



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

January 8, 2015

RE: Montgomery County
 East of US 29,
 Eastern quadrant of Old Columbia
 Pike/Industrial Parkway intersection
 White Oak Town Center
 SHA Tracking No. 14APMO045XX
 County No. 120150100
 Traffic Impact Study
 Mile Point 6.17

Mr. Ed Axler
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Axler:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Kimley-Horn & Associates, Inc., dated November 17, 2014 for the White Oak Town Center mixed-use development in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) review is complete and we are pleased to respond.

The review determined the major report findings and the SHA comments and conclusions as follows:

- Access to the 65,000 square feet of retail use and 289 mid-rise multi-family residential units is proposed via one (1) full movement site access to Industrial Parkway (a County road) and one (1) right-in/right-out movement site access to Old Columbia Pike (a County road).
- The study analyzed the following intersections under existing, background and future conditions:
 - US 29 intersection with Industrial Parkway
 - US 29 intersection with Tech Road
 - Tech Road intersection with Broadbirch Drive
 - Tech Road intersection with Industrial Parkway
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions, with the exception of the US 29 intersection with Tech Road. However, site impacts at this intersection are shown to be mitigated by

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the new access configuration which would result in the redistribution of trips away from the intersection.

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

1. Given the close proximity of Old Columbia Pike to US 29, it is reasonable to expect that operations of the Old Columbia Pike intersections with Industrial Parkway and Tech Road would have a direct impact on the operations of the US 29 signaled intersections with Industrial Parkway and Tech Road. Accordingly, please provide a queuing analysis, using Synchro/SimTraffic software (using SimTraffic queuing outputs), for the US 29 study intersections (by turning movement) for existing, background, and future conditions. Please include the Old Columbia Pike intersections with Industrial Parkway and Tech Road as part of this analysis.
2. On page 28, the report states that under total future conditions, the CLV figure (in Table 4) is reduced from the background CLV due in part to the subtraction of the trips generated by the existing office building on the project site. However, the existing office building is currently considered to be vacant (i.e. no trips are generated due to this vacant development). As a result, the office trips should not be subtracted. Please revise the total traffic volumes and subsequent analysis as appropriate.
3. The State's fiscally constrained draft 2015-2020 Consolidated Transportation Program (CTP) includes a design project for a US 29 (Columbia Pike) grade-separated interchange at Tech Road and Industrial Parkway. Design is approximately ten percent complete and remains on hold, as it has been since 2005. For further information, contact Ms. Lindsay Bobian, Team Leader, Highway Design Division, SHA, at 410-545-8765 or lbobian@sha.state.md.us.
4. A study of improvements necessary to implement bus rapid transit (BRT) along MD 384 (Colesville Road) and US 29 (Colesville Road/Columbia Pike) between Silver Spring Metro Station and Burtonsville. Planning began in summer 2014 and is at only a preliminary stage. Decisions regarding pursuit of specific BRT treatments only will be made following the formation of corridor advisory committees (CACs) by Montgomery County and SHA. SHA and the County expect to complete the CAC formation process in early winter 2014-2015 with CAC kickoff meetings to follow. For further information, contact Ms. Jamaica Arnold, Project Manager, Project Management Division, SHA, at 410-545-8512 or jarnold2@sha.state.md.us.
5. 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 the 7.5-mile US 29 (Columbia Pike) freeway reconstruction, to include managed lanes, bus lanes, and interchanges, between MD 650 (New Hampshire Avenue) and the Howard County line/Patuxent River. If and when such improvements proceed, they may affect right-of-way.