and Findings
- ▶ Germantown Issues, Concepts and Findings
- ▶ Next Steps



MARC Rail Communities Plan Boyds & Germantown

Introduction

Vicinity Map

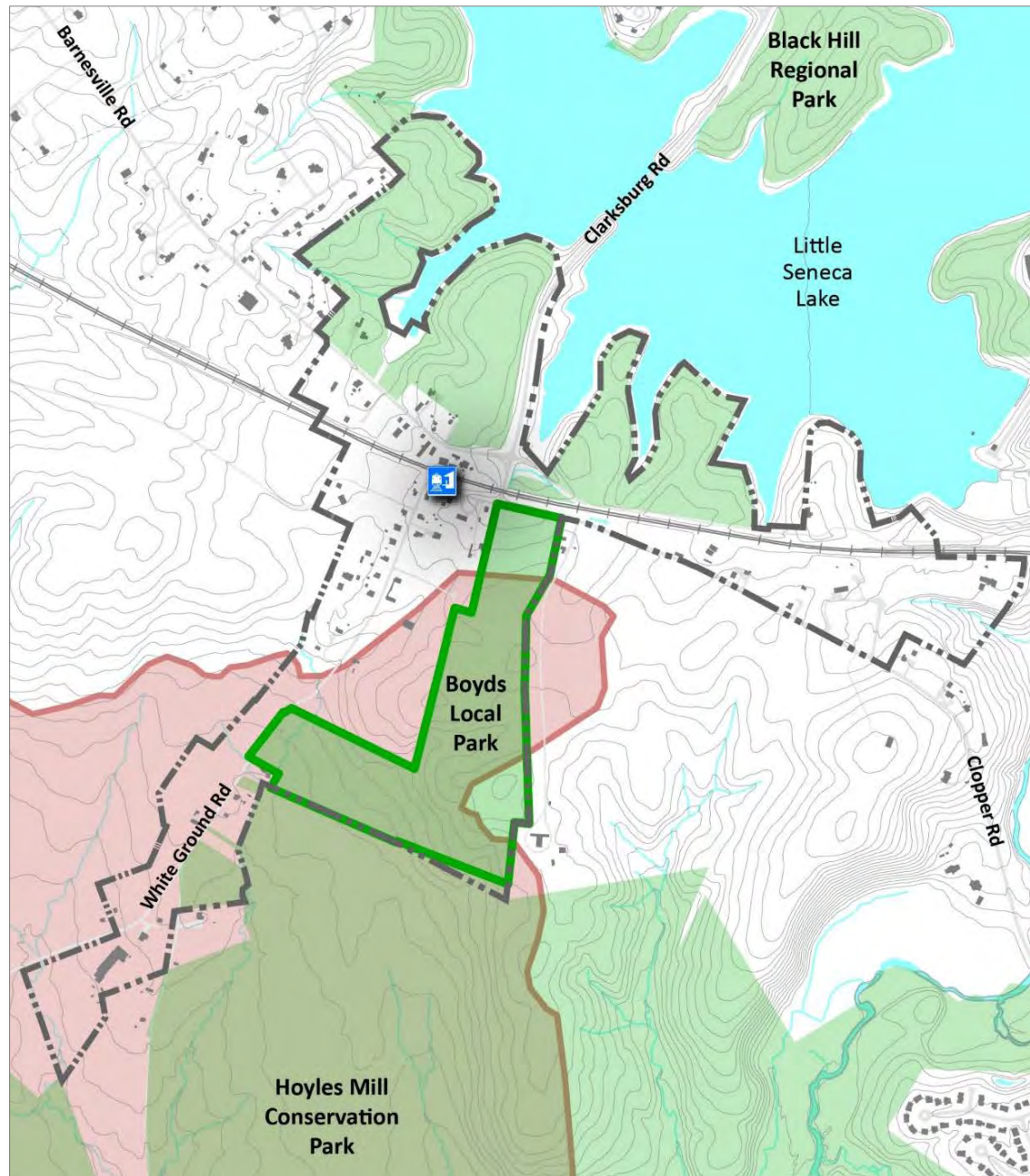


Guiding Principles

- ▶ Provide Streetscapes that Work for All Users
- ▶ Support Existing and Future Transit Options
- ▶ Support Housing Choices
- ▶ Protect and Enhance Historic Districts
- ▶ Promote Sustainable Practices that Enhance Communities



Boyd's



MARC Rail Communities Plan Boyd's & Germantown

Boys

Characteristics

- ▶ Distinctive Environmental Setting
- ▶ Borders the Agricultural Reserve
- ▶ Integrity of the Historic District
- ▶ Diabase Geology



Boyd's

Concerns

- ▶ Limited MARC Service
- ▶ Limited Parking for MARC
- ▶ Rush Hour Traffic Backups
- ▶ Limited Separated Facilities for Pedestrians and Bicyclists
- ▶ Impact of a Potential Third Track (CSX)



Boyds Preliminary Concept

- ▶ Protect the integrity of the historic and natural environmental settings.
- ▶ Support commercial uses in the historic district.
- ▶ Promote uses compatible with the historic district and sites.
- ▶ Increase MARC ridership to support station viability.
- ▶ Consider replacement locations for underpass and MARC station.



Boyds

Community Request to Study Replacement for the CSX Underpass:

- ▶ Alternative 1- Over Tracks
- ▶ Alternative 2- Under Tracks

This preliminary study addresses the following:

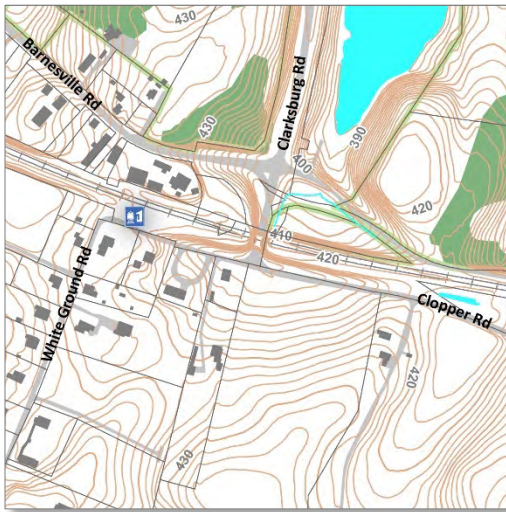
- ▶ Traffic
- ▶ Pedestrian and Bicycle Facilities
- ▶ Age of Underpass
- ▶ Substandard Height and Width of Underpass



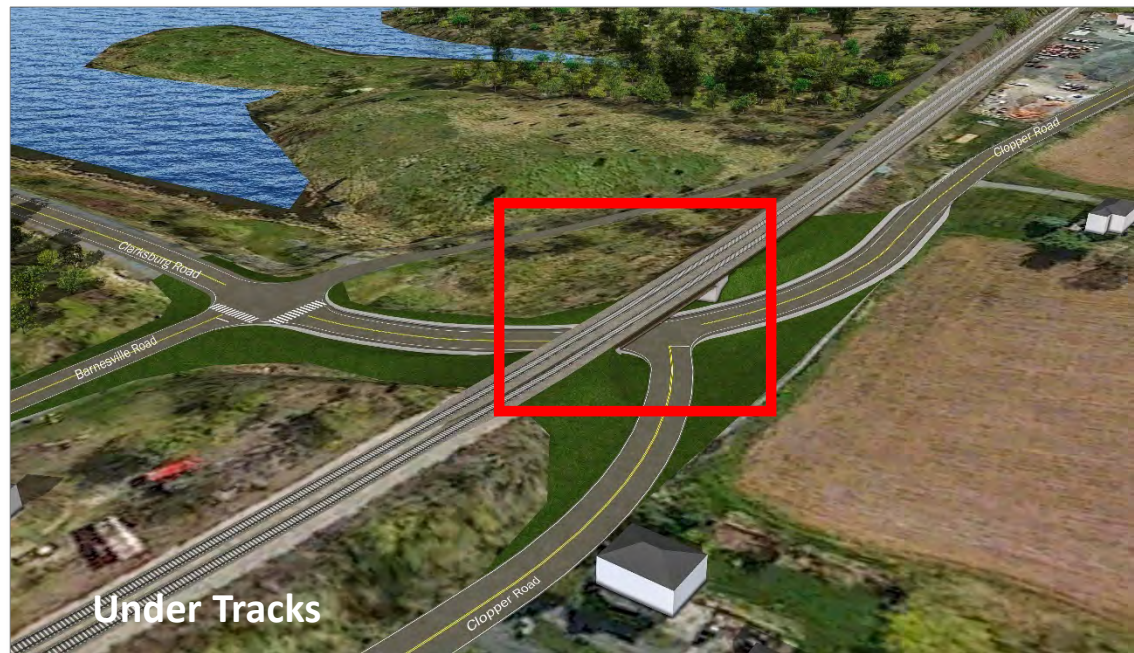
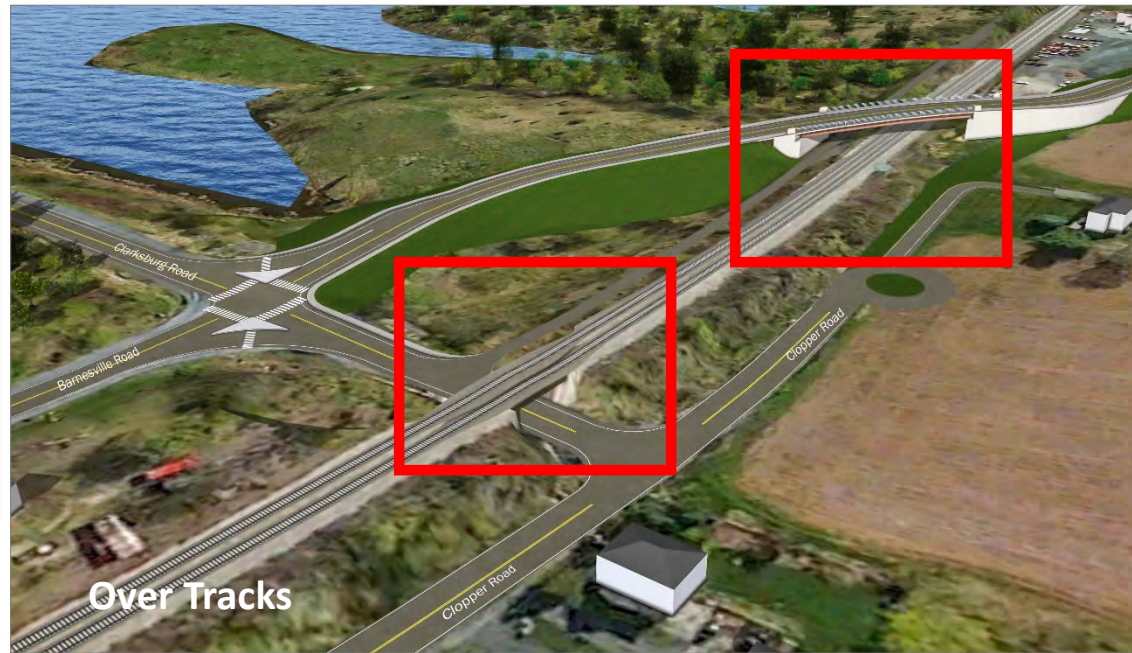
Criteria for Review of Boyds Alternatives

- ▶ **Compatibility** with the Historic District and Environmental Setting
- ▶ Improve **Accessibility** to MARC Station
- ▶ Supports Station Relocation **Option**
- ▶ **Minimize** Park Impacts
- ▶ **Minimize** Little Seneca Lake Impacts
- ▶ **Minimize** Agricultural Reserve Impacts



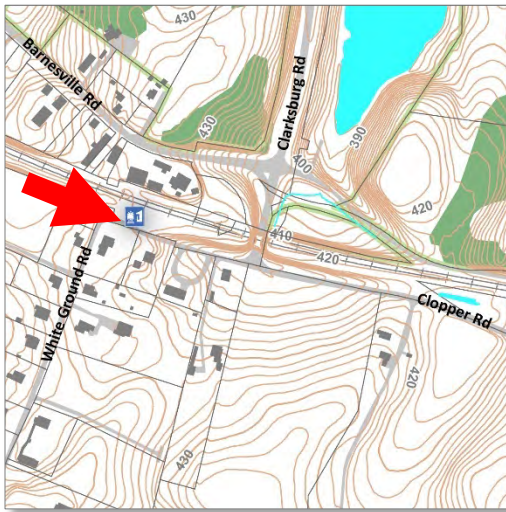


Aerial View of Overpass and Underpass Alternatives

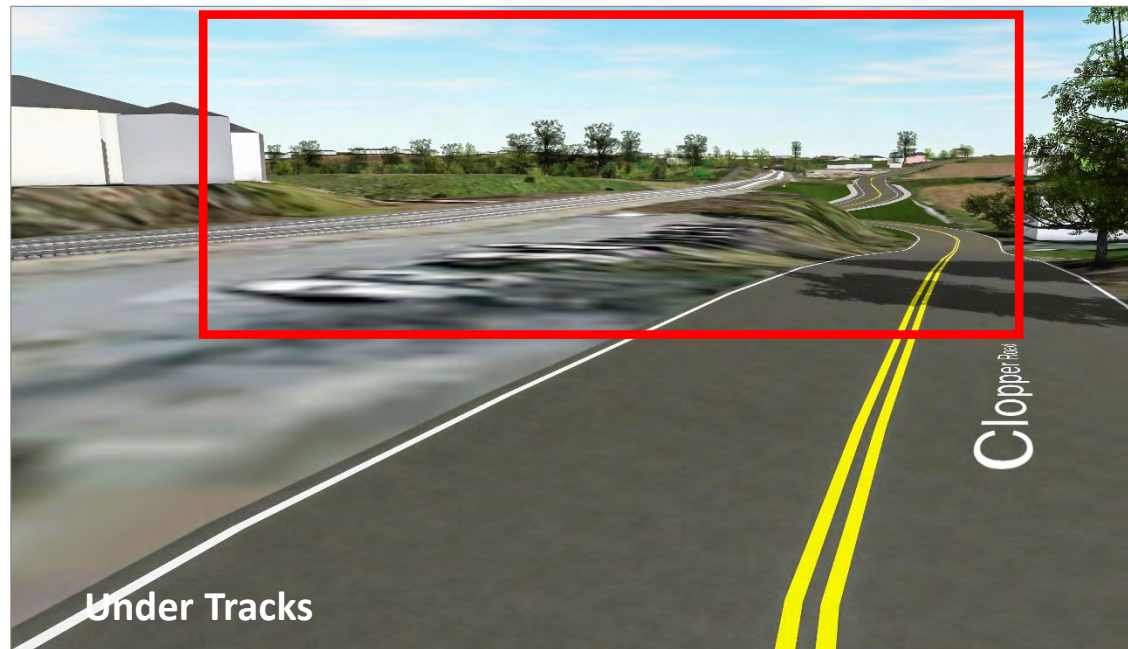
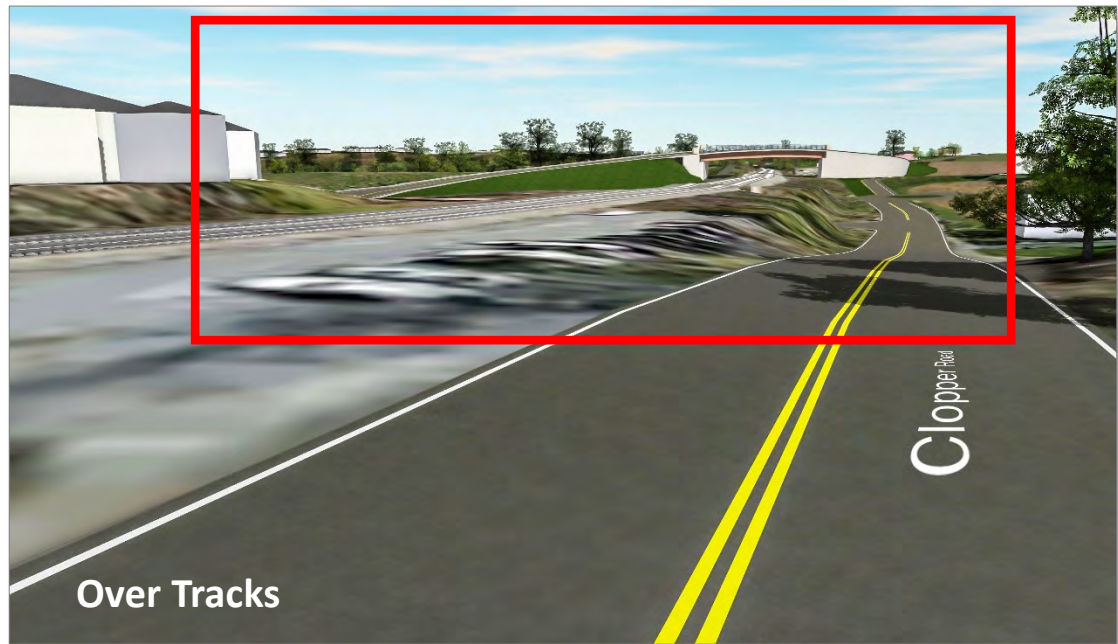


MARC Rail Communities Plan

Boys & Germantown



From the MARC Station
Looking East on Clopper Road



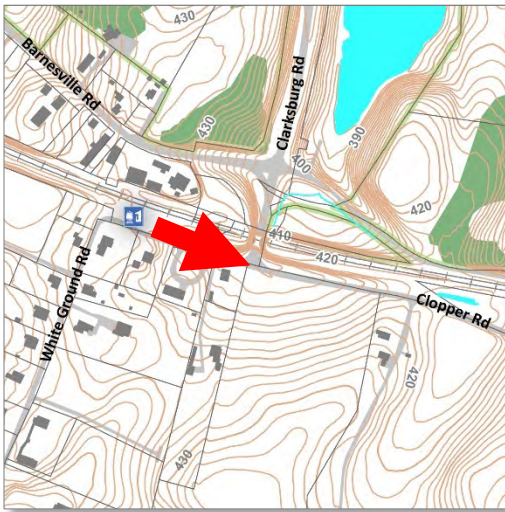
MARC Rail Communities Plan

Boys & Germantown



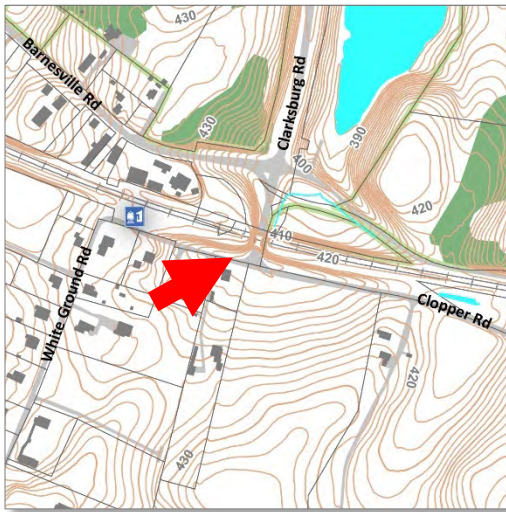
MARC Rail Communities Plan

Boys & Germantown

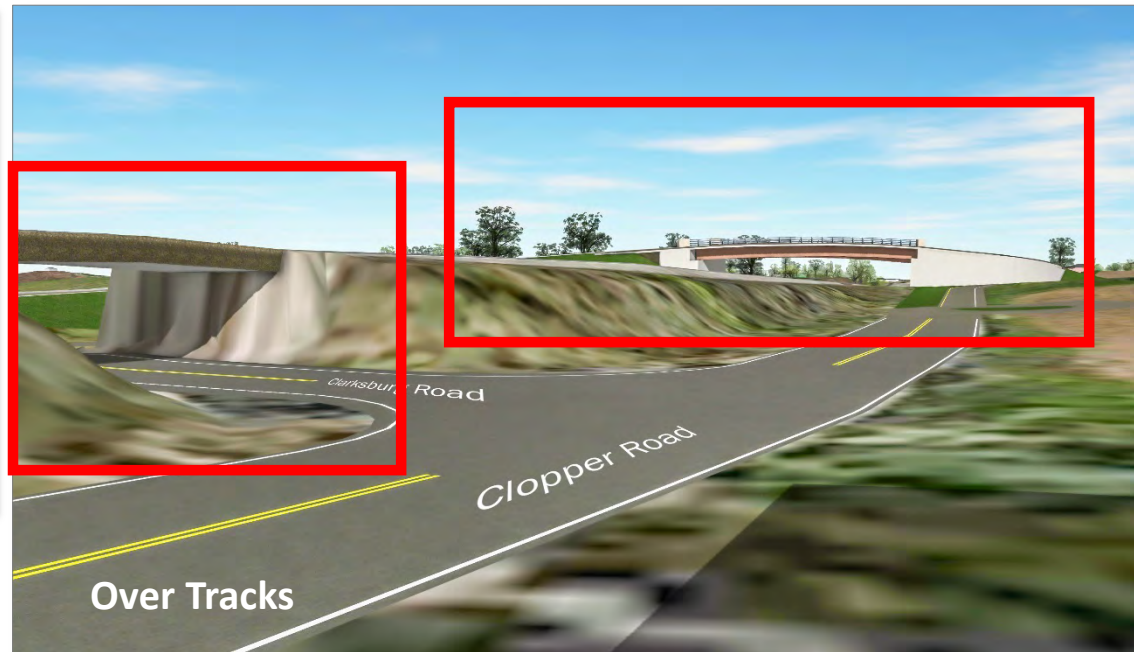


Looking East on Clopper Road
towards the Overpass or
Underpass





Looking at the Intersection of
Clarksburg and Clopper Roads



Over Tracks

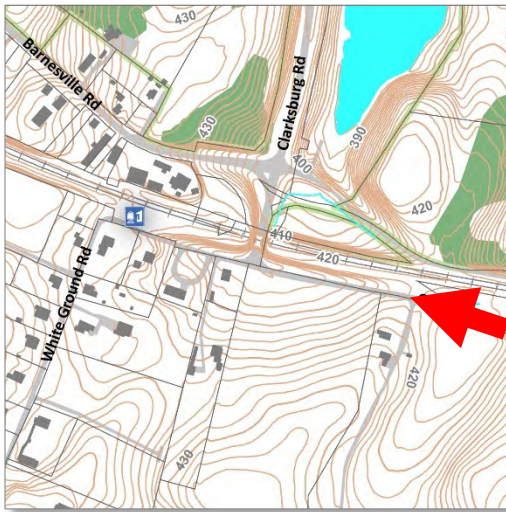


Under Tracks

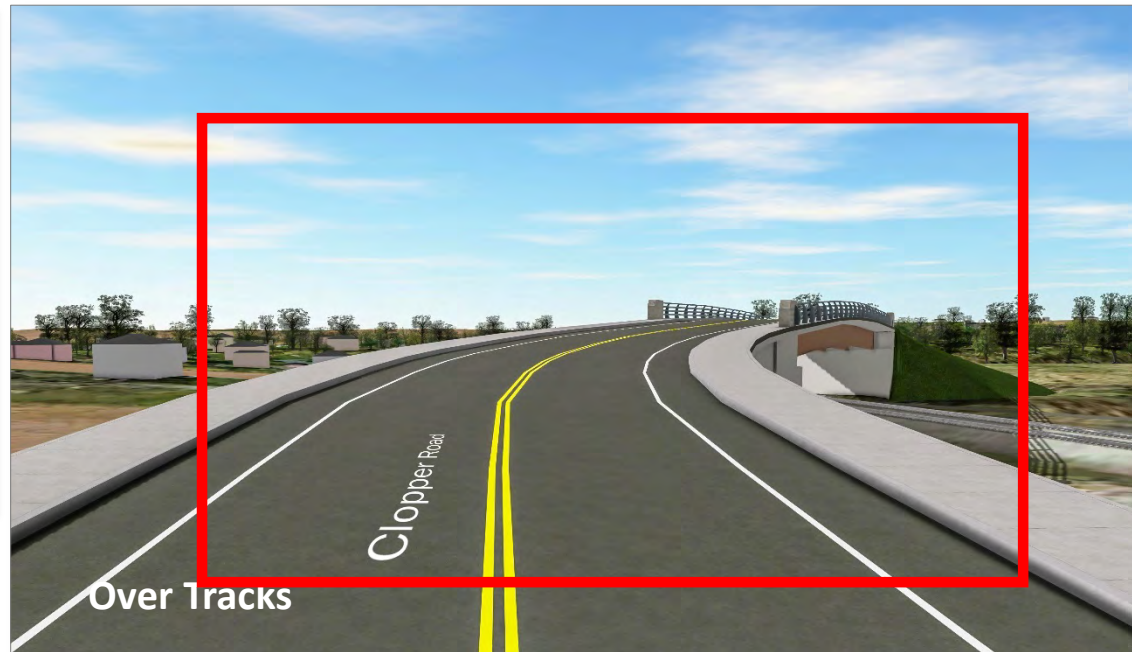


MARC Rail Communities Plan

Boys & Germantown

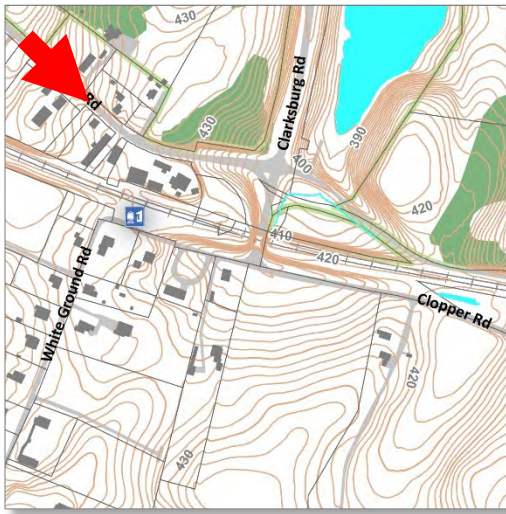


Looking West along
Clopper Road

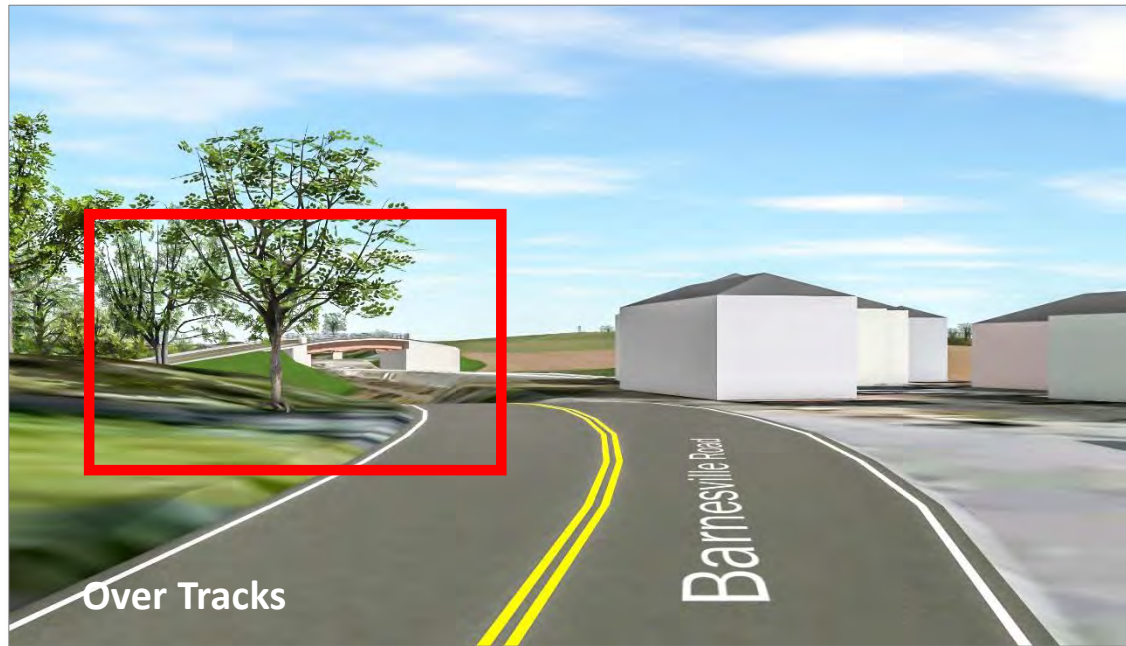


MARC Rail Communities Plan

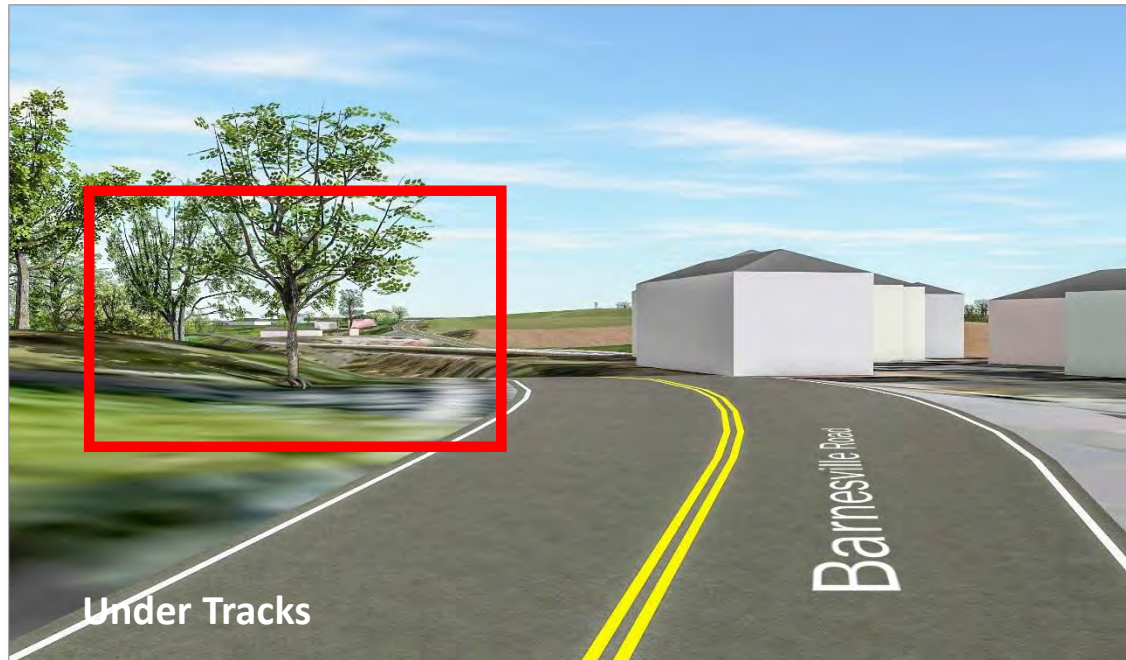
Boys & Germantown



Looking towards the
Commercial Buildings on
Barnesville Road



Over Tracks

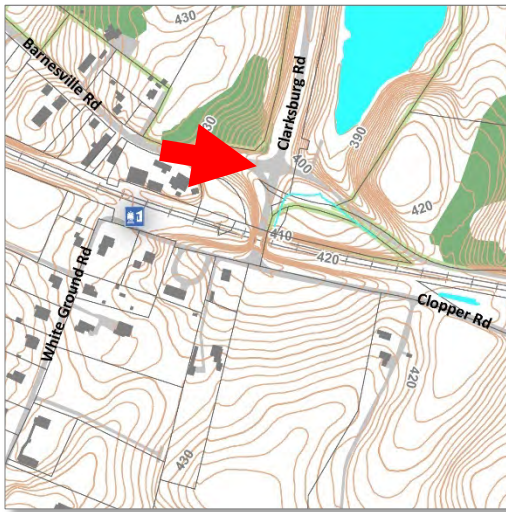


Under Tracks

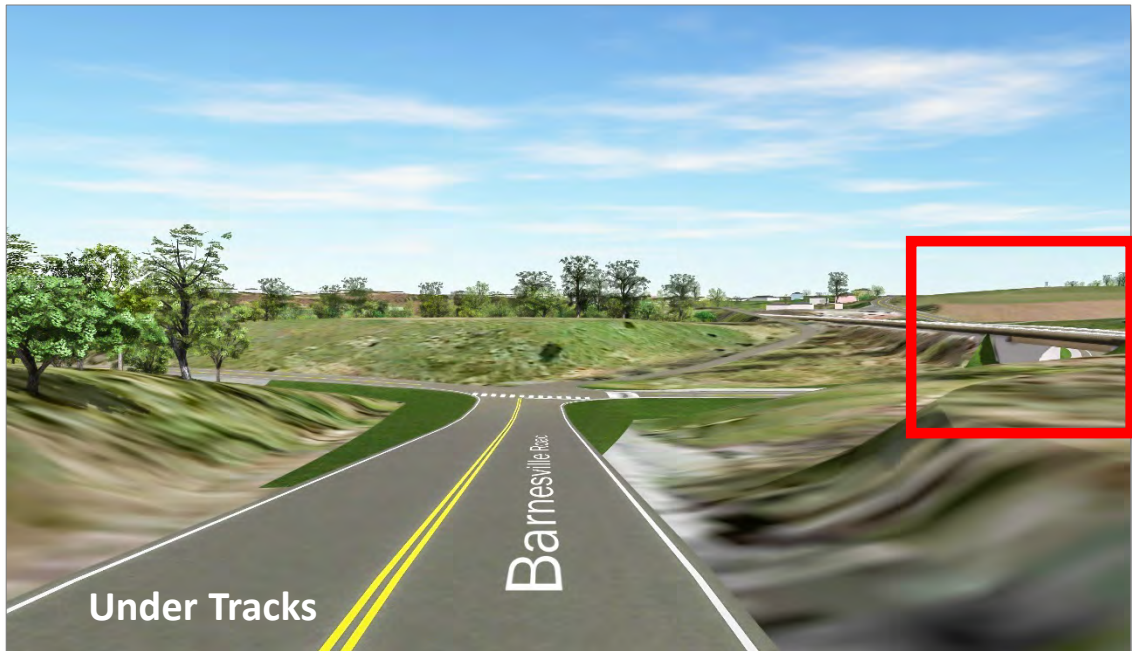
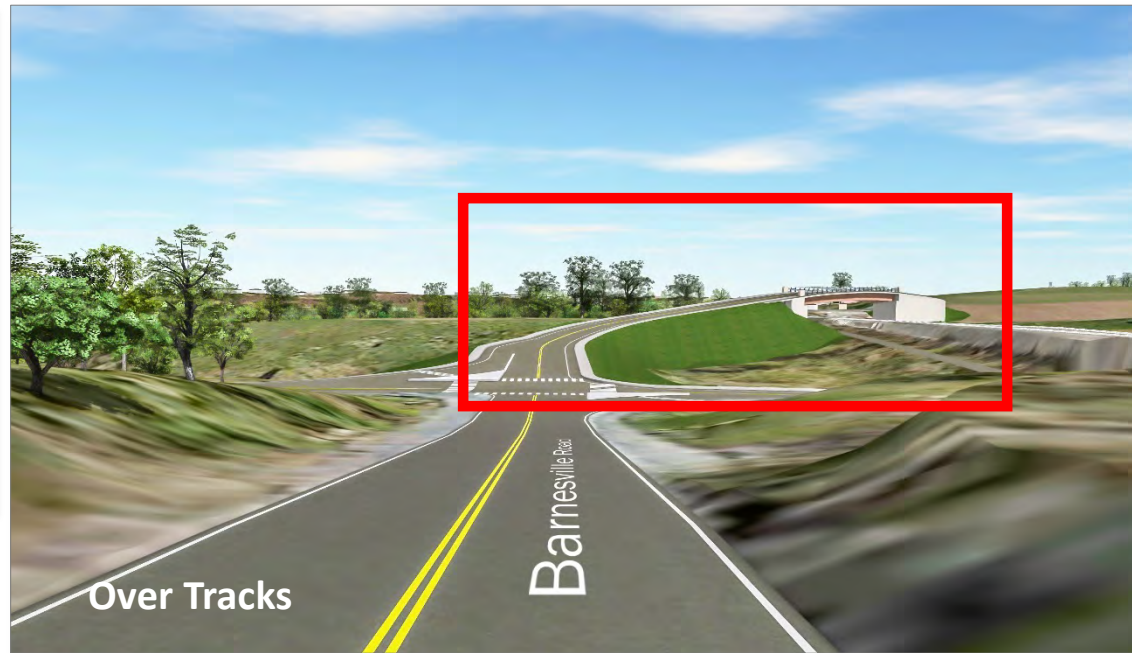


MARC Rail Communities Plan

Boys & Germantown



Looking East on Barnesville Road towards the Intersection of Barnesville and Clarksburg Roads



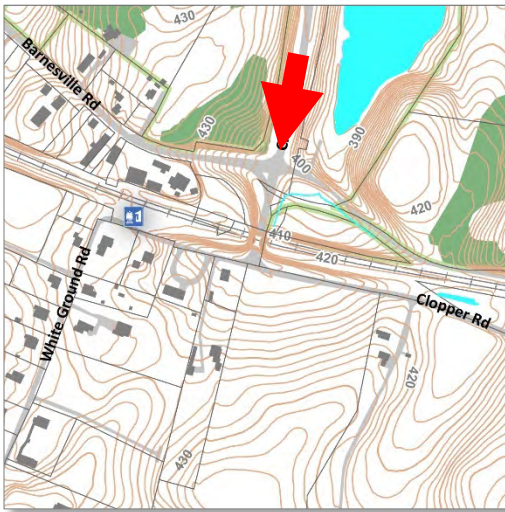
MARC Rail Communities Plan

Boys & Germantown

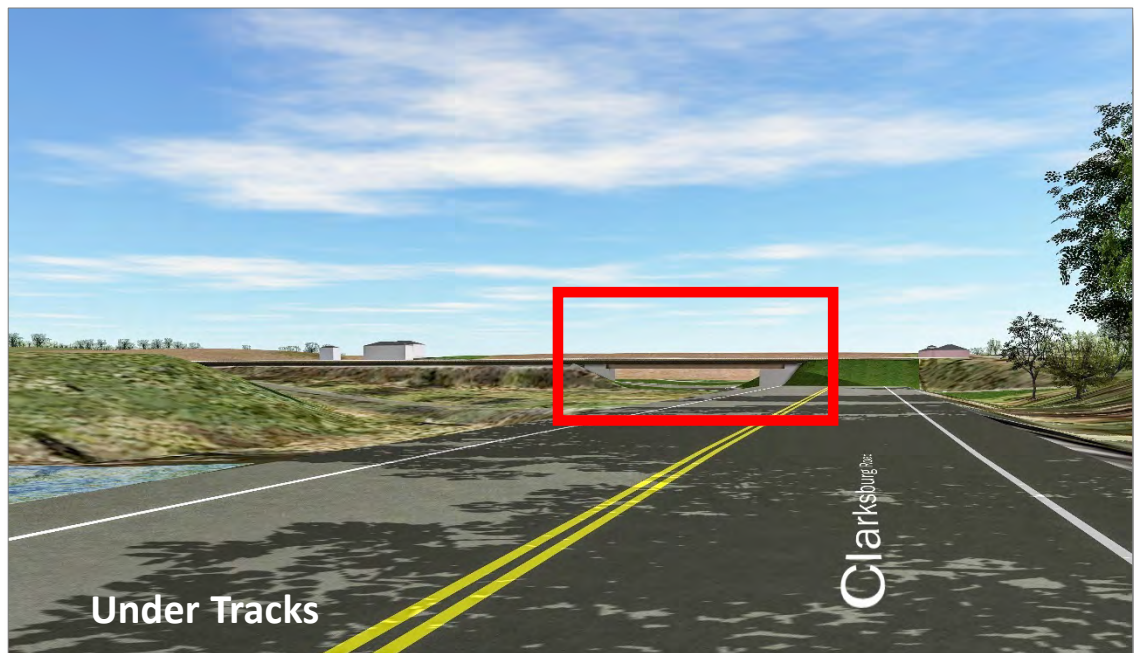


MARC Rail Communities Plan

Boys & Germantown



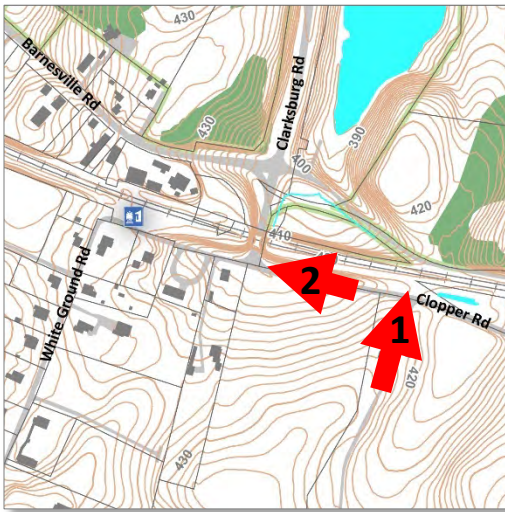
Looking South on Clarksburg Road towards the Over Track and Under Track Options



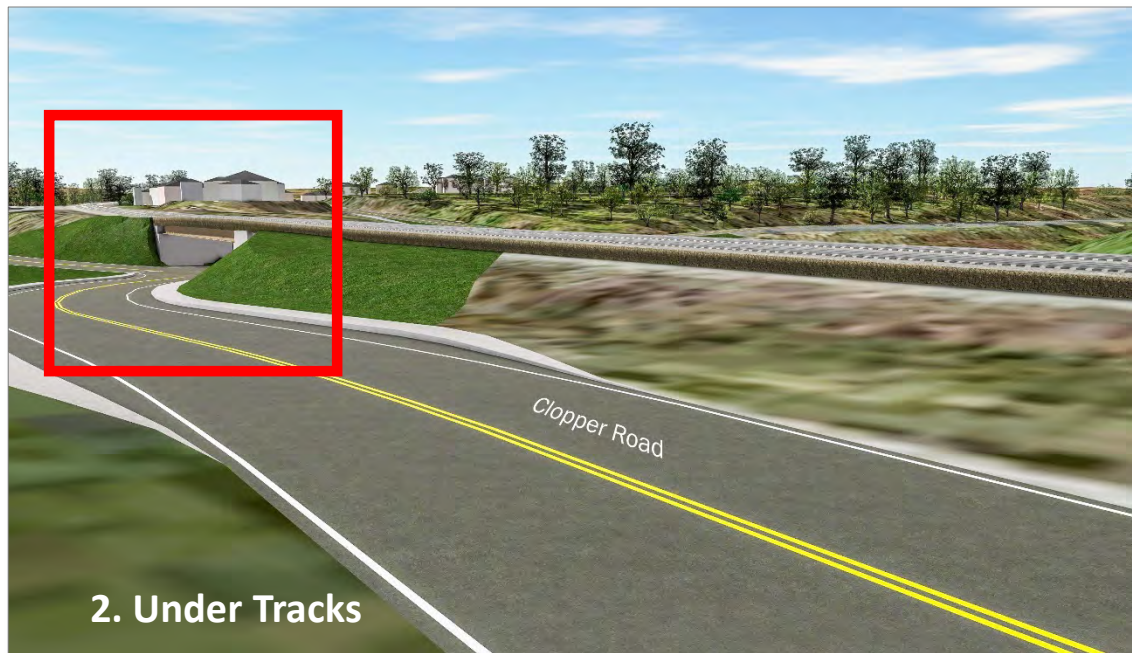


MARC Rail Communities Plan

Boys & Germantown



Two Views from the Edge of the Plan Area along Clopper Road

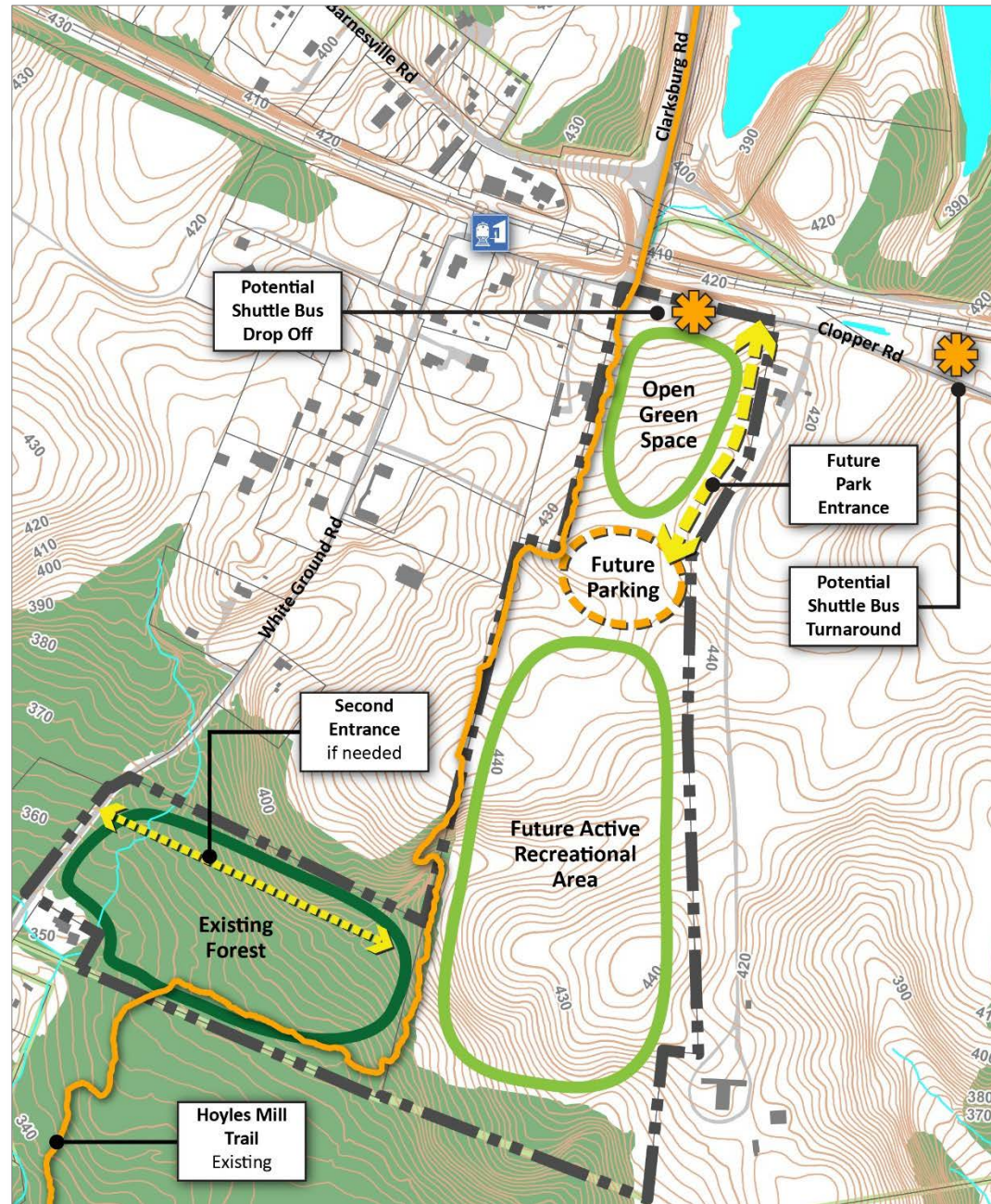


Boyds Local Park Concept

- ▶ Currently, there is an existing Hoyles Mill Trail.

Questions for future Parks analysis:

- ▶ What is Diabase geology extent?
- ▶ Do we compete with the topography or complement it?
- ▶ Does the park have typical park uses or unique park uses?



Existing Boyds Road Classifications

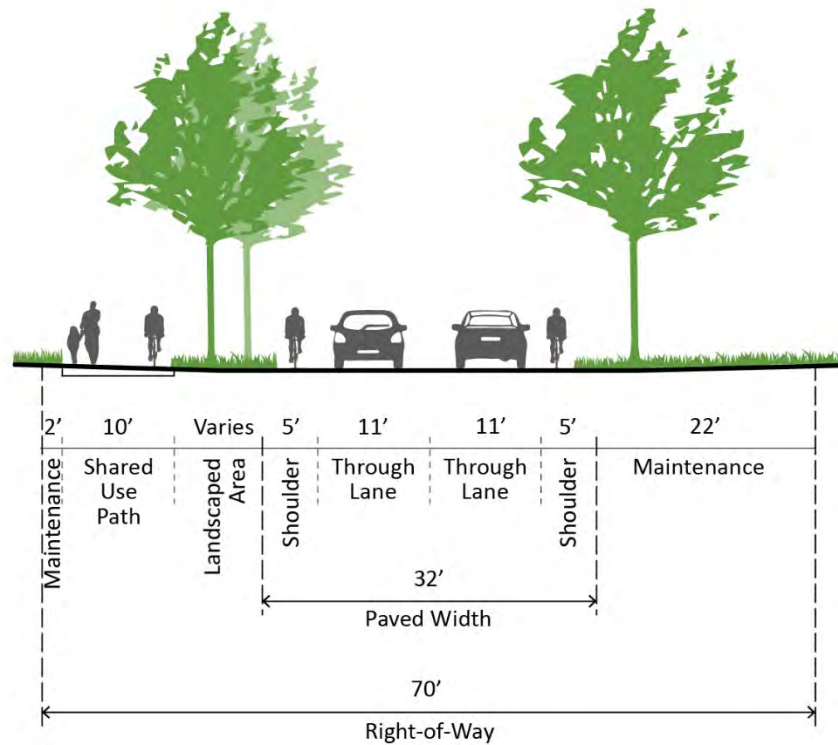


Existing Boyds Road Classifications (Clopper Road)



MARC Rail Communities Plan Boyds & Germantown

Proposed Clopper Roads Street Section

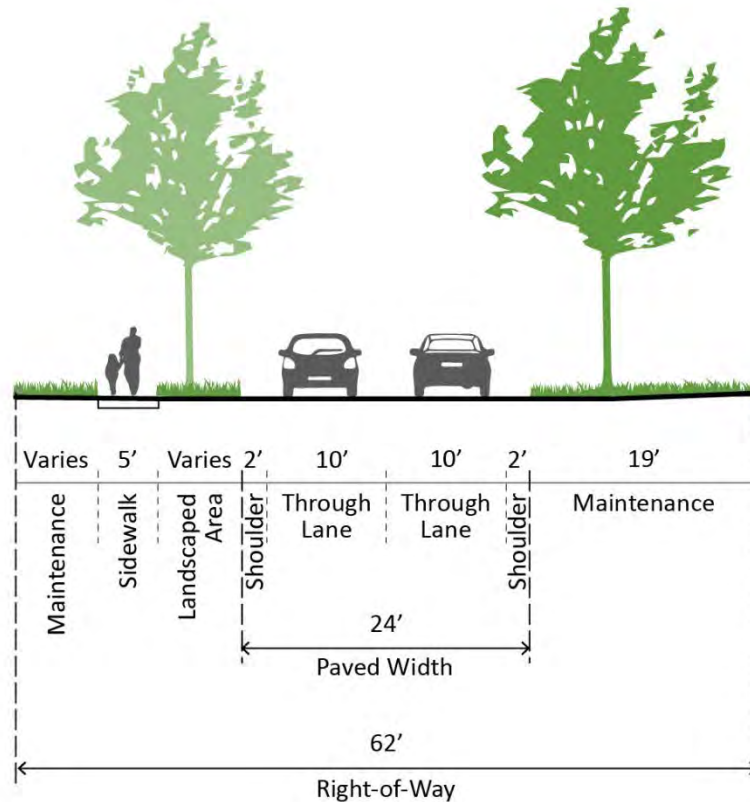


- ▶ Based on Country Arterial (MC-2004.35)
- ▶ Extends From Clarksburg Road to Eastern Edge of Plan Boundary
- ▶ Reconfirm Shared Use Path

Existing Boyds Road Classifications (Barnesville Road)

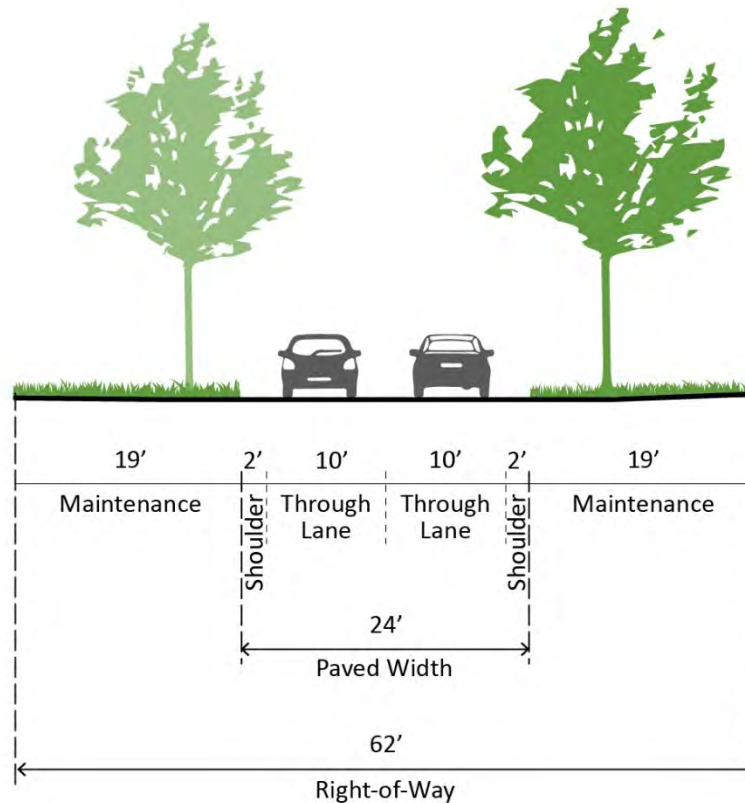


Proposed Barnesville Roads Street Section



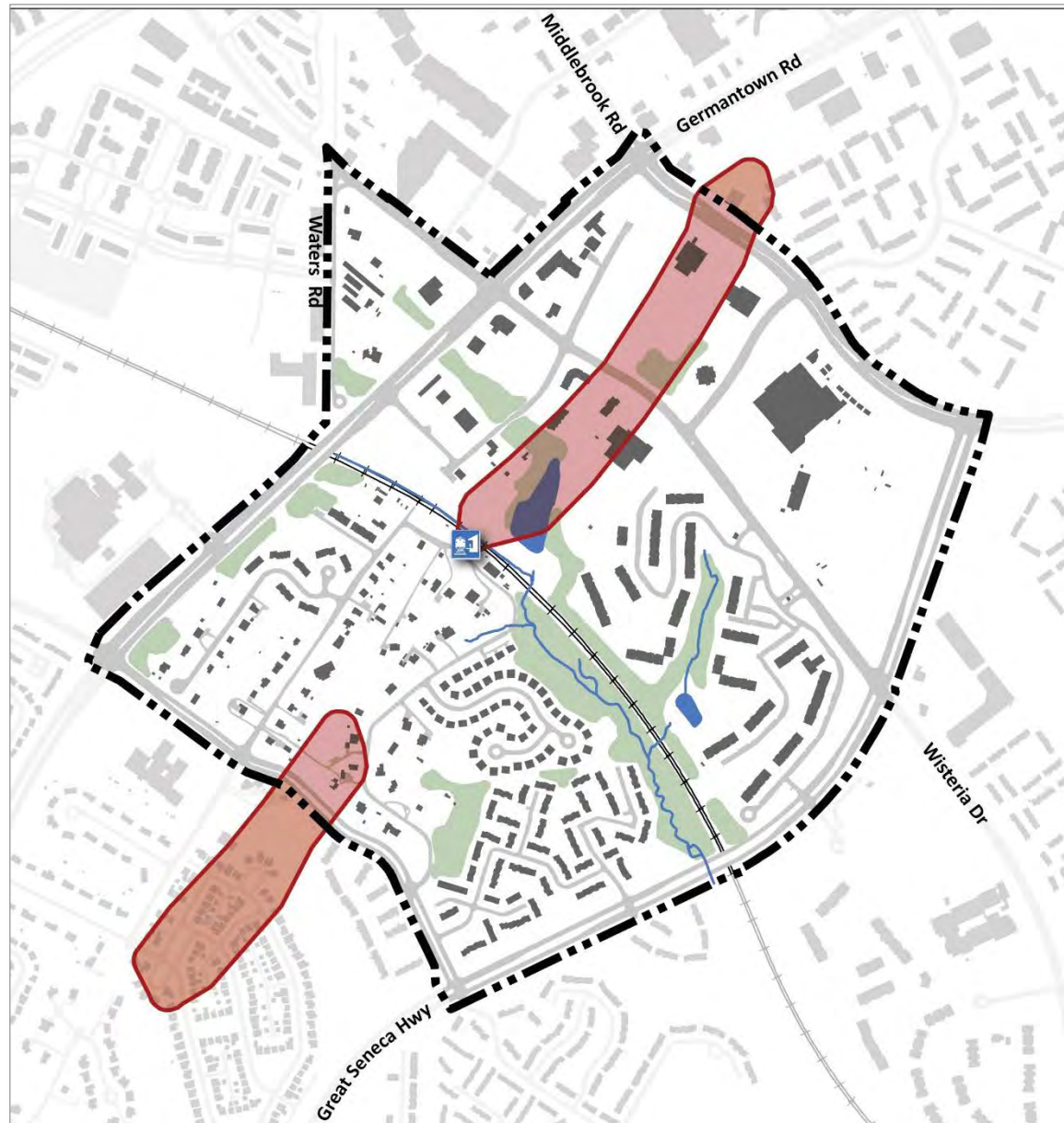
- ▶ Based on Country Road (MC-2004.34)
- ▶ Extends From Western Edge of Plan Boundary to Clarksburg Road
- ▶ May Help to Reduce Speeds

Proposed Barnesville Roads Street Section



- ▶ Based on Country Road (MC-2004.34)
- ▶ Extends From Western Edge of Plan Boundary to Clarksburg Road

Germantown



MARC Rail Communities Plan Boyd's & Germantown

Germantown

Characteristics

- ▶ Historic Fabric South of Tracks and Resources North of Tracks
- ▶ Active Germantown Historical Society
- ▶ Full MARC Service
- ▶ Open Space around Pond Areas



Germantown

Concerns

- ▶ Auto Dominated Station Area
- ▶ Sea of Parking and Still Not Enough
- ▶ MD 118, Middlebrook Road and Great Seneca Highway are Barriers
- ▶ Unsafe Pedestrian and Bicycle Connections
- ▶ Isolated Centers and Businesses



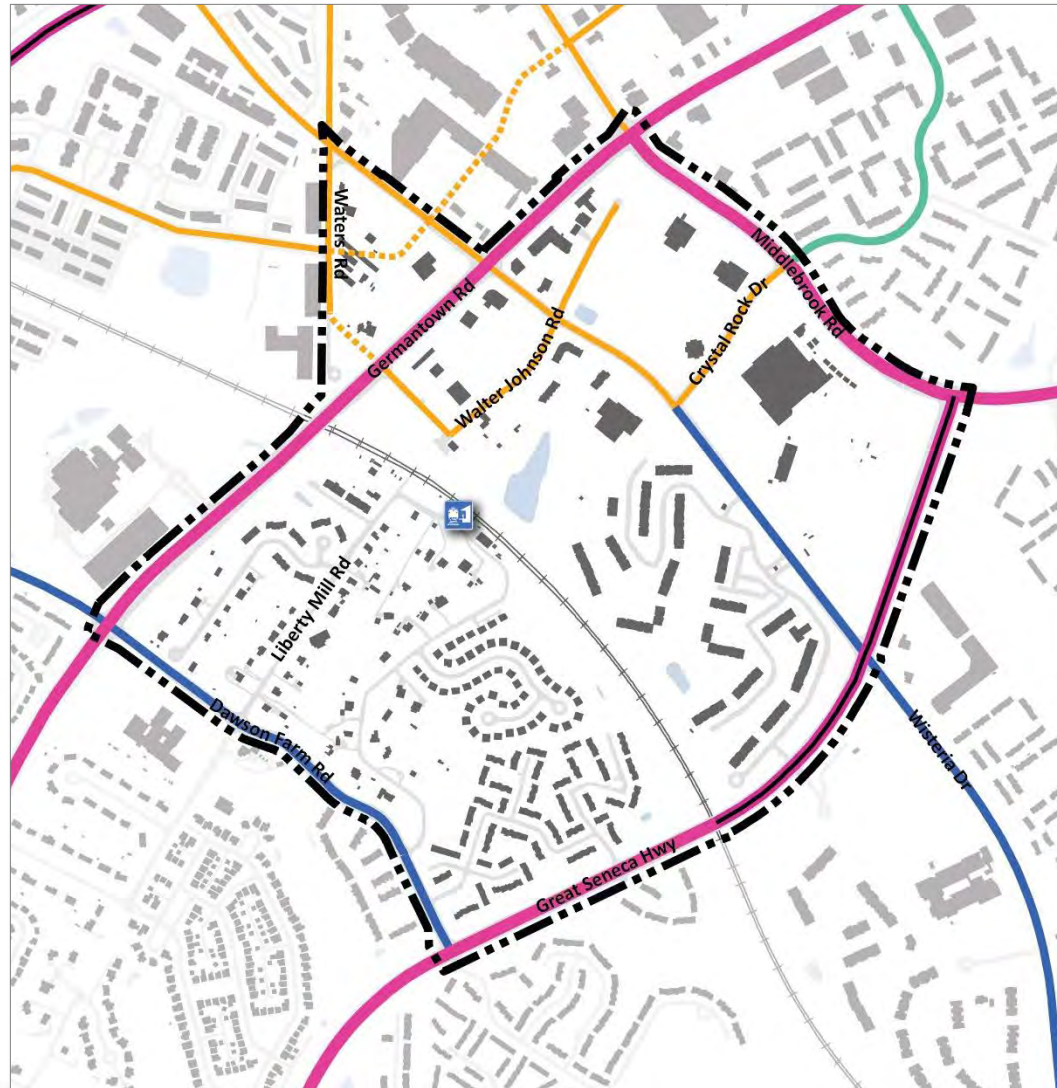
Germantown Preliminary Concept

- ▶ Provide greater street and pedestrian connectivity.
- ▶ Provide greater safety for pedestrians and bicyclist.
- ▶ “Old Germantown Road” becomes a neighborhood main street.
- ▶ Promote uses compatible with the historic district and sites.
- ▶ Take advantage of natural features to create neighborhood open spaces.



Existing Germantown Road Classifications

- Planned Existing
- Controlled Major Highway
 - Major Highway
 - Arterial
 - Minor Arterial
 - Business
 - MARC
 - - - Germantown Plan Boundary

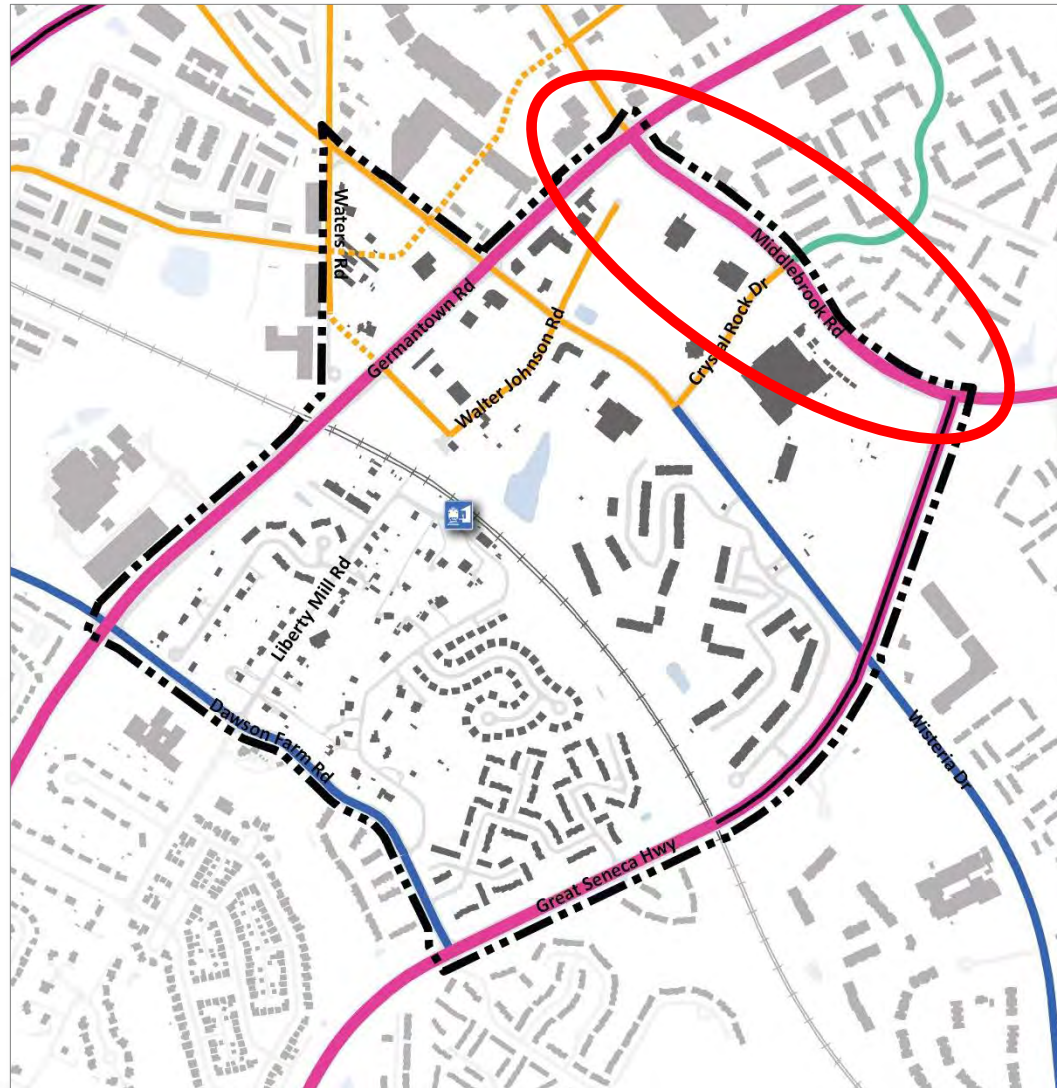


Existing Germantown Road Classifications (Middlebrook Road)



MARC Rail Communities Plan Boyd's & Germantown

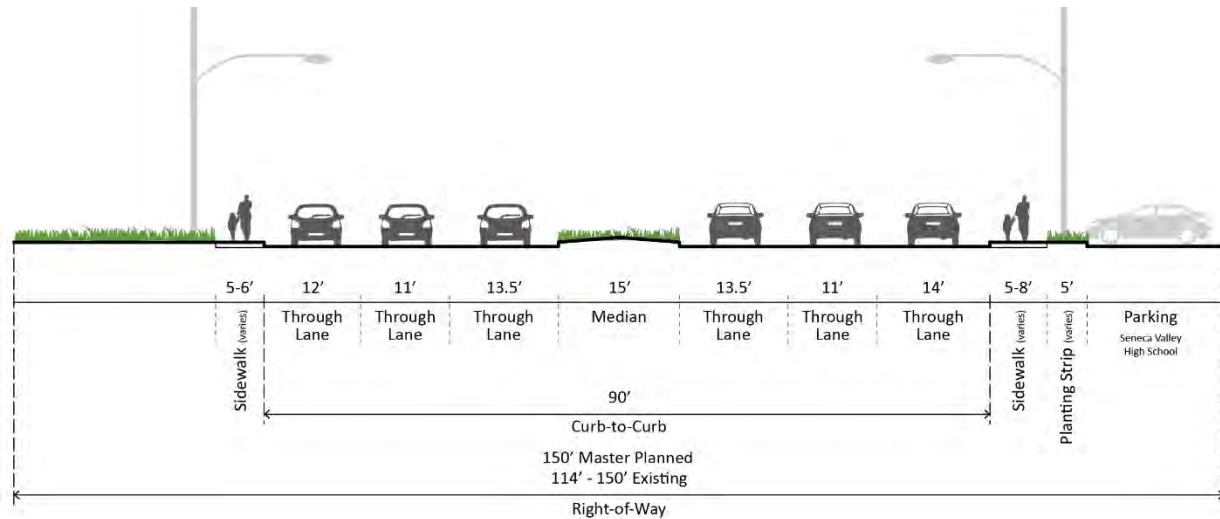
- Planned Existing
- Controlled Major Highway
 - Major Highway
 - Arterial
 - Minor Arterial
 - Business
 - MARC
 - Germantown Plan Boundary



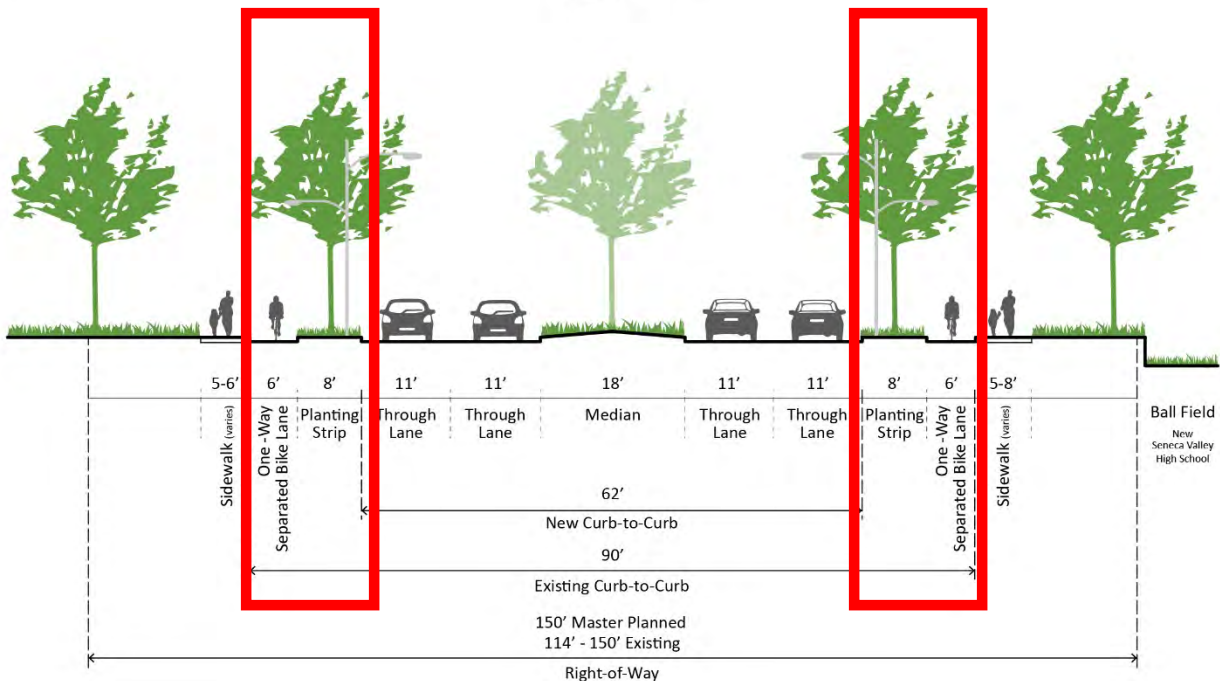
Mid-Term Middlebrook Road Street Section



Existing Section



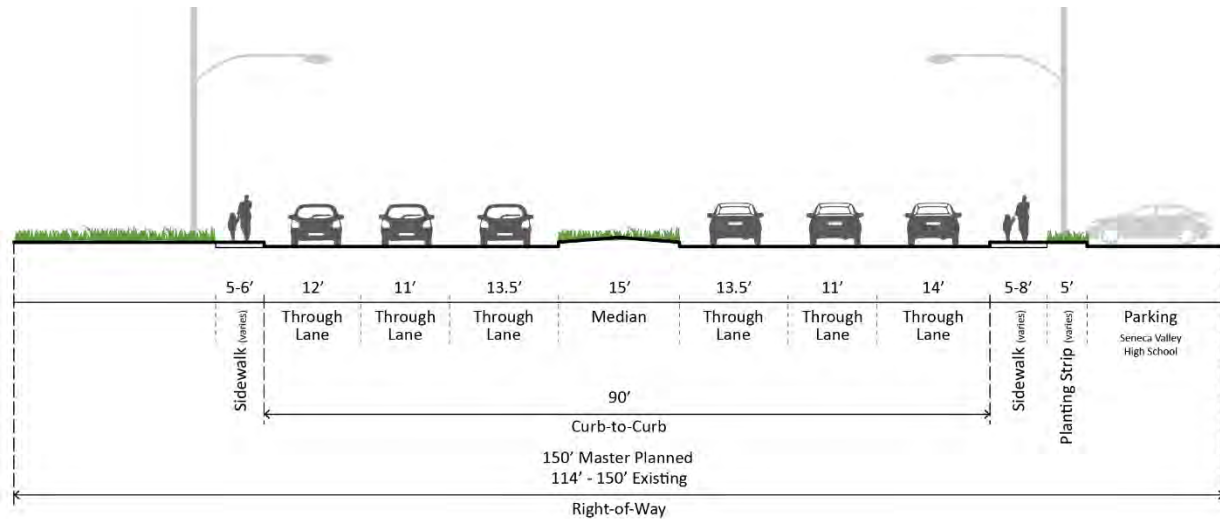
Mid-Term Section



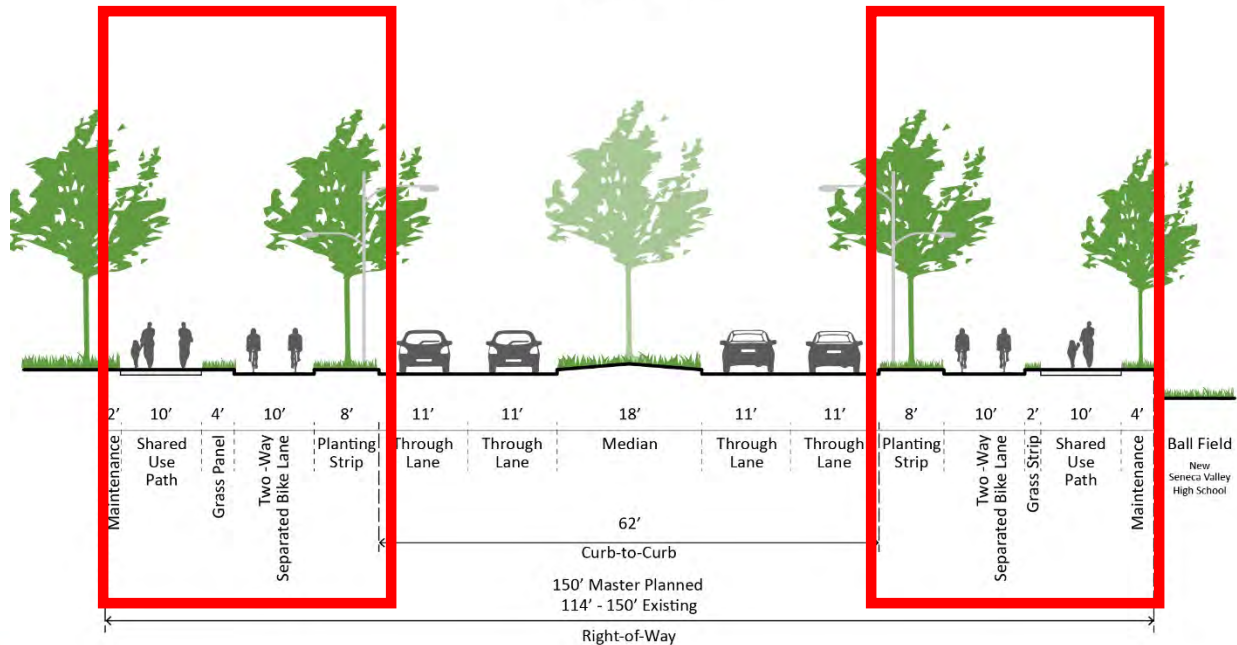
Long-Term Middlebrook Road Street Section



Existing Section



Long-Term Section



Middlebrook Road Street Section Comparison

Street Elements	Existing	Mid-Term*	Long-Term
Unprotected Sidewalks (Immediately adjacent to Roadway)	✓		
Protected Sidewalks (Planting Strip between Sidewalk and Roadway)		✓	✓
Tree Planting Strip (Immediately adjacent to Roadway)		✓	✓
Tree Lined Median		✓	✓
10-Foot Shared Use Path			✓
One-Way Separated Bike Lane		✓	
Two-Way Separated Bike Lane			✓
Through Lanes Less than or Equal to 11 Feet		✓	✓
Through Lanes Over 11 Feet	✓		
On-Street Parking			
Overhead Utilities	✓		
Underground Utilities		✓	✓

* Incremental change as redevelopment occurs.

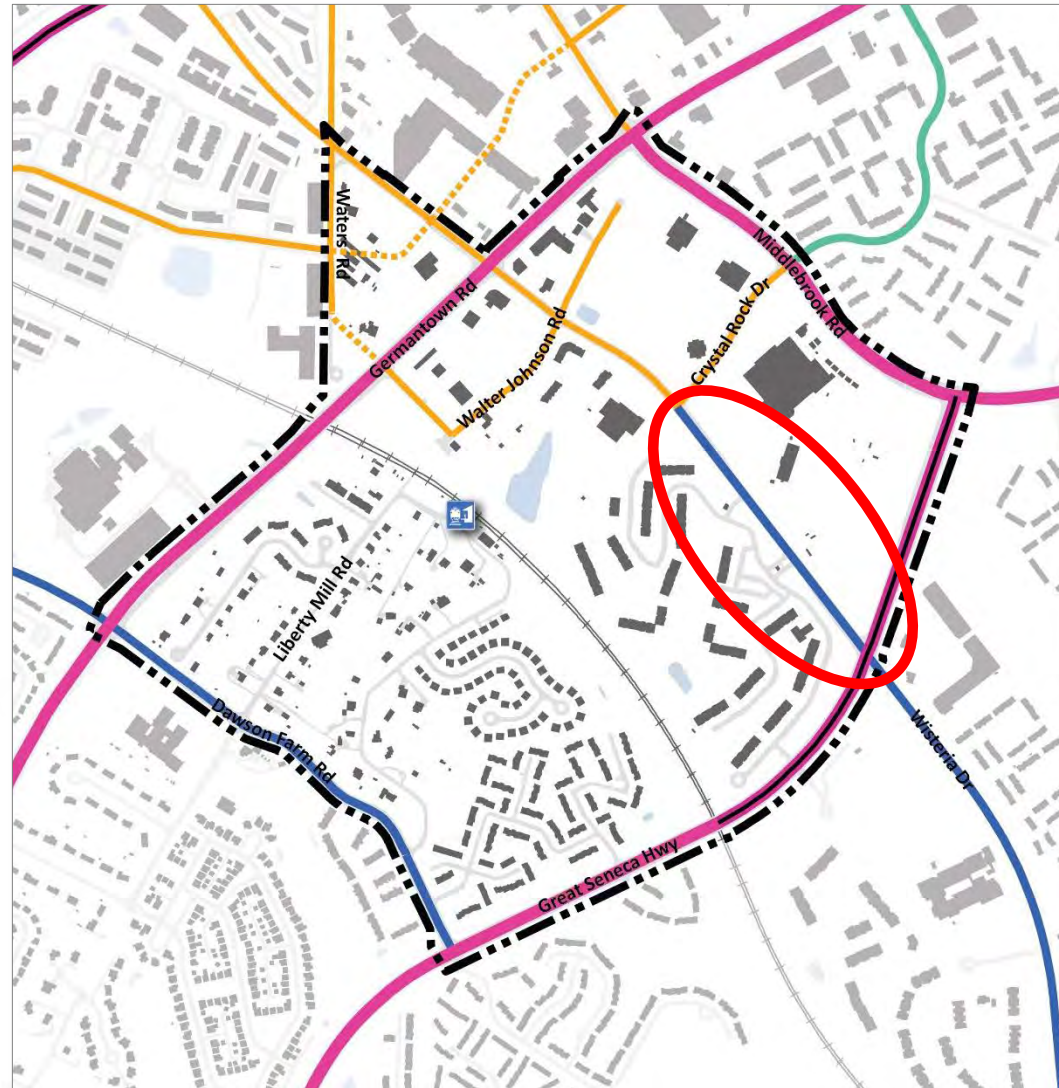


Existing Germantown Road Classifications (Wisteria Drive)



MARC Rail Communities Plan Boyd's & Germantown

- Planned Existing
- Controlled Major Highway
 - Major Highway
 - Arterial
 - Minor Arterial
 - Business
 - MARC
 - Germantown Plan Boundary

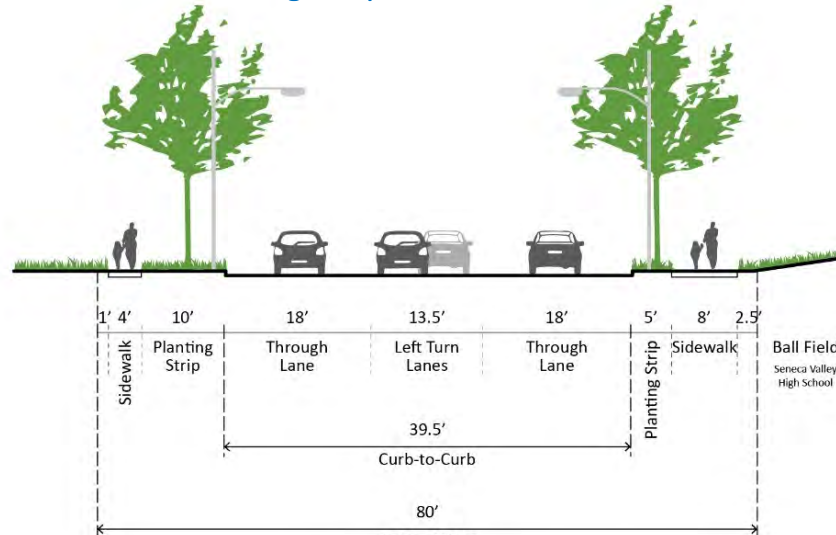


Long-Term Wisteria Drive Street Section

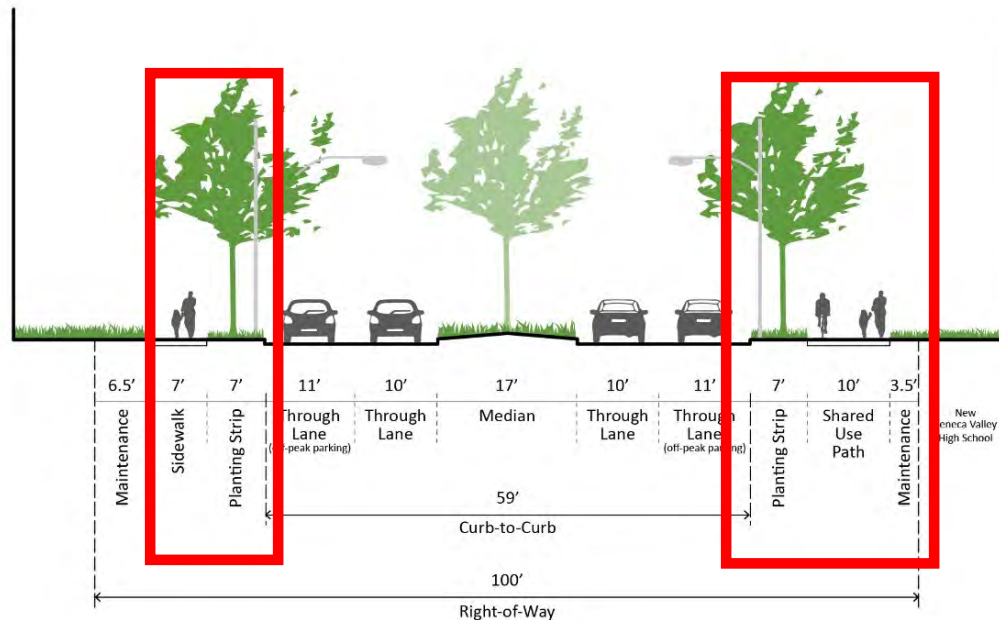
between Crystal Rock Drive and Great Seneca Highway



Existing Section



Long-Term Section

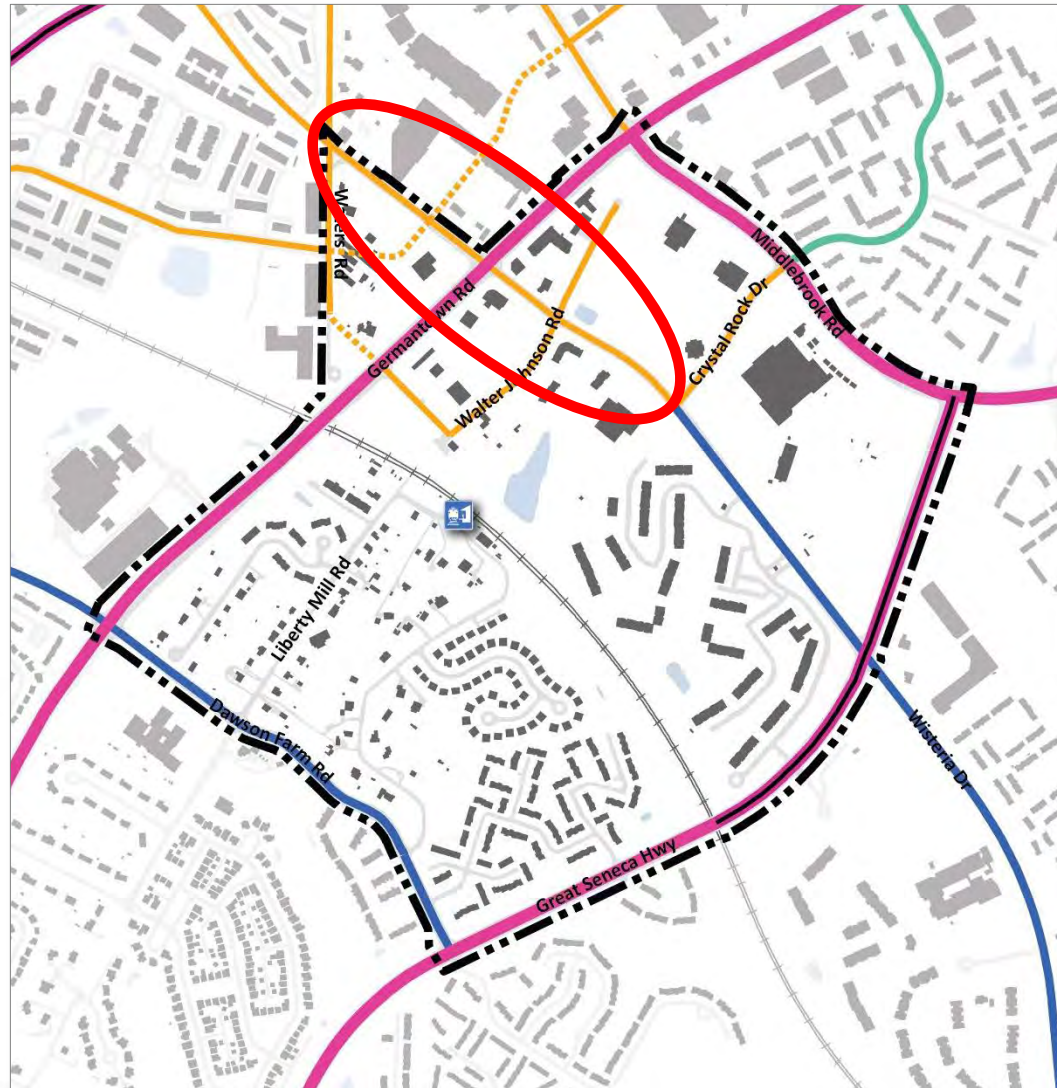


Existing Germantown Road Classifications (Wisteria Drive)



MARC Rail Communities Plan Boyd's & Germantown

- | Planned | Existing |
|---------|--------------------------|
| | Controlled Major Highway |
| | Major Highway |
| | Arterial |
| | Minor Arterial |
| | Business |
| | MARC |
| | Germantown Plan Boundary |

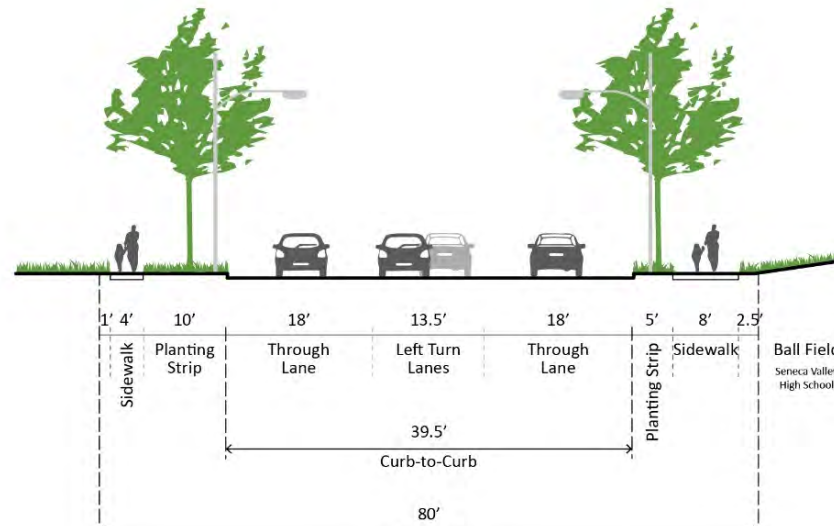


Long-Term Wisteria Drive Street Section

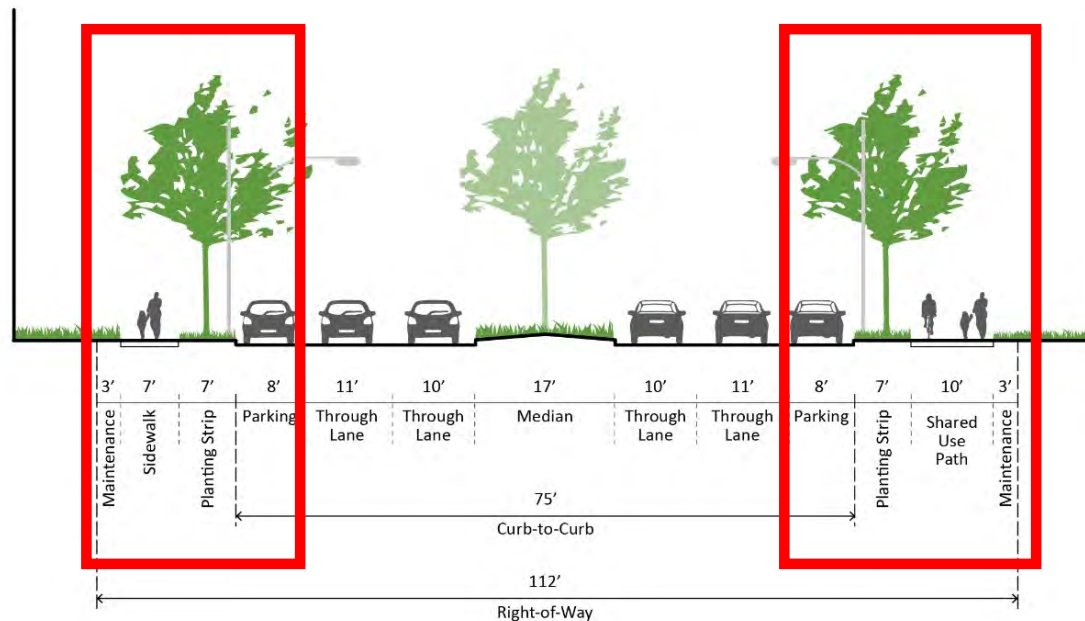
between Crystal Rock Drive and MD 118



Existing Section



Long-Term Section



Wisteria Drive Street Section Comparison

Street Elements	Between Crystal Rock Drive and MD 118		Between Crystal Rock Drive and Great Seneca Highway	
	Existing	Long-Term	Existing	Long-Term
Unprotected Sidewalks (Immediately adjacent to Roadway)				
Protected Sidewalks (Planting Strip between Sidewalk and Roadway)	✓	✓	✓	✓
Tree Planting Strip (Immediately adjacent to Roadway)	✓	✓	✓	✓
Tree Lined Median		✓		✓
10-Foot Shared Use Path		✓		✓
One-Way Separated Bike Lane				
Two-Way Separated Bike Lane				
Through Lanes Less than or Equal to 11 Feet		✓		✓
Through Lanes Over 11 Feet	✓		✓	
On-Street Parking		✓		✓ *
Overhead Utilities				
Underground Utilities	✓	✓	✓	✓

* During off-peak hours.

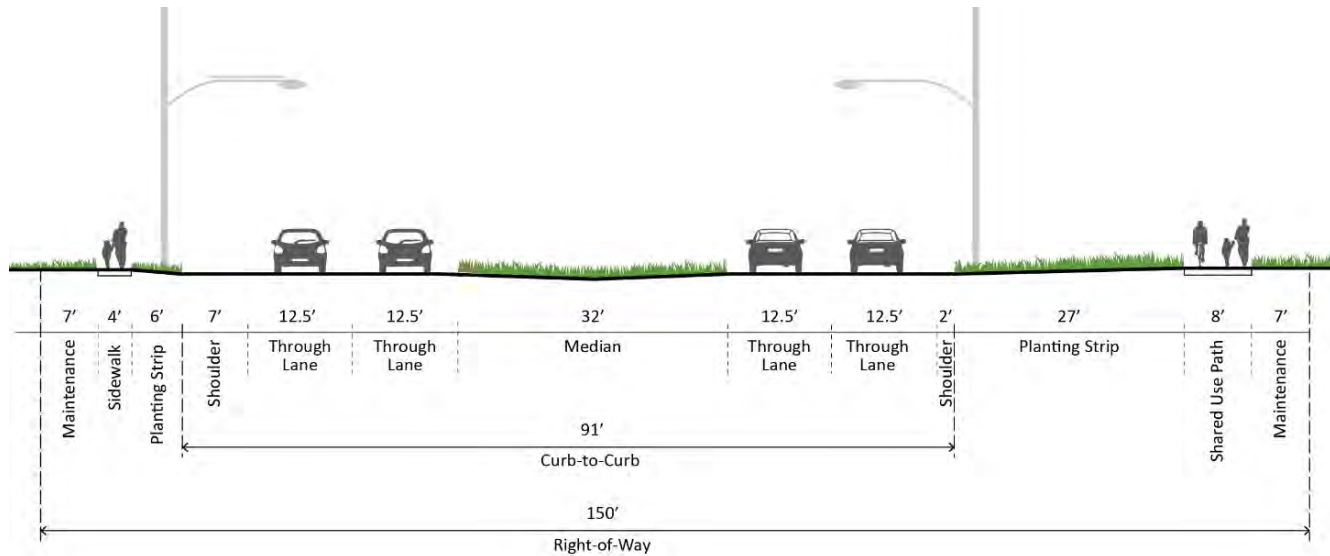


Long-Term Great Seneca Highway Street Section

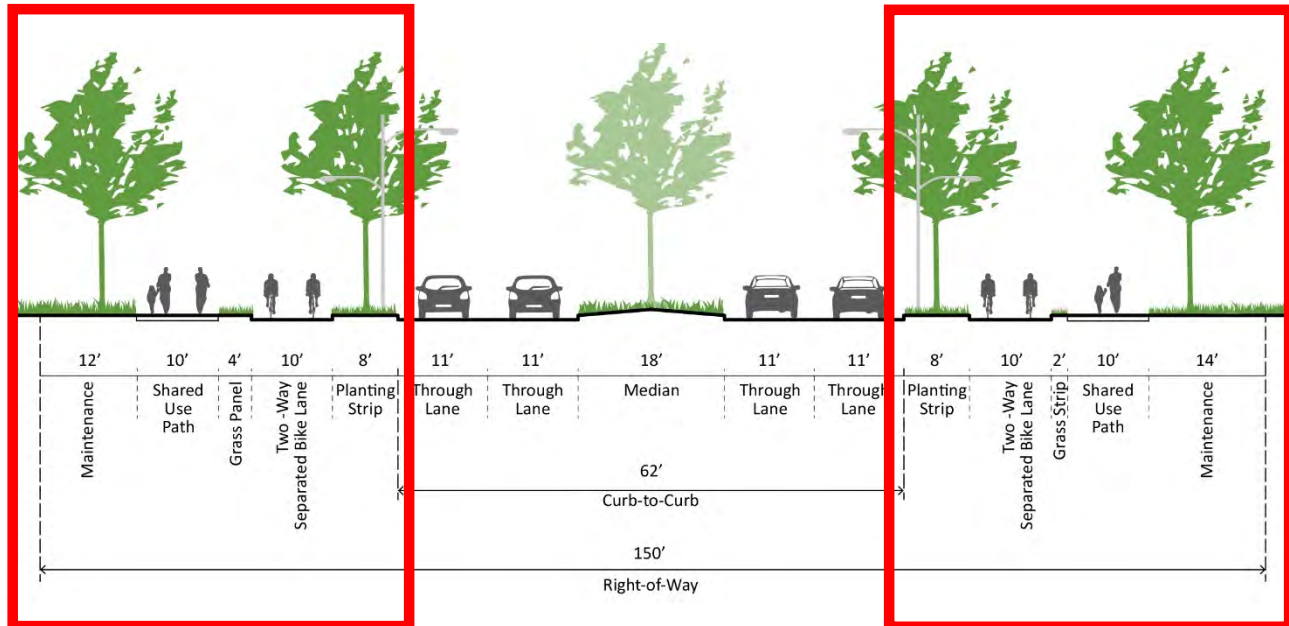
between Middlebrook Road and Railroad Tracks



Existing Section



Long-Term Section



Great Seneca Highway Street Section Comparison

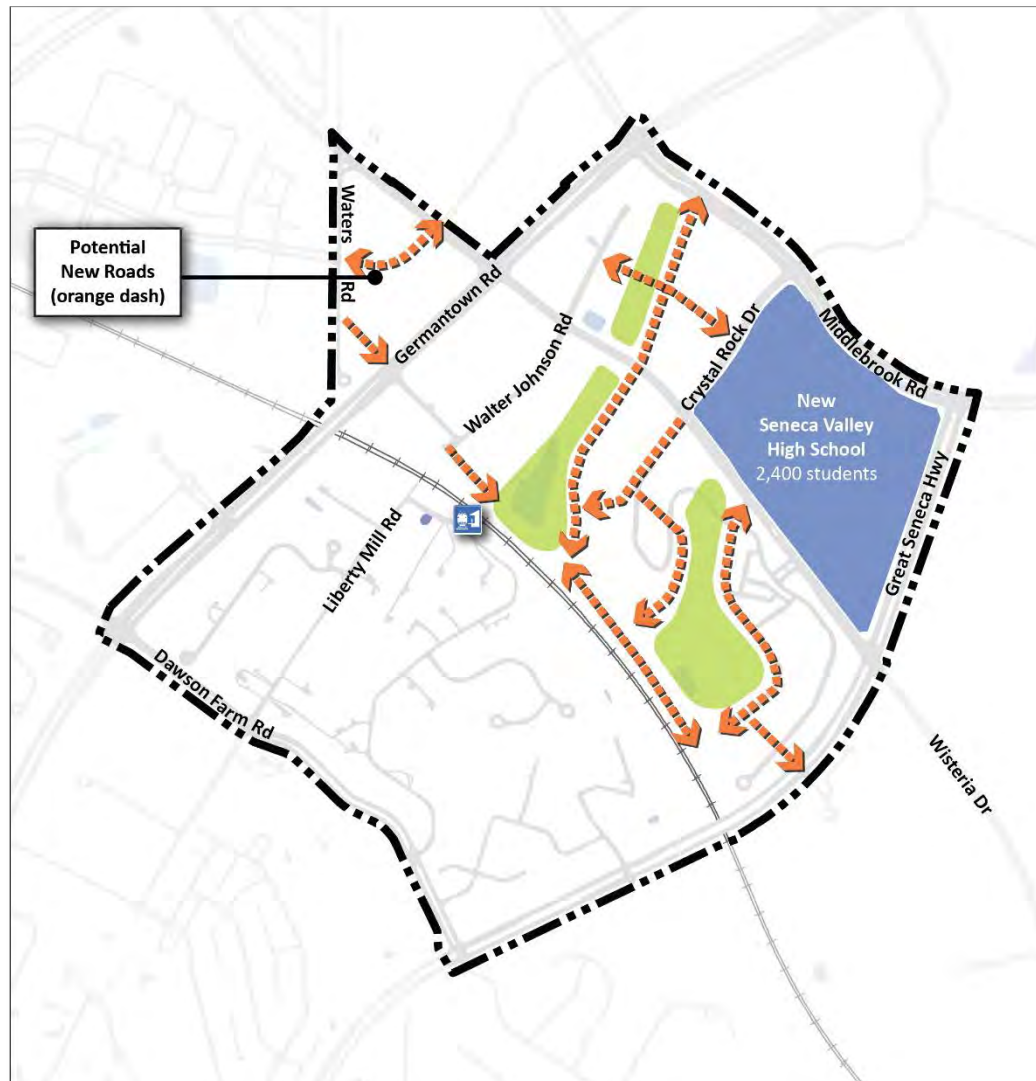
Street Elements	Existing	Long-Term*
Unprotected Sidewalks (Immediately adjacent to Roadway)		
Protected Sidewalks (Planting Strip between Sidewalk and Roadway)	✓	✓
Tree Planting Strip (Immediately adjacent to Roadway)		✓
Tree Lined Median		✓
10-Foot Shared Use Path		✓
One-Way Separated Bike Lane		
Two-Way Separated Bike Lane		✓
Through Lanes Less than or Equal to 11 Feet		✓
Through Lanes Over 11 Feet	✓	
On-Street Parking		
Overhead Utilities	✓	
Underground Utilities		✓

* Incremental change as redevelopment occurs.



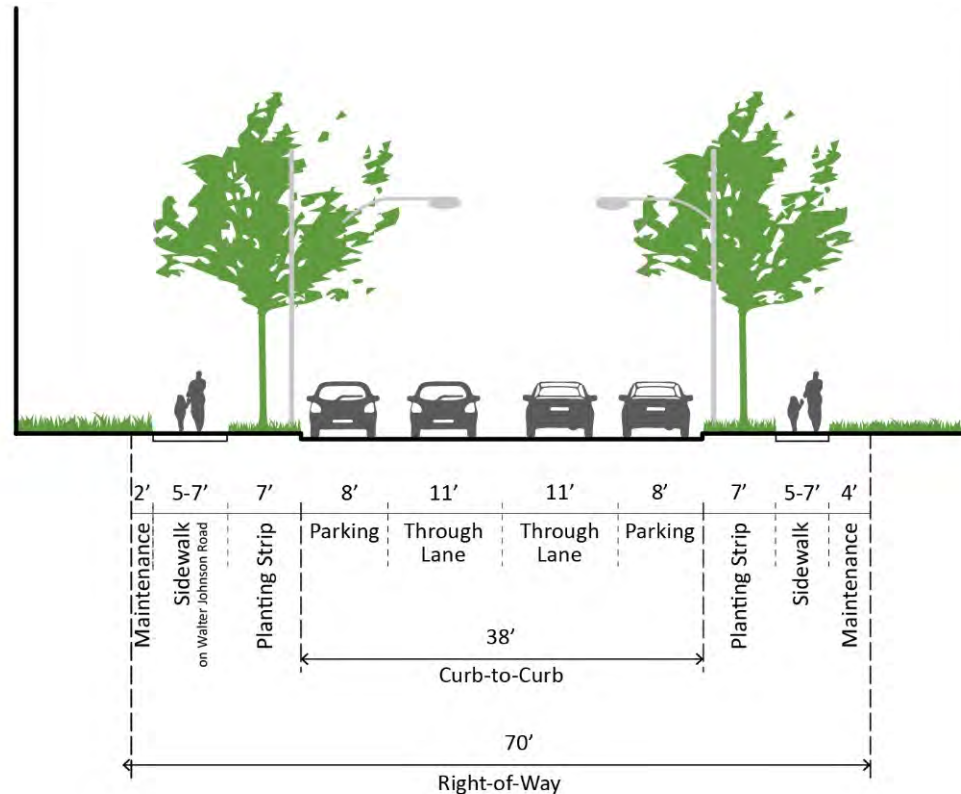
Proposed Street Section for New Streets

between Middlebrook Road and Railroad Tracks



Proposed Street Section for New Streets

between Middlebrook Road and Railroad Tracks



- ▶ Based on Business District Street (modified MC-2005.02)
- ▶ Provides Sidewalks for Pedestrians
- ▶ Provides for Shade Trees along Sidewalks and Streets
- ▶ Allows for On-Street Parking



Ongoing Studies Affecting Both Areas within the Plan

- ▶ MCDOT- Ride On Study (Boyd's MARC Station Area)
 - ▷ Ongoing
- ▶ Master Plan of Highways Update
 - ▷ Update to the Bicycle Master Plan (Spring 2017)
- ▶ MCDOT- Middlebrook Pedestrian Road Safety Audit
 - ▷ A road safety audit is a formal safety performance examination of an existing or future road or intersection by an independent audit team.
 - ▷ Project Schedule (6 months to 1 year)



Next Steps

- ▶ Present Transportation Findings to the Planning Board
- ▶ Come back to the Community With Preliminary Recommendations
- ▶ Working Draft to Planning Board
- ▶ Planning Board Public Hearings
- ▶ Transmit to Council

December 15, 2016

January 2017

February 2017

March – May 2017

May 2017

