
May 8, 2020

Mr. Paul Dorr
The Traffic Group, Inc.
9900 Franklin Square Dr. - Suite H
Baltimore, MD 21236

Dear Mr. Dorr:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by The Traffic Group, Inc, dated December 17, 2018 (received on April 1, 2020), for the (Takoma Junction development – SHA Tracking #19-AP-MO-008-xx) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 26,768 square feet of office space, 13,377 square feet of retail space, and 9,821 square feet of quality restaurant is via one (1) full movement site access to MD 410.
- The following intersections were analyzed under existing, background and future conditions:
 - Ethan Allen Ave & Carroll Ave/Sycamore Ave
 - Carroll Ave & Philadelphia Ave
 - Carroll Ave & Site Access
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

Regional and Intermodal Planning Division (RIPD) Comments (By: Kandese Holford):

1. Please note the State's fiscally constrained FY 2020-2025 Consolidated Transportation Program (CTP) includes projects under construction and/or development and evaluation. The CTP includes no projects affecting MDOT SHA facilities analyzed in this TIS.

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2. Please note the State's fiscally unconstrained Highway Needs Inventory (HNI), the State's long-range plan, includes projects that are critical to Maryland's transportation needs. The HNI includes no projects affecting MDOT SHA facilities analyzed in this TIS.
3. Please note Montgomery County Ride-On Bus and WMATA Metrobus serve the development site. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain full ADA-compliant access to existing and potential future transit facilities.
4. Please note the December 2000 Maryland-National Capital Park and Planning Commission (M-NCPPC) Takoma Park Master Plan as amended, in which this development lies, includes the following recommendations affecting MDOT SHA facilities analyzed in this TIS:
 - Provide streetscape improvements along MD 195 (Carroll Avenue) from Takoma Junction to Takoma Old Town. Extend the existing character of Old Town by adding trees and improving the sidewalk on the south side along with other streetscape enhancements.
 - Provide frequent safe pedestrian crossings to ensure good access to the combined pedestrian/bicycle routes from surrounding neighborhoods.
5. Please note the December 2018 M-NCPPC Bicycle Master Plan, as amended, includes the following recommendations affecting MDOT SHA facilities analyzed in this TIS:
 - A proposed on-road striped bike lane along MD 195 (Carroll Avenue) from west of Sycamore Avenue to Tulip Avenue. All roadway improvements to MDOT SHA roadway facilities should provide for and maintain bicycle facilities as well as full ADA-compliant pedestrian facilities.
 - A proposed shared-use path along the north side of MD 410 (Ethan Allen Avenue) from east of MD 195 to MD 650.
 - Proposed shared-lane roadway markings on MD 195 Carroll Avenue from Lee Avenue to Ethan Allen Avenue

Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

1. On Exhibit C-2 for Development #3, the retail pass-by trips were included in the PM total, while the restaurant pass-by trips were excluded. Revise the trips to account for both, or explain why the retail pass-by trips only were included in the PM total.
2. We defer to MNCPPC regarding the use of the previously approved background developments as the Scoping report is from 2018.
3. The trip generation for the TIS appears to be in compliance with the LATR standards and the ITE Trip Generation Manual 10th edition.

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4. The SimTraffic model used in the study should be validated with the current traffic condition such as queue lengths or corridor speeds/travel times. This should be done to properly analyze the relocated intersection and the site access point.
5. On Exhibit 13 for the Total Traffic and Total with improvement scenarios, include the WB queues for Intersection #2 as the SimTraffic reports show queues.
6. In Exhibit 13 the eastbound storage of Intersection #1 is shown to be 300 feet, while in the SimTraffic reports, the storage link distance is 239 feet. If the table used an actual storage distance, the SimTraffic model should be adjusted so that the distance output can be shown to match the link storage.
7. Exhibit 13 shows that the northbound queue out of the site is projected to be 140 feet. Is this feasible given the small size of the site?
8. If the left turn-in and -out at the site access intersection are allowed, the EB storage with improvement should not be 430 feet for the site access intersection. Also with the Site Access intersection, the WB Carroll Ave storage should not be 260 feet.
9. Include the EB queue for the Site Access intersection in Exhibit 13.
10. The evaluation of the design of the site access will need to determine if proper sight distance will be available for a full movement access, with the roadway curvature on the west and the truck layover and bus stop on the east. Would the left turn out at the site access be feasible even with the improvement option at Intersection #1?
11. The site plan on the last page of the appendix shows the revised access for the adjacent Co-Op business. Is this access out of the site onto MD 410 feasible immediately adjacent to the relocated intersection? Exiting traffic would appear to be blocked even with a queue length of 1 eastbound vehicle at the intersection. And left turns out would be extremely challenging.
12. The mitigation at the Carroll Avenue intersection should be coordinated with the recent Takoma Park Vision Study recently conducted by MDOT SHA.

Traffic Development & Support Division (TDSD) Comments (By: Errol Stoute):

TDSD concurs with the findings/methodology of the report and offers no critical comments at this time.

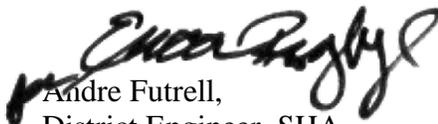
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District 3 Traffic Comments (By: Alvin Powell):

The traffic impact study identifies significant congestion and queuing occurring at the intersection of MD 195 (Carroll Avenue) and Ethan Allen Avenue/Sycamore Avenue. The development will add a significant number of trips to the intersection. Based on the study, the required mitigation includes geometric improvements at the subject intersection which may be beyond the scope of this project. MDOT SHA continues to explore options to improve this intersection. MDOT SHA will provide guidance on mitigation and will communicate with the developer in the future any required developer action. Consequently, we are unable to process this plan further until we have progressed mitigation for this intersection.

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us.

Sincerely,


Andre Futrell,
District Engineer, SHA

AF/ts

cc: Glen Cook, Traffic Group
Scott Holcomb, SHA – TFAD
Kandese Holford, SHA – RIPD
Katie Mencarini, Montgomery Planning
Alvin Powell, SHA – District Traffic
Errol Stoute, SHA – TDSD