



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

November 22, 2022

Mr. Chris Van Alstyne, Transportation Planner
Up-County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Drive
Wheaton, Maryland 20902

RE: Burtonsville Crossing Shopping Center
Traffic Impact Study Review

Dear Mr. Van Alstyne:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review (TIS) report for the Burtonsville Crossing located in Burtonsville Town Center Policy Area. This study, dated June 23, 2022, was prepared by Lenhart Traffic Consulting. The applicant proposes to redevelop the existing 129,140 square foot shopping center that is mostly vacant at this time. A portion of the shopping center will be removed, and two pad sites will be added to the site with the redevelopment resulting in 121,983 square feet of retail space, a 3,500 square foot bank and a 4,500 square foot fast casual restaurant.

This site is located in the Burtonsville Town Center Policy Area, which is designated as an Orange Policy Area per the current 2020-2024 Growth and Infrastructure Policy. The redevelopment of the site will increase peak hour trips by more than 50. The site is accessed via several points along National Drive, which borders the site on the north, east and south sides.

We offer the following comments:

General Comment:

1. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdictions with the exception the maintenance and operation of traffic signal on state-maintained roadways.

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

Adequacy Determination

1. Per the 2020-2024 Growth and Infrastructure Policy adopted on November 16, 2020 (Council Resolution # 19-655) the motor vehicle, pedestrian system, bicycle system and transit adequacy tests are required for the subject site.

Motor System Adequacy

1. The Burtonsville Town Center Transportation Policy Area is an Orange Policy Area, and each studied intersection must be evaluated using the Highway Capacity Manual (HCM) methodology. Under the LATR guidelines, this policy area has a maximum average delay of 71 seconds or less to be considered adequate.
2. Peak hour turning movement counts were conducted on Tuesday, May 24, 2022.
3. No background developments were identified that would impact the studied intersections.
4. The property is mostly vacant at the writing of the report.
5. The applicant's consultant studied seven intersections, including three vehicular access points.
6. The consultant found that all of the intersections operate under the 71 second delay. We concur with the consultant's findings.

Pedestrian System Adequacy

1. Based on the Pedestrian Adequacy analysis, the site will evaluate within 750-foot walkshed from the site frontage.
2. For the Pedestrian Level of Comfort (PLOC), the consultant stated that they are required to evaluate 3000 linear feet. The evaluation included several segments that were on private property, which should not have been included in the report. There are multiple segments that the consultant lists as uncomfortable. The applicant is not proposing to fix any of these improvements.
3. For street lighting, the consultant mapped the existing street lights and stated that they will "provide street lighting to meet the applicable standards within the walkshed, within the established maximum cost of offsite improvements."
4. For ADA Compliance, the consultant provided a map of observations in the vicinity of the site. Details of the specific ADA compliance issues and recommended mitigation to be coordinate with M-NCPPC.

Bicycle System Adequacy

1. Based on the Bicycle System Adequacy analysis, the site has a 750-foot study area from the site frontage. Bicycle system adequacy is defined as providing a low Level of Traffic Stress (LTS-2) for bicyclists.

2. The applicant is proposing to construct a separated bike lane along northbound Old Columbia Pike as part of the redevelopment of the site from the intersection with MD-198 through the site frontage. “Between MD-198 and National Drive the second lane from the right lane will be replaced with the separated bike lane and the east most lane will terminate at National Drive, becoming a right-turn only lane. A separate analysis, to be submitted at a later time, is being prepared to support the replacement of the two east most through lanes with the separated bike lane and sidewalk.”
3. This analysis will need to be submitted to MDSHA for their review and approval. MCDOT recommends planning staff require the submission with the first building permit submission to DPS.
4. In addition, MCDOT recognizes that there is a bus stop in this location. The applicant must make the bus stop ADA compliant, which usually is making it a “floating bus stop.” The applicant will need to coordinate with MCDOT and MDSHA to determine the necessary improvements.

Bus Transit System Adequacy

1. Based on the Bus Transit System Adequacy analysis, the study area is 1,000 feet from the site frontage and two shelters/amenities must be constructed. There are three bus stops locations within the study area and two of them have shelters.
2. The consultant recommends that they provide bus facility improvements at the bus stop without the shelter.
3. We concur with the consultant’s recommendation that improvements be provided at the one bus stop without a shelter. All the work should be completed prior to the use and occupancy permit for the first building. Please contact Mr. Wayne Miller of our Division of Transit Services at 240-777-5836 or at Wayne.Miller2@montgomerycountymd.gov.

Vision Zero Statement

1. An evaluation of vision zero standards included a review of accidents and speed studies. The High Injury Networks (HIN) per the Montgomery County Vision Zero website indicated that the portion of MD 198 within the study area is included in the MD-198 Speed Limit Reduction Project, which has reduced the speed limit along MD 198 between Dino Drive and Piney Orchard Road by 5 MPH. This project is complete.
2. Crash data from 2015-2019 shows that there were very few bicycle or pedestrian crashes within the study area, none of which were considered severe or fatal.
3. The consultant conducted speed studies along Old Columbia Pike and at two locations along MD -198. The studies along MD-198 west of Old Columbia Pike were found to be in excess of the 20 percent threshold. The consultant states that “coordination between MNCPPC and the applicant will determine if further speed reduction measures should be implemented at this location.

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SUMMARY

1. We concur with the consultant's conclusions regarding the pedestrian, vision zero, transit and bicycle system adequacy as long as the applicant continues to coordinate improvements with MCDOT, MDSHA and MNCPPC.
2. The applicant will be addressing the identified off-site Pedestrian, Bicycle and Transit facility deficiencies by either constructing these or through a fee-in-lieu.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Rebecca.torma@montgomerycountymd.gov or (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office of Transportation Policy

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cc:e: Correspondence folder FY 2023