



Montgomery Planning Midcounty Planning Division

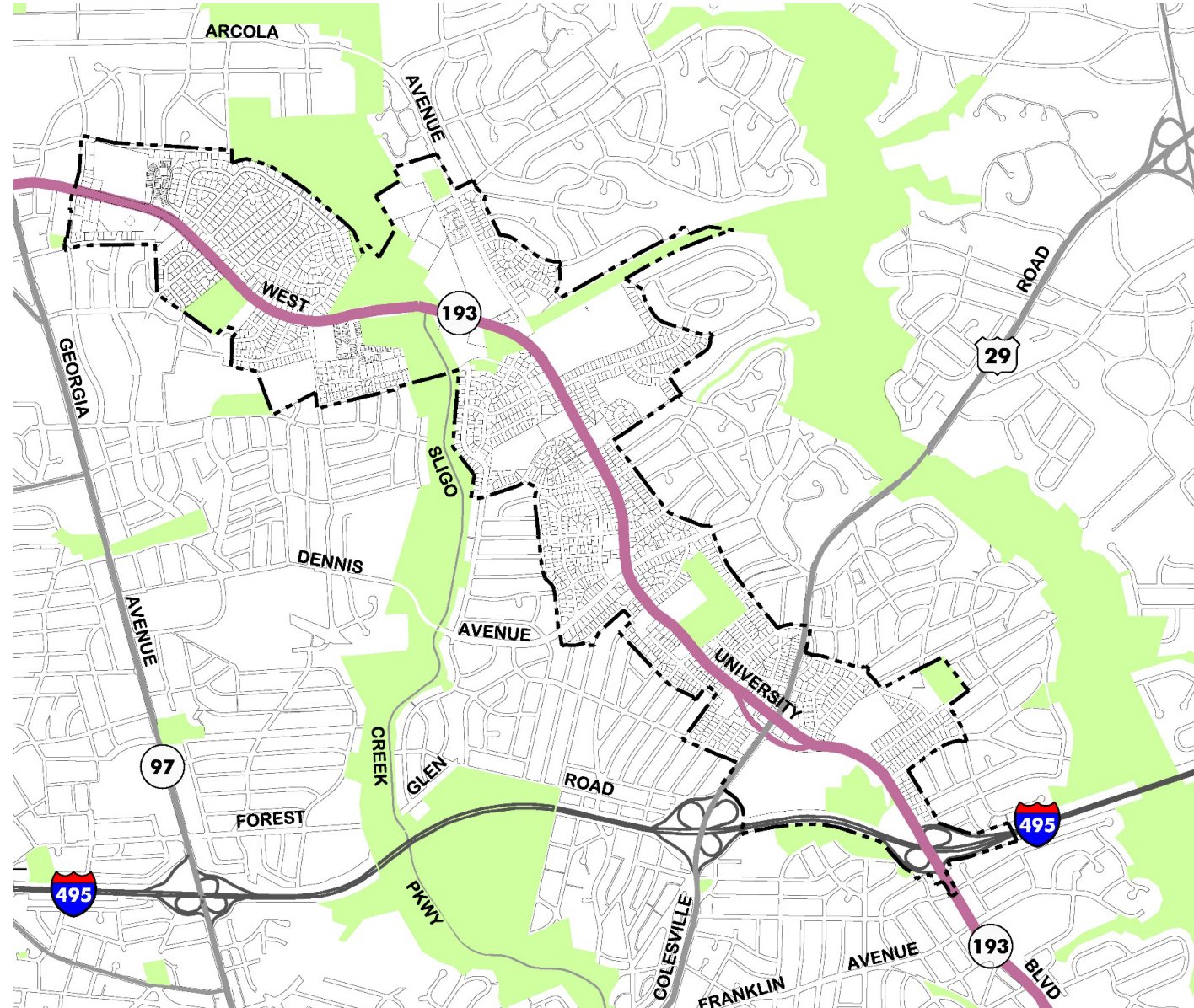
03/08/2023

# University Boulevard Corridor Plan

## Community Meeting

# Tonight's Agenda

1. What we have heard so far.
  - Ongoing Engagement
  - Scope of Work
  - Urban Land Institute Technical Assistance Panel
2. Existing University Boulevard public right-of-way
3. Master Planning and Transportation
4. Q&A



# Tonight's Agenda

## Meeting Basics

- Q&A will follow the presentation.
- Please allow us to finish the presentation.
- Please silence your phones, play well with other etc.

# Public Engagement

**Two Open Houses So far**

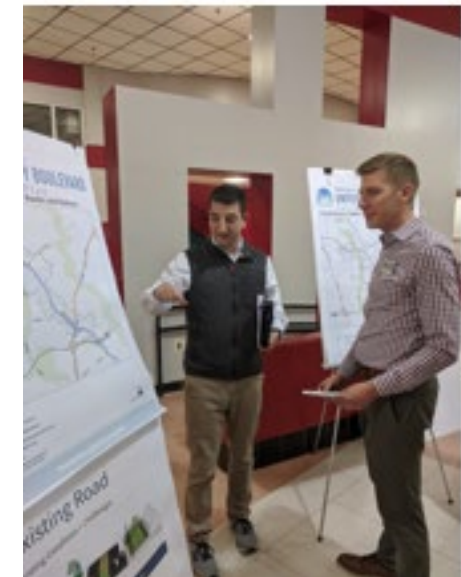
**November 2, 2022**

- In-person

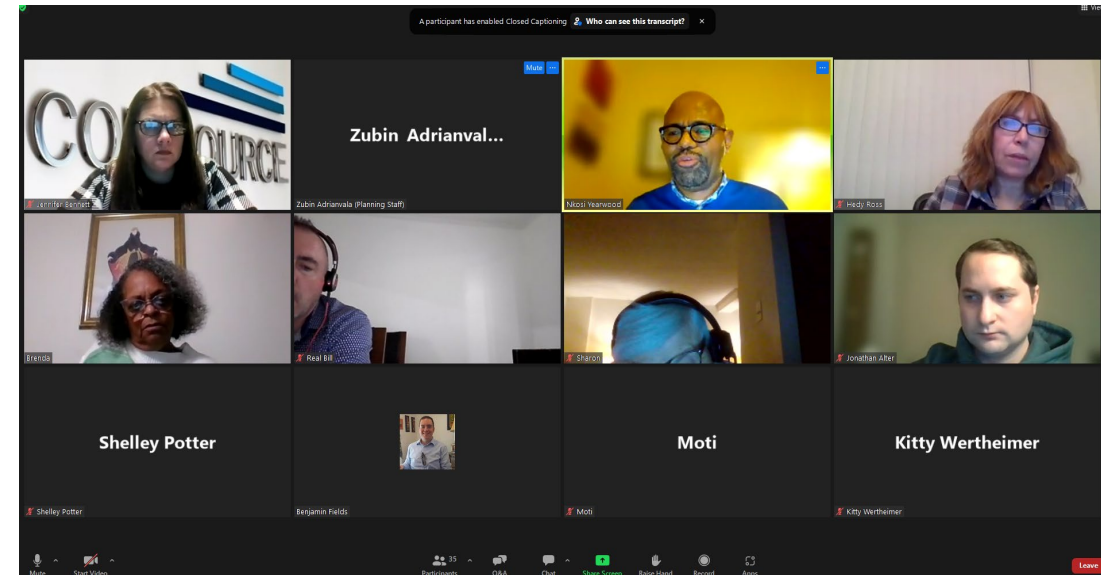
**November 7, 2022**

- Virtual

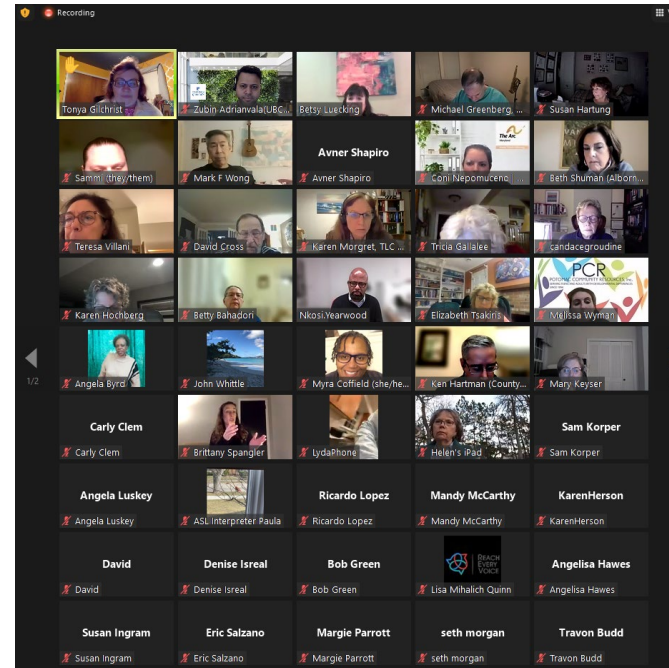
Additional meetings with civic and homeowners' groups and others



# Public Engagement



Meeting with University Towers residents



Montgomery County Commission on People with Disabilities presentation



Elite Body owner and Daniel Koroma (Business Liaison Officer)

# Master Plan Process

**Spring 2022-Fall 2023:** Outreach, Plan Analysis and Staff Review

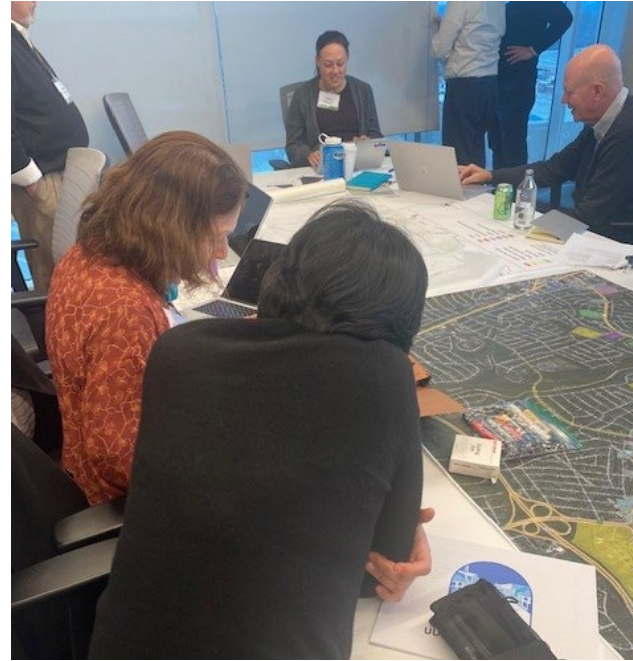
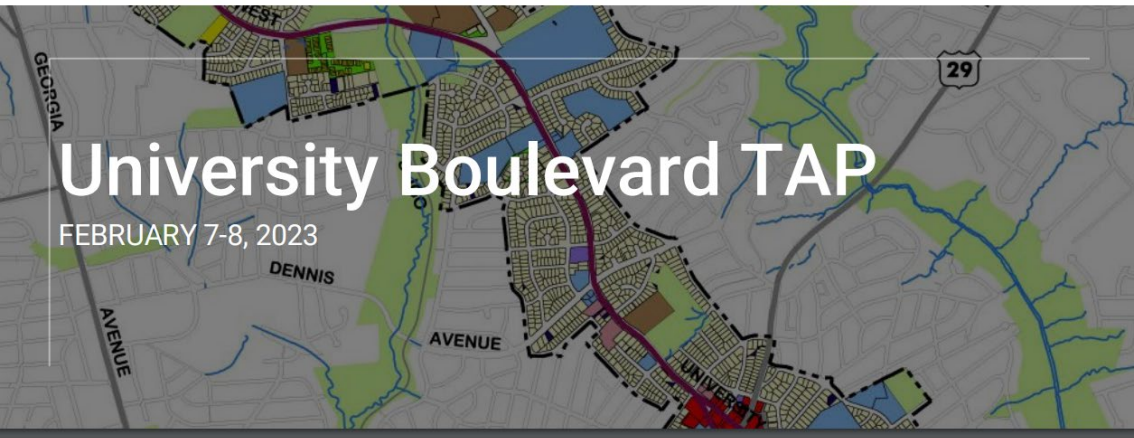
**Fall 2023-Spring 2024:** Planning Board Review

**Spring 2024:** County Executive Review

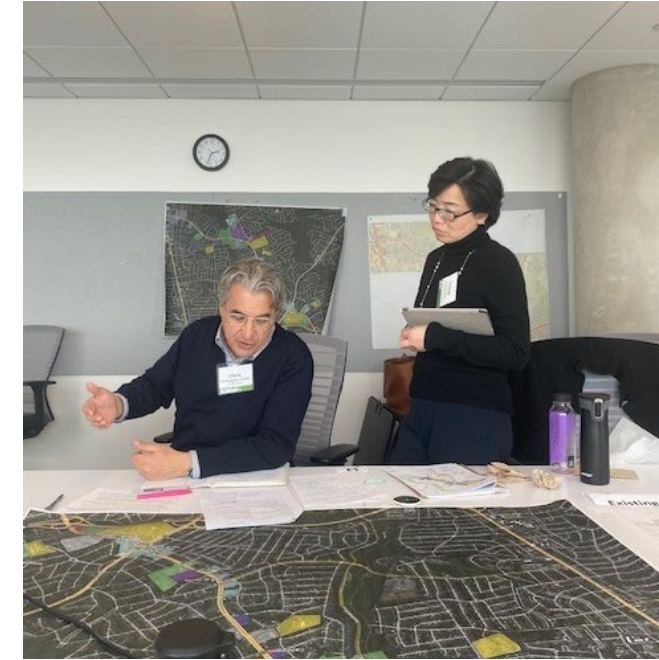
**Summer-Fall 2024:** County Council Review and Approval



# Urban Land Institute Technical Assistance Panel



ULI TAP Participants



ULI TAP Participants

A Technical Assistance Panels (TAPs) is a two-day session in which local development professionals offer recommendations for a specific site or issue. **The TAP does not generate the master plan – it is an exercise to generate ideas to be considered in the master plan process.** Ten professionals from different fields, including transportation, real estate, design and placemaking provided their perspective on the four questions asked. A presentation was given on February 8 and a written report will be published soon.

# Public Engagement





# Public Engagement

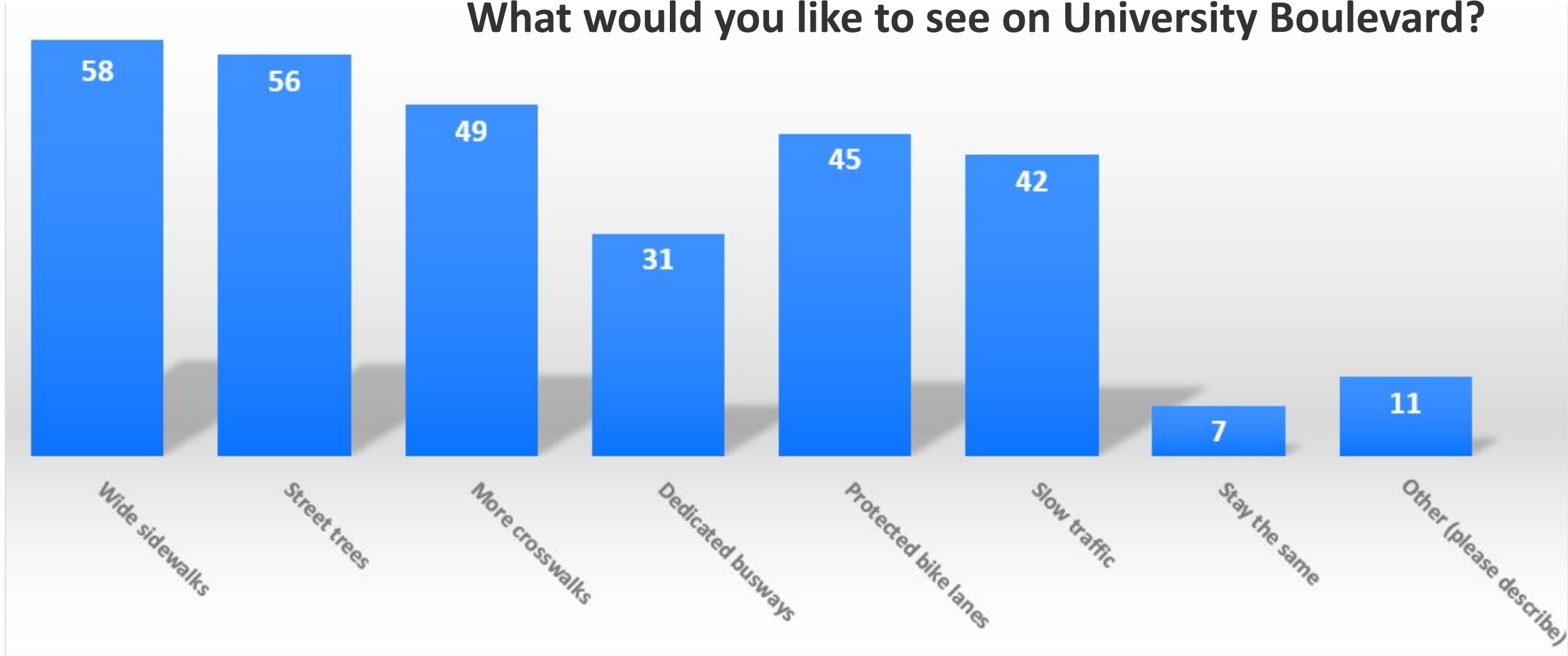


# Public Engagement

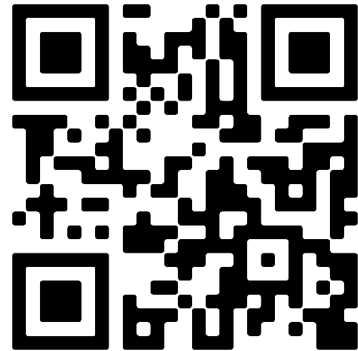


# Public Engagement

What would you like to see on University Boulevard?

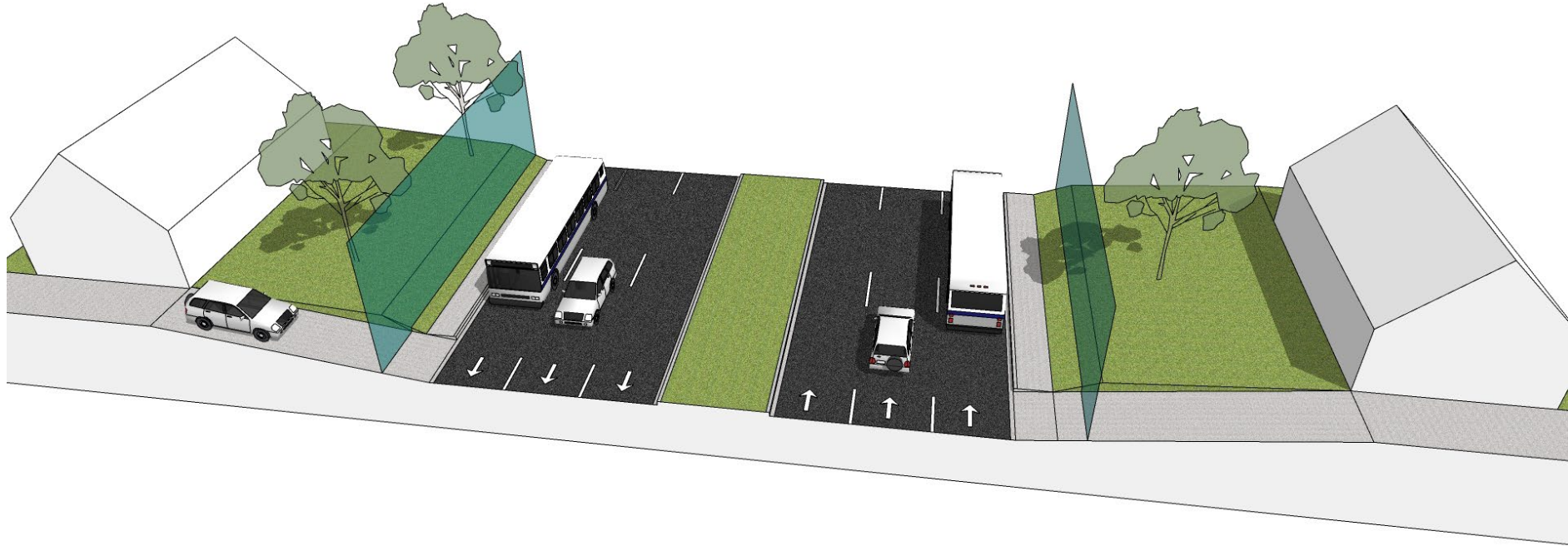


# Public Engagement



[University Boulevard Corridor Plan Survey](#)

# Existing Right-of-Way



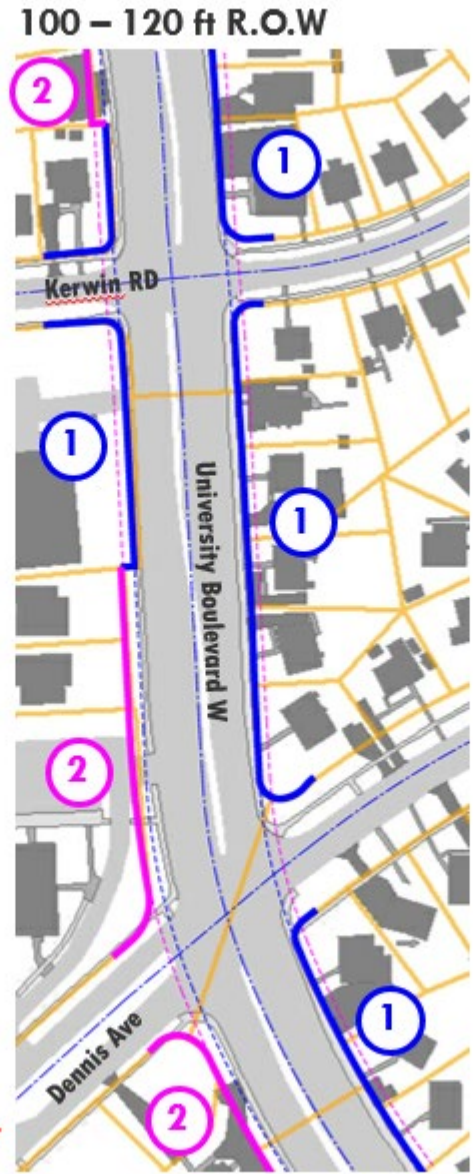


# Available Right-of-Way

## R.O.W. Dedication

- Master Planned R.O.W. History:
  - Old Bladensburg Road: 100 ft
  - Per Previous Master Plans (4 Corners, Kemp Mill, Communities of Kensington-Wheaton): 120 ft
  - Countywide Transit Corridors Functional Plan : 124 ft
- Most subdivisions have dedicated to 100 ft
- Several more recent subdivisions have dedicated to 120 ft

- ① Dedicated to 100 ft
- ② Dedicated to 120 ft
- ③ Master Planned 124 ft







# Policy Guidance

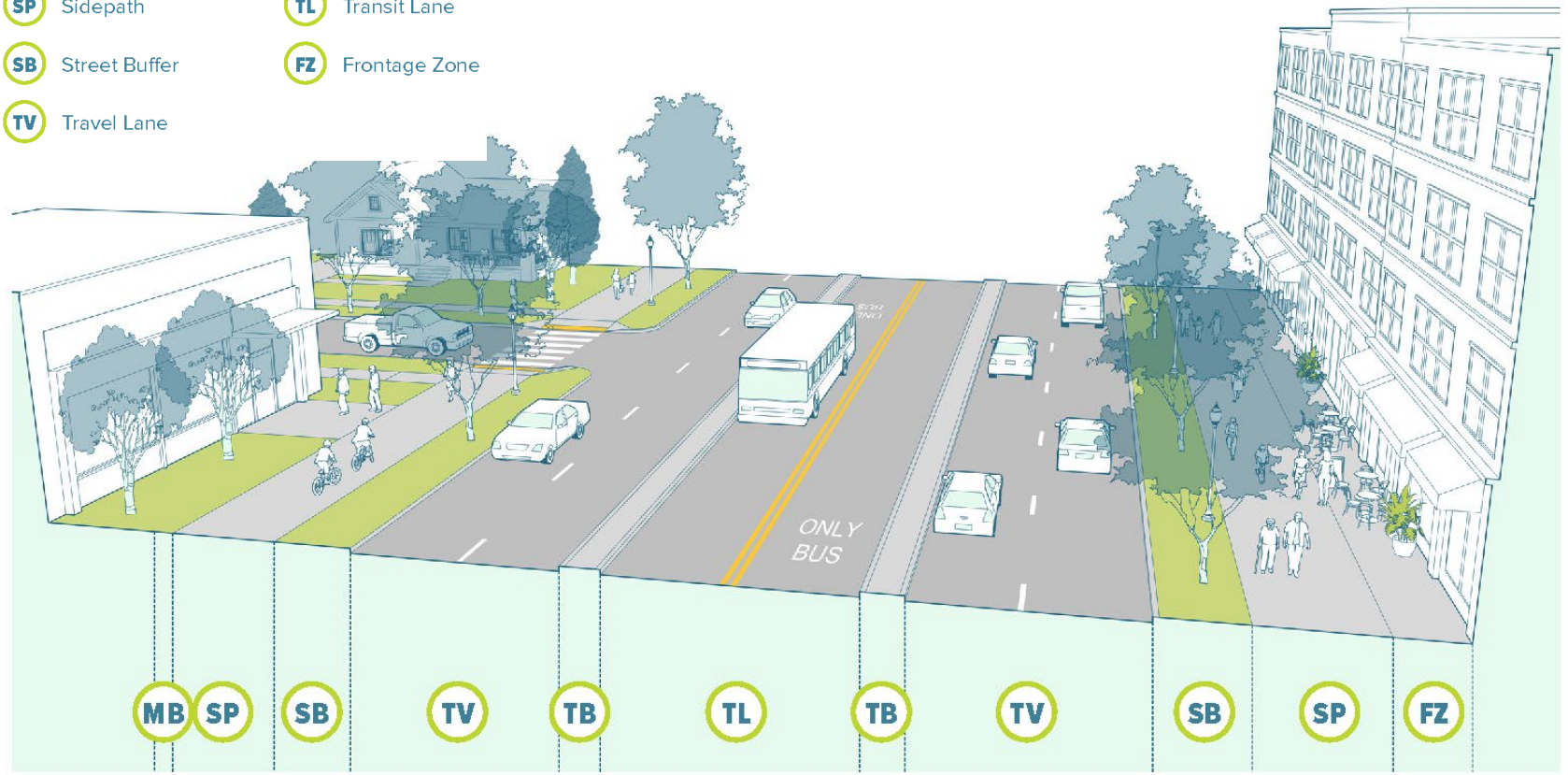
**Complete Streets** are roadways that are designed and operated to provide safe, accessible, and healthy travel for all roadway users, including pedestrians, bicyclists, transit users and motorists (February 2023).

## Road Type: Boulevard

### Elements

- Provides cross-county and regional connectivity
- Variety of building and land uses
- Bicycle and pedestrian infrastructure
- Various land use types
- Landscaping and street lighting

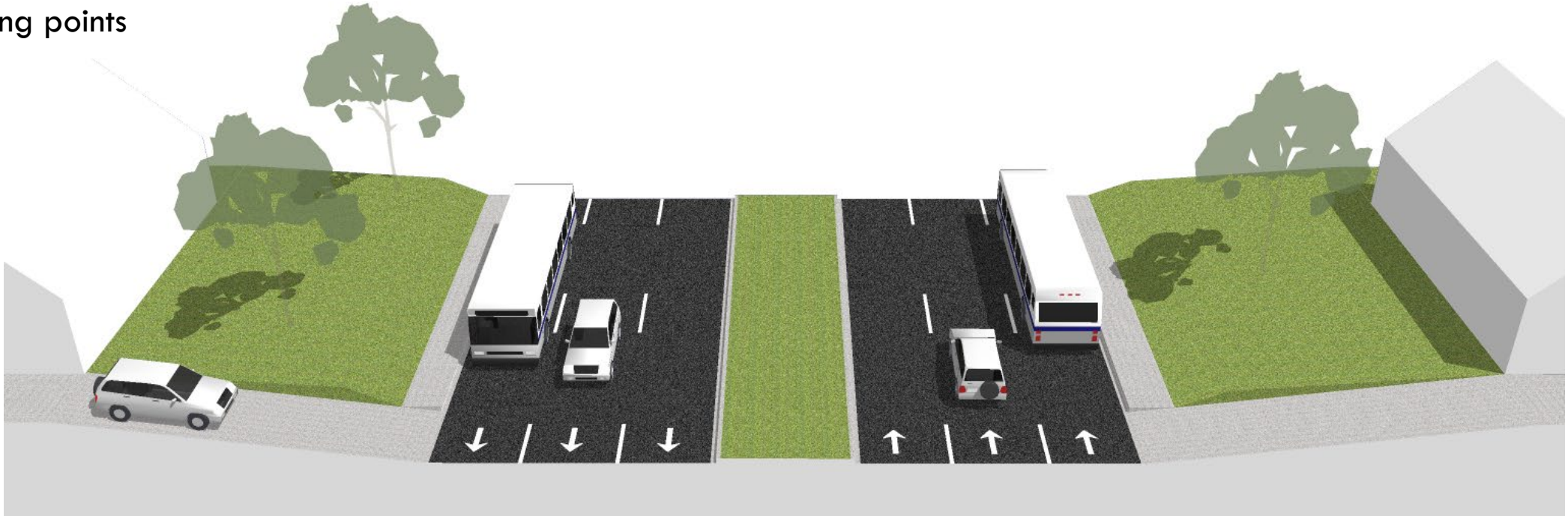
- MB** Maintenance Buffer
- SP** Sidepath
- SB** Street Buffer
- TV** Travel Lane
- TB** Transit Buffer
- TL** Transit Lane
- FZ** Frontage Zone



# Existing Conditions - Challenges

## Right-of-Way Considerations

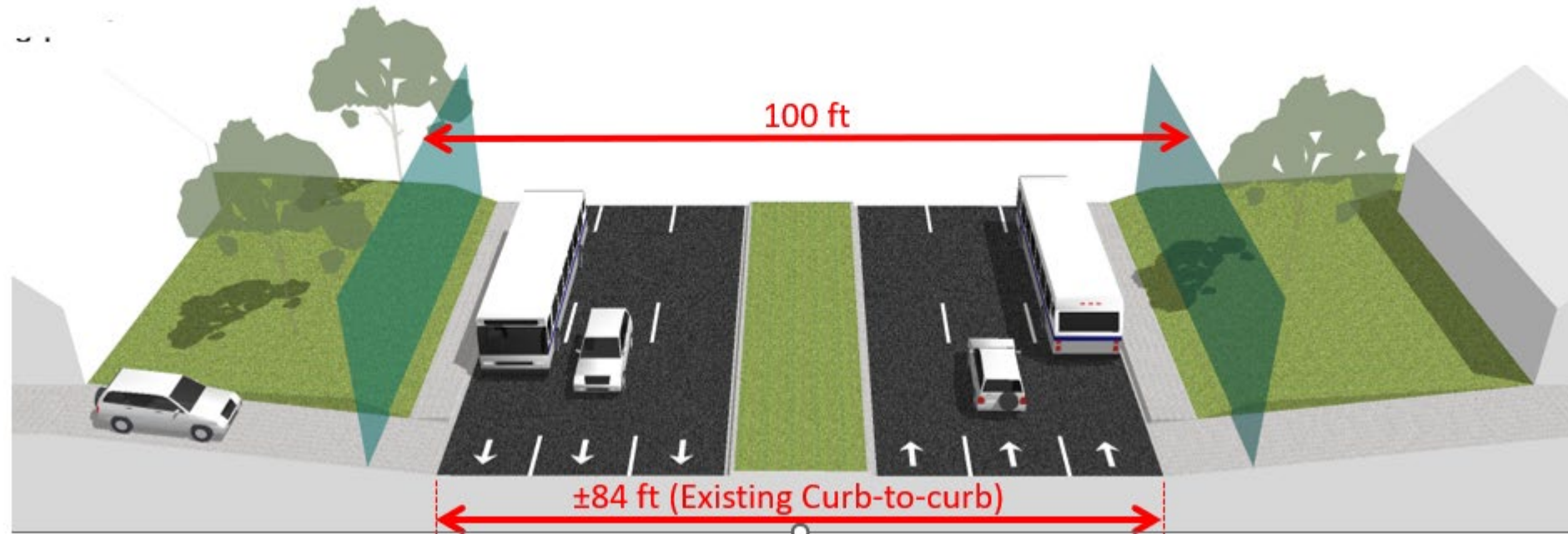
- Undesirable Sidewalks
- Conflicts between overhead utilities and trees
- No facilities for bicycles
- Numerous driveways connecting directly to University Boulevard
- Limited safe crossing points



# Existing Conditions - Challenges

## Right-of-Way Considerations

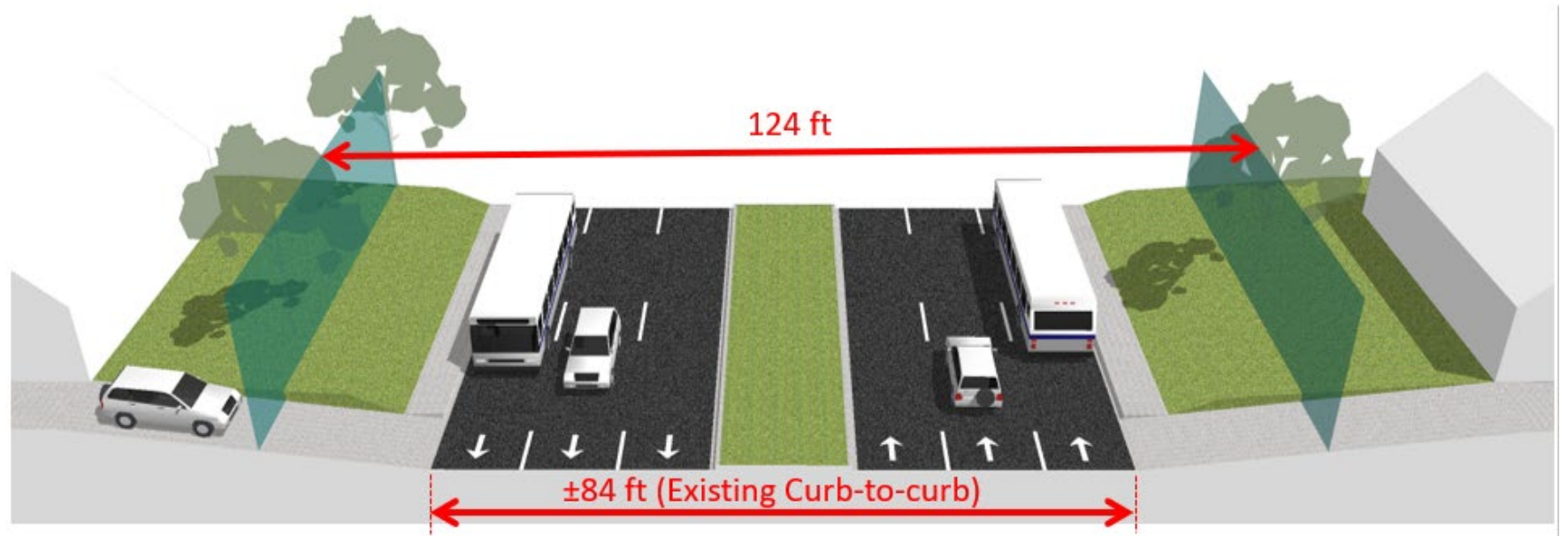
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# Existing Conditions - Challenges

## Right-of-Way Considerations

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# Right-of-Way Elements

## Considerations

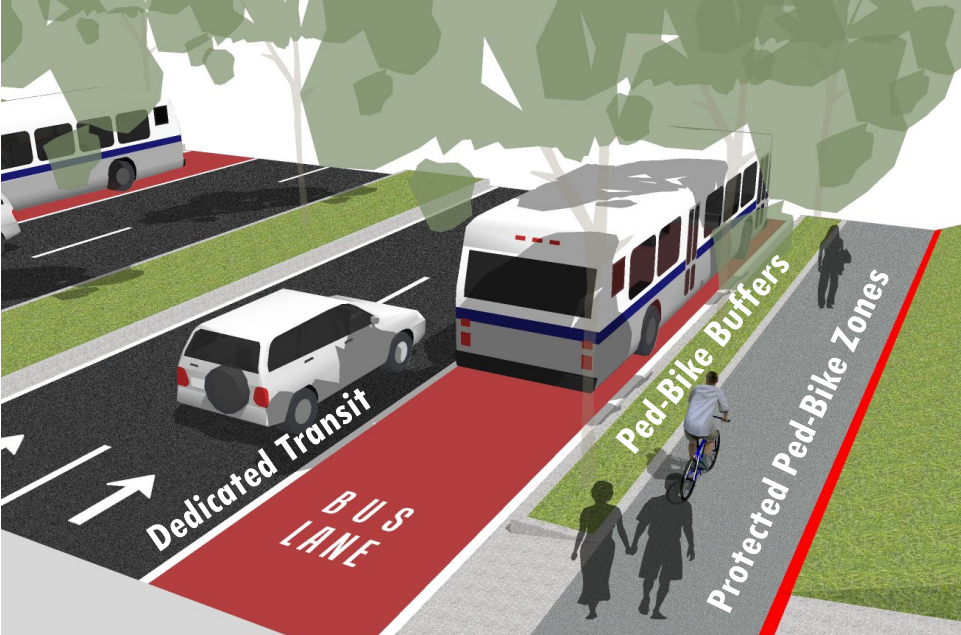
- Safety
- Improved access management
- Continuous sidewalks and bikeways
- Safe street crossings
- Separation between mobility types



Wider and Buffered Sidewalks



Continuous Shared Use Paths



To be Explored

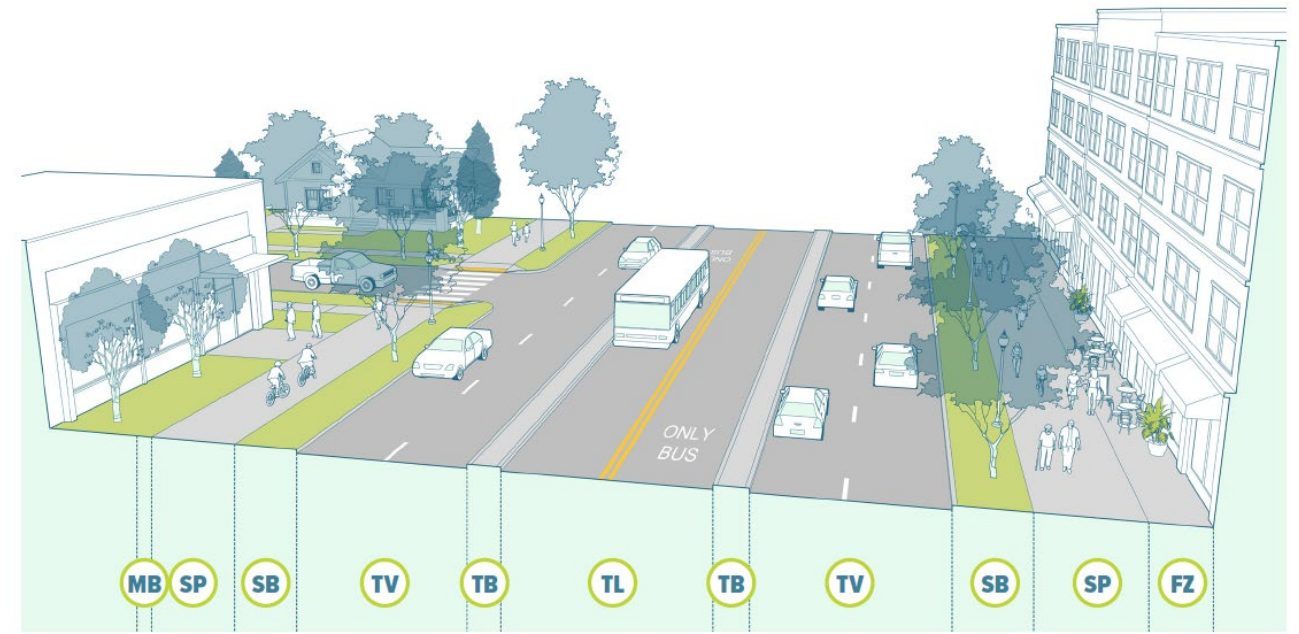


Protected Bicycle Facilities



Dedicated Transit

# Master Planning and Transportation



# Master Plan Transportation Adequacy

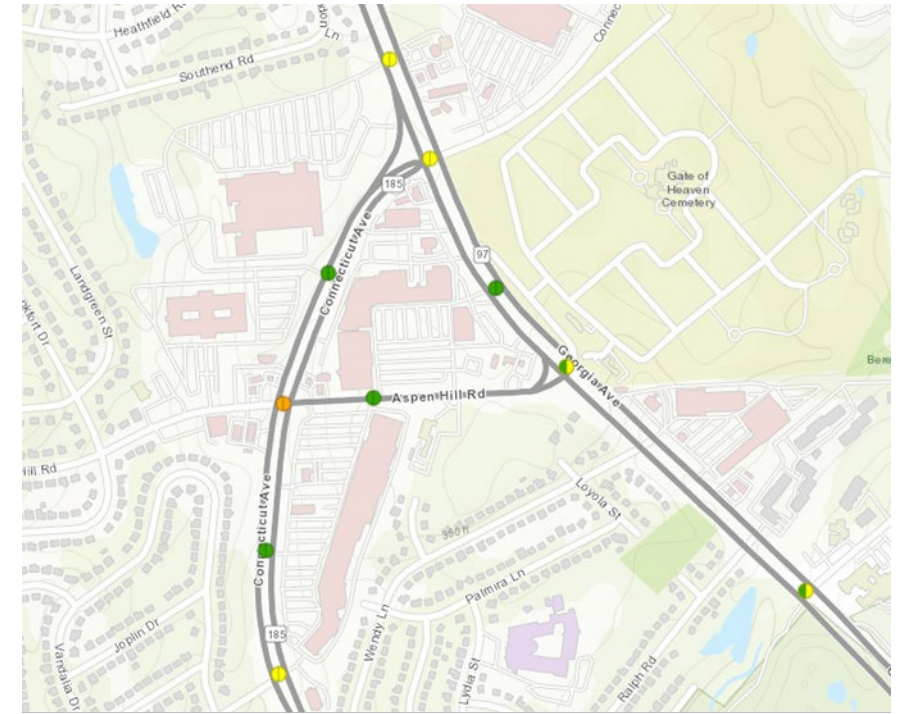
- Vehicular Level of Service (“LOS”) is no longer a transportation adequacy metric
  - Montgomery County Council Planning, Housing and Economic Development Committee direction (2020)
  - Intersection-level vehicular delay does not reflect diverse travel needs and experiences
  - Concern about false precision in long-term master plan analysis
  - MCDOT still addresses near-term operational considerations

# Master Plan Transportation Adequacy

## What is Intersection Level of Service (LOS)?

A qualitative measure of roadway intersection operating conditions, often associated with letter grades A through F and a variety of quantitative measures, including:

- **Average Vehicle Delay:** The average number of seconds it takes a vehicle to pass through an intersection, weighted by each approach's respective volume.
- **Critical Lane Volume:** The volume of the most constrained conflicting movements through the intersection.
- **Volume to Capacity:** A ratio of the number of vehicles moving through an intersection to its capacity.





# Master Plan Transportation Adequacy

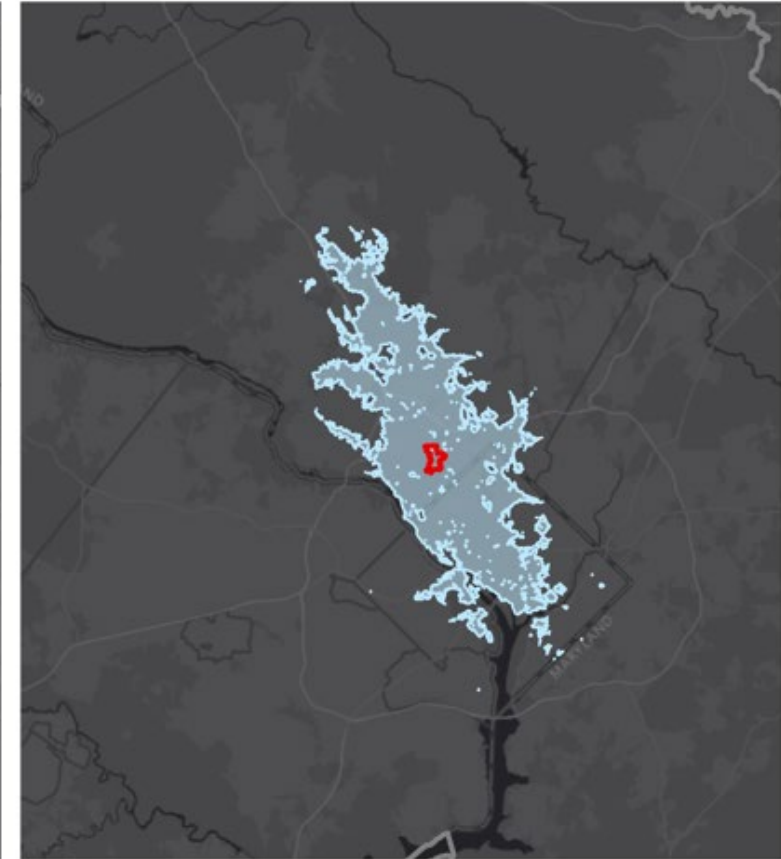
- New, required master plan transportation adequacy metrics:
  - Accessibility to Jobs (Auto & Transit)
  - Travel Time (Auto & Transit)
  - Vehicle Miles Traveled (VMT) per Capita
  - Non-Auto Driver Mode Share (Journey-to-Work Trips)
  - Low-Stress Bicycle Accessibility

**Note:** Low-stress bicycle accessibility is reported at the **countywide** level.  
All other metrics are reported at the **policy area** level.

# Master Plan Transportation Adequacy

## Accessibility to Jobs (Auto & Transit)

- # of jobs that can be reached within 45 minutes by auto
- # of jobs that can be reached within 45 minutes by transit



Example 45-minute drive shed (left) and transit shed (right) from Bethesda

# Master Plan Transportation Adequacy

## Travel Time (Auto & Transit)

- Reflects total amount of time people need to travel to accomplish their trip purposes
- Average for all trips to and from the area on a weekday
- Separate values for auto and transit



# Master Plan Transportation Adequacy

## Vehicle Miles Traveled (VMT) per Capita

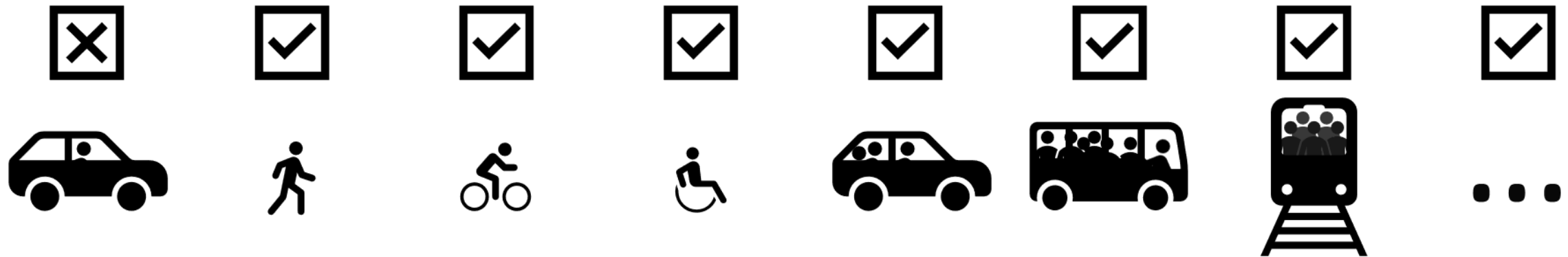
- Total weekday vehicle miles traveled for trips to, from, and within the area divided by total residents and workers served



# Master Plan Transportation Adequacy

## Non-Auto Driver Mode Share (NADMS)

- % of trips by a mode other than driving alone for commute trips to the area



# Master Plan Transportation Adequacy

## Low Stress Bicycle Accessibility

- % of potential bicycle trips accommodated on the low-stress network
- [mcatlas.org/bikestress/](http://mcatlas.org/bikestress/)

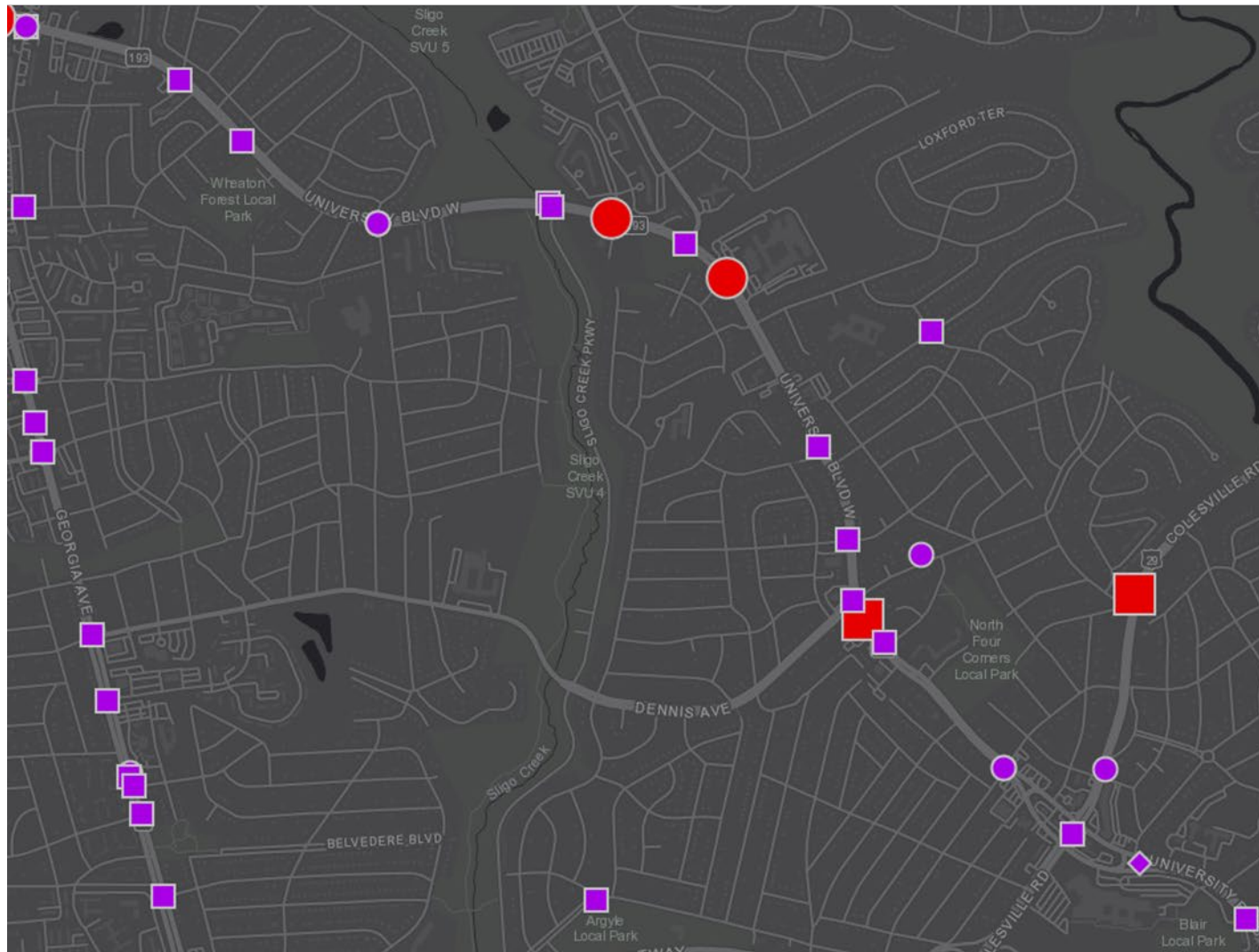


# Other Important Transportation Considerations

- Eliminating Severe and Fatal Crashes
- Controlling Speed
- Pedestrian Safety and Comfort, including improved streetscape
- Bicycling Safety and Comfort
- Transit Service
- Vehicle Volumes

# Preventing Crashes

## Serious Injury and Fatal Crashes: 2015-2020



### Collision Data

#### Incident & Severity

- Pedestrian Involved, Fatality
- ◆ Bicycle Involved, Fatality
- Vehicle(s) Only, Fatality
- Pedestrian Involved, Serious Injury
- ◆ Bicycle Involved, Serious Injury
- Vehicle(s) Only, Serious Injury

### Along University Boulevard in the Proposed Plan Area:

- 3 fatalities (2 pedestrian)
- 20 serious injuries
  - 6 pedestrians
  - 1 bicyclist



# Preventing Crashes

## Predictive Safety Assessment

For certain crash types...

Variable	Effect
↑ Activity	↑ Crashes
↑ 2 Lanes to 4 Lanes	<b>40% ↑ Crashes</b>
↑ 4 Lanes to 6 Lanes	<b>40% ↑ Crashes</b>
↑ Speed Limit 5 mph	<b>15% ↑ Crashes</b>
↑ Speed Limit 10 mph	<b>32% ↑ Crashes</b>



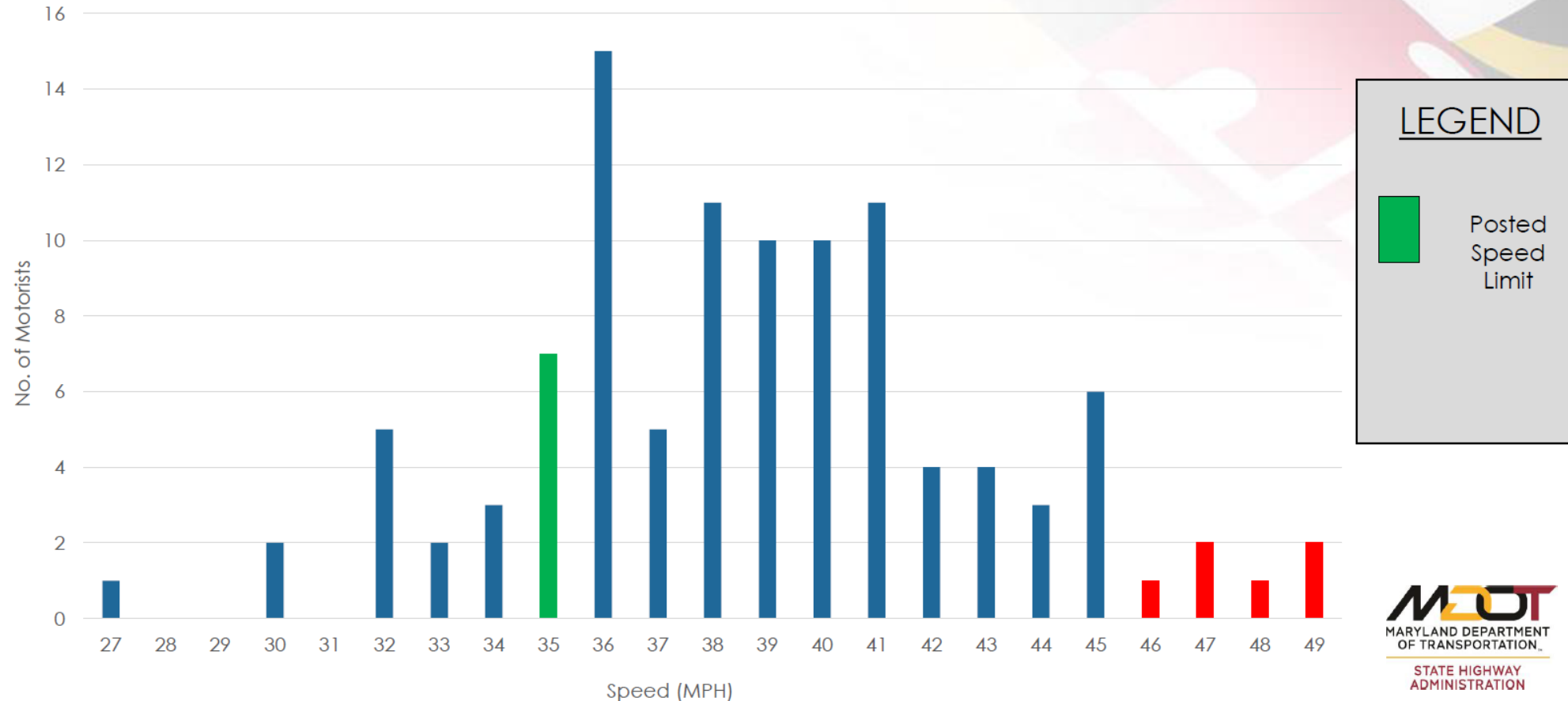
# Controlling Speed

Westbound Vehicle Speeds during Temporary Bike Lane Installation

## WB MD 193 SPOT SPEED STUDY RESULTS

81% of vehicles exceeded posted speed limit

11% of vehicles exceeded posted speed limit by 10mph or more



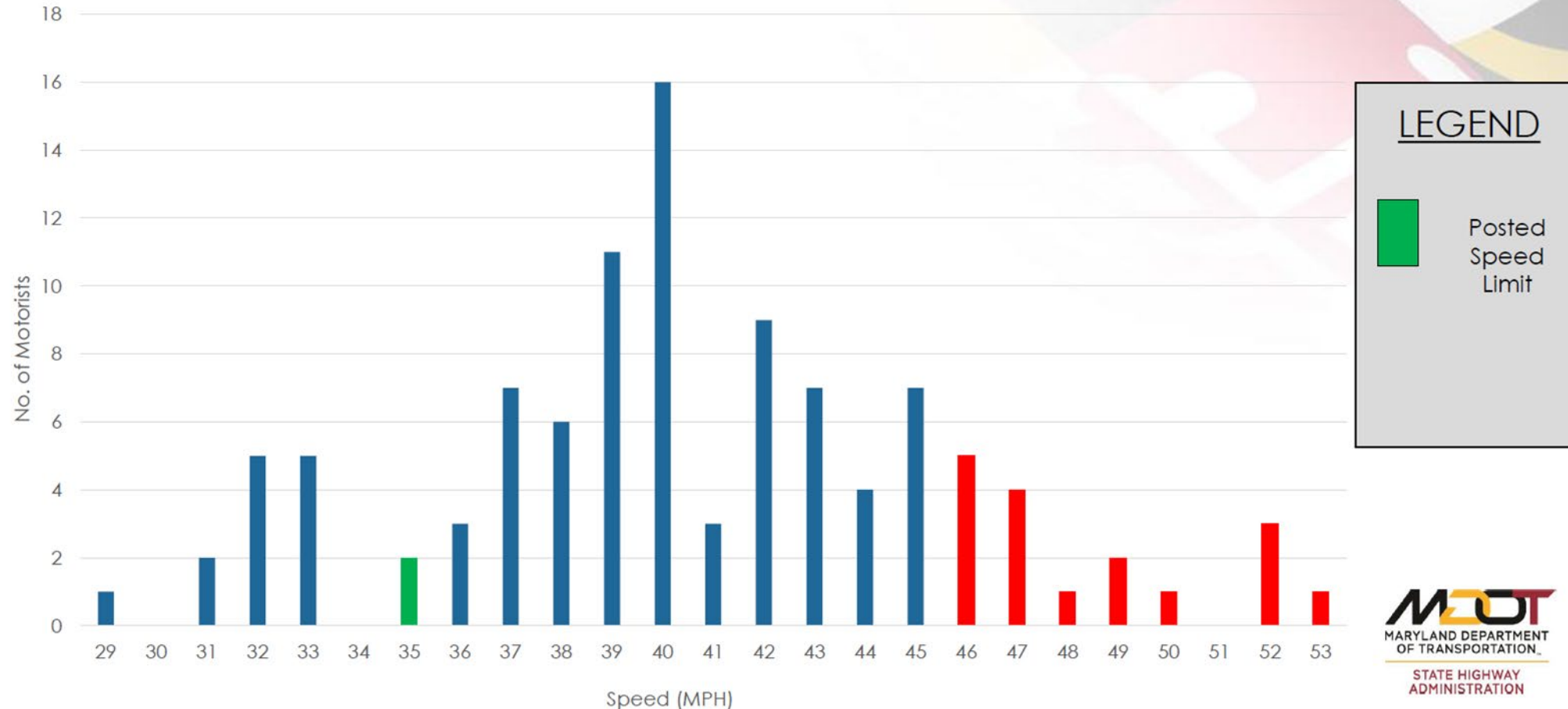
# Controlling Speed

Eastbound Vehicle Speeds during Temporary Bike Lane Installation

## EB MD 193 SPOT SPEED STUDY RESULTS

**86%** of vehicles exceeded posted speed limit

**16%** of vehicles exceeded posted speed limit by 10mph or more



# Pedestrian Safety and Comfort

Pedestrian Level of Comfort (PLOC)



[mcatlas.org/pedplan](http://mcatlas.org/pedplan)



## Pedestrian Level of Comfort

Very Comfortable

Somewhat Comfortable

Uncomfortable

Undesirable

Pathways

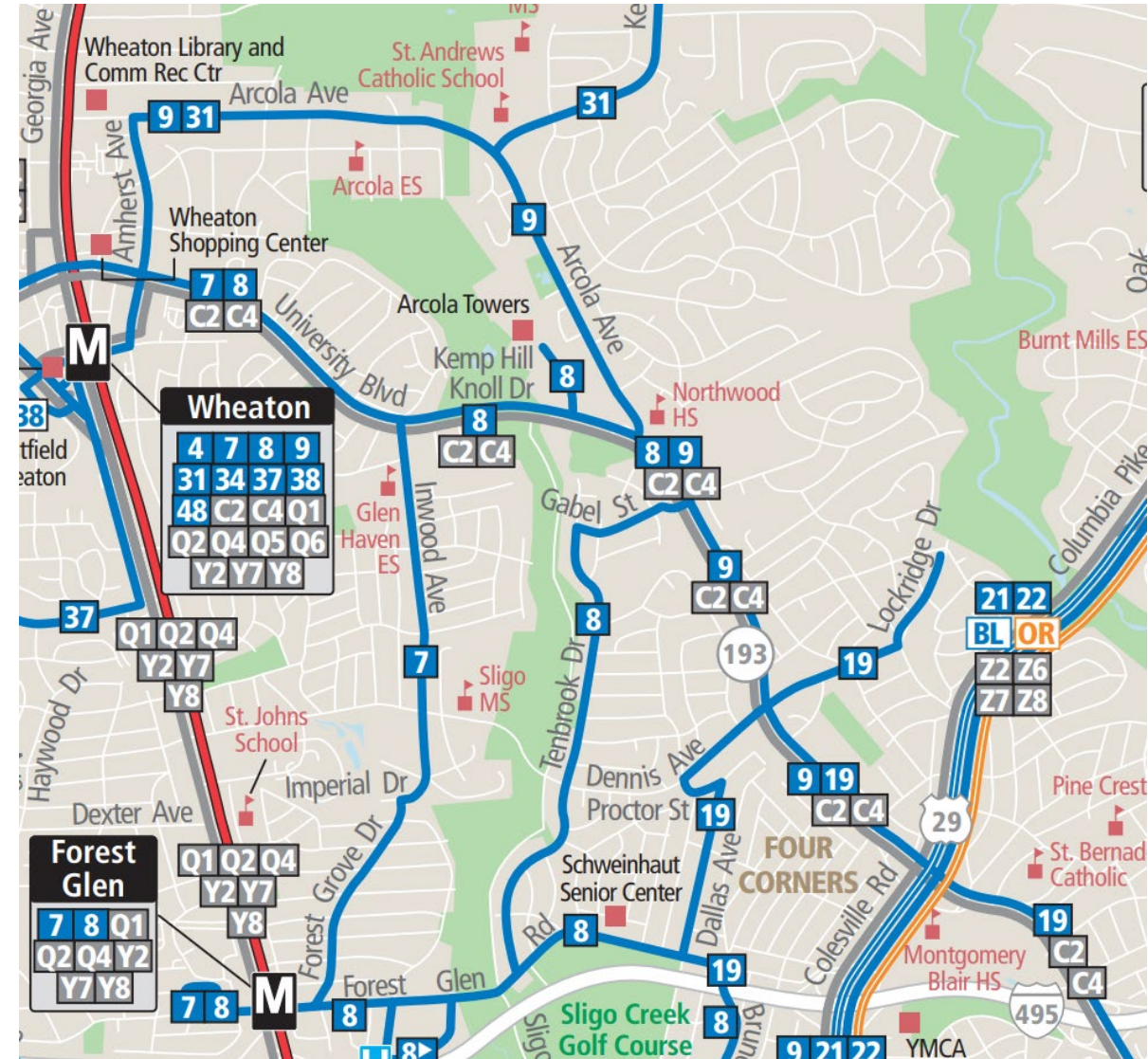
Streets without Sidewalks/Paths



# Transit Service

## Ride On and Metrobus Service

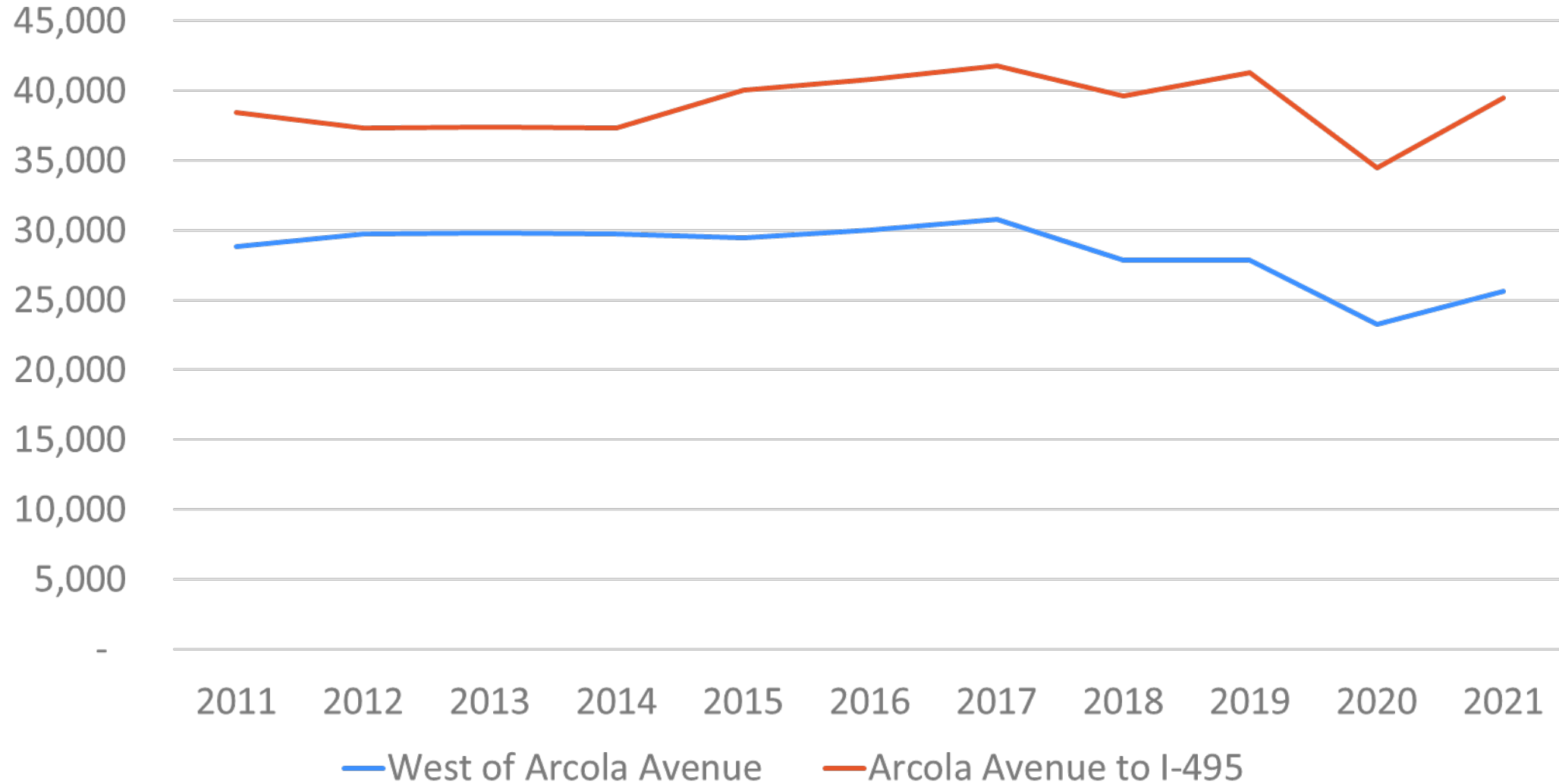
- Montgomery County Ride On:  
7, 8, 9, and 19
- Metrobus: C2 and C4
- Potential MCDOT Tactical Bus Only Lanes:  
Amherst to Dennis
- Planned BRT Corridor  
(Countywide Transit Corridors Functional  
Master Plan)
- Connection with Ride On Flash  
Blue and Orange Routes (US 29 BRT)  
in Four Corners



Ride On Service Map Excerpt  
([https://www.montgomerycountymd.gov/DOT-Transit/Resources/Files/9\\_MON\\_MaG\\_MontgomeryCo\\_24x26\\_230216%20FINAL.pdf](https://www.montgomerycountymd.gov/DOT-Transit/Resources/Files/9_MON_MaG_MontgomeryCo_24x26_230216%20FINAL.pdf))

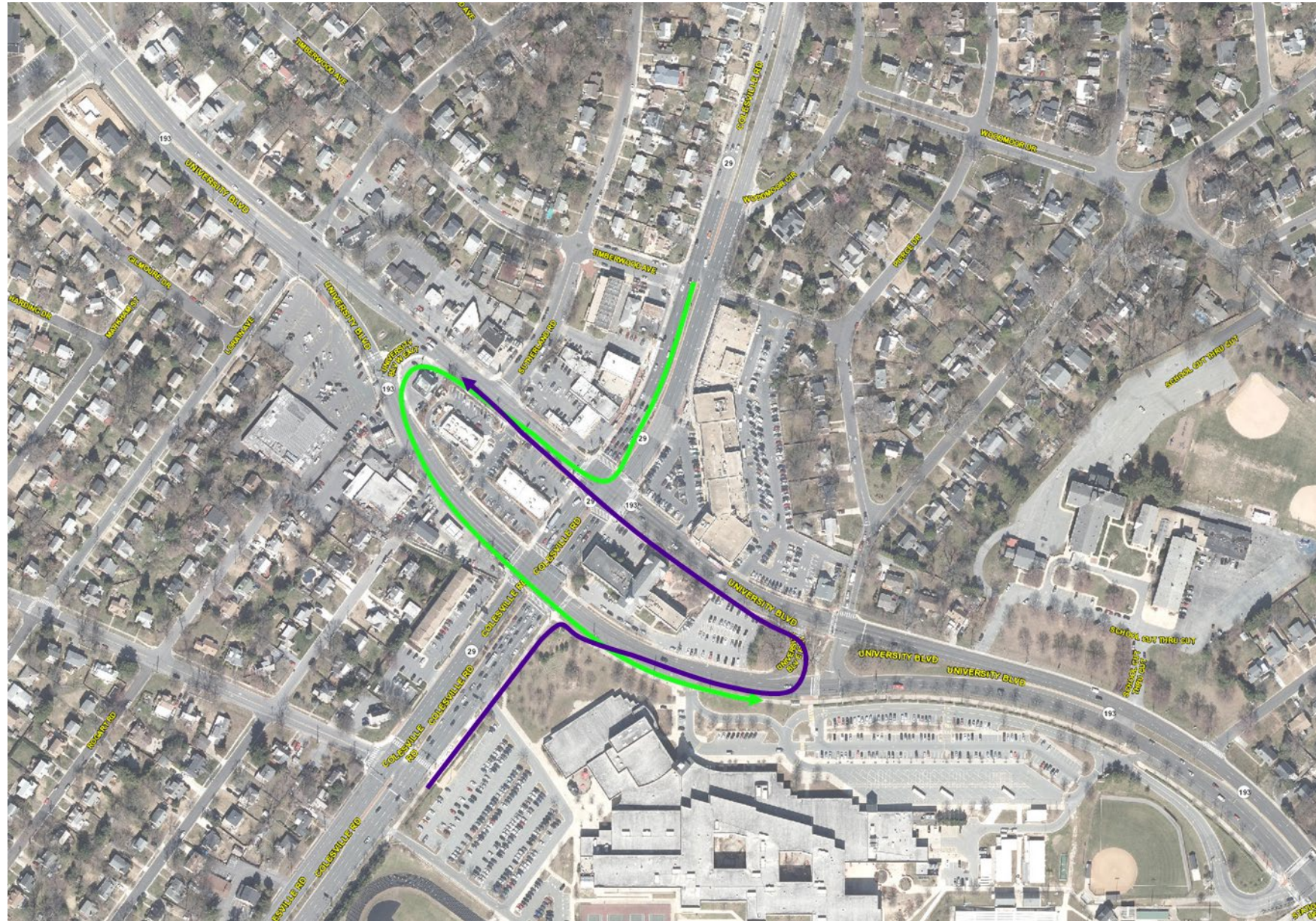
# Vehicle Volumes

## Annual Average Daily Traffic – University Boulevard



# Four Corners

- Counterintuitive and complex left-turn operations
- High pedestrian activity
- Key transit node



# Future Engagement

## Topics

- Transportation/Mobility
- Environment/Sustainability
- Economic Development and Housing
- Parks and Open Spaces/Public Facilities

Meetings with specific multifamily properties and communities

- Planner hours at multifamily buildings
- Walking tour and (or) workshop
- Spanish language meetings



# Online Engagement

## University Boulevard Corridor Plan

Home Land Use + Zoning Transportation **Interactive Map** Survey

### Add your thoughts to our map

Help us improve connectivity within the Plan Area by sharing your thoughts. These can include better connections and improved infrastructure. (e.g. road connections, bicycle lanes, etc.)

Place a dot on the map by clicking the link to our map feedback survey below. When filling out the survey select a category, add your comment and/or any related photo. Take a photo of a question, comment, or concern about the map email erik.westbrook@montgomeryplanning.org.

[CLICK HERE TO ADD A POINT ON MAP](#)



### Quick links

[Share your vision](#)

[Planning for the University Boulevard Corridor \(2003\)](#)

[Scope of work](#)

# Contact Information

## Website

<https://montgomeryplanning.org/ubc>

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