Transportation Updates

November 30, 2016
Presentation Overview

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

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

Over Tracks

Under Tracks
From the MARC Station
Looking East on Clopper Road

Over Tracks

Under Tracks
Looking East on Clopper Road towards the Overpass or Underpass
Looking at the Intersection of Clarksburg and Clopper Roads

Over Tracks

Under Tracks

M-NCPDC
November 30, 2016
Community Meeting
Looking West along Clopper Road
Looking towards the Commercial Buildings on Barnesville Road
Looking East on Barnesville Road towards the Intersection of Barnesville and Clarksburg Roads
Looking South on Clarksburg Road towards the Over Track and Under Track Options
Two Views from the Edge of the Plan Area along Clopper Road

1. Over Tracks

2. Under Tracks
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)
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
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
Existing Germantown Road Classifications (Middlebrook Road)
Mid-Term Middlebrook Road Street Section

Existing Section

Mid-Term Section

Right-of-Way
Long-Term Middlebrook Road Street Section

Existing Section

Long-Term Section
# Middlebrook Road Street Section Comparison

<table>
<thead>
<tr>
<th>Street Elements</th>
<th>Existing</th>
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<th>Long-Term</th>
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<tbody>
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* Incremental change as redevelopment occurs.
Existing Germantown Road Classifications (Wisteria Drive)
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)
Long-Term Wisteria Drive Street Section
between Crystal Rock Drive and MD 118
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* 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

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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 (Boyds 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 December 15, 2016
- Come back to the Community With Preliminary Recommendations January 2017
- Working Draft to Planning Board February 2017
- Planning Board Public Hearings March – May 2017
- Transmit to Council May 2017