



July 10, 2018

Ms. Sara Anne Daines
Housing and Community Development Director
City of Takoma Park
7500 Maple Avenue
Takoma Park, Maryland 20912

Via E-mail: sarad@takomaparkmd.gov

Re: **Takoma Park Junction Redevelopment Project**
AMT File No.: 17-0979.001

Dear Ms. Daines:

A. Morton Thomas and Associates, Inc. (AMT) is pleased to submit our responses to the City Council's comments emailed on June 26, 2018 for the City Council presentation on June 20, 2018.

Comment #1: Did they consider reversing the direction of traffic on Manor Circle? If not, why?

Response: *Studying the traffic flow at Manor Circle was out of the scope of work and no traffic counts were conducted at that location to perform an analysis.*

Comment #2: Was any data collected about traffic at the intersection of Jackson and Ethan Allen? Did they consider the elimination of turns from Ethan Allen Avenue onto Jackson Avenue at rush hour? If not, why?

Response: *Traffic data was collected at the Jackson Avenue and Ethan Allen Avenue intersection. Elimination of turns from Ethan Allen Avenue onto Jackson Avenue was not considered. The primary focus of the study was to improve the traffic flow at MD 410/MD 195/Grant Avenue and Sycamore Avenue. One of the options which we did look at was the elimination of left turns from MD 410 onto Sycamore Avenue which is expected to reduce delays and queues on MD 410 and would serve a similar purpose as eliminating turns from Ethan Allen Avenue onto Jackson Avenue.*

Comment #3: The site plan illustrating Option 2B indicates that Grant Avenue would be closed. Is this correct? Should it be "no left turns"?

Response: *The Option 2B site plan was not updated with the latest analyses in the report. However, it was updated in the presentation and will be provided in the appendix of the final traffic study. The latest site plan for Option 2B is also attached to this comment/response letter.*

Comment #4: The LOS Table (page 13) appears to be inconsistent with the text. If Option 2B is the best option, why is the Fail number so high for MD 195/Philadelphia Avenue?

Response: *The LOS table was prepared showing the existing signal timings as they are currently in place. Since Option 2B gets rid of the signalized intersection (MD 410/MD 195/Grant Avenue) in the middle, the signal timings will be optimized. The final report will reflect the results with optimized signal timings. We*

would like to mention here that the delay at the eastbound approach at MD 410/Philadelphia Avenue will deteriorate when compared to Option 2A. This is primarily because left turns will no longer be allowed at Grant Avenue and those vehicles will be making the left turn at the MD 410/Philadelphia Avenue intersection which will deteriorate the LOS at that intersection. The reason why we mentioned that Option 2B is the better option is because it eliminates the need for a signal at MD 410/MD 195/Grant Avenue and makes traffic flow better and reduces delays within the roadway network. However, keeping pedestrian safety into consideration and the City's desire to keep the crosswalk at Grant Avenue to provide more pedestrian access, then Option 2A will be a better option. This will be provided in detail in the final report.

Comment #5: What impact on traffic would result if the Grant Avenue sidewalk were to remain in place?

Response: *If the priority is to keep the Grant Avenue sidewalk in place, then we would propose Option 2A. This will result in more delays and queues on the roadway network but will increase pedestrian accessibility to crosswalks.*

Comment #6: How large of a truck can be accommodated in the Coop parking lot, either entering into or existing from Sycamore Avenue as it is configured today?

Response: *To access the Coop parking lot entering and/or exiting from Sycamore Avenue, we would propose a box truck or a classification of SU-30 as per AASHTO.*

Comment #7: In the proposed reconfiguration, what is meant by the "yield condition" for eastbound Ethan Allen Avenue traffic?

Response: *In Option 3, the eastbound traffic is expected to "yield" to southbound traffic coming down the spur as it goes south to continue along Sycamore Avenue or turn left to continue eastbound along MD 410. The eastbound traffic is expected to yield first and find gaps within the traffic flow as the southbound traffic on the spur is allowed a continuous flow so that the queue does not back up into the signalized intersection along Carroll Avenue.*

Comment #8: Would a realigned intersection generate more cut-through traffic in neighborhoods to the south?

Response: *The primary reason for cut-thru traffic is to avoid the congestion and the delay along the MD 410/MD 195 roadway network. The realignment is expected to reduce congestion and delays and hence, cut-thru traffic is actually expected to reduce in the neighborhoods to the south.*

Comment #9: Is it possible to use the information generated during the traffic study to estimate the actual parking capacity necessary for the underground garage?

Response: *The capacity for the underground garage should be based on the number of peak hour trips generated by the proposed development. This is out of AMT's scope of work.*

Requested Modifications:

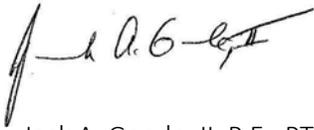
1. Revise proposal to minimize the impact on the residential property located on the NW corner of Manor Circle and Carroll Avenue.

What impact would this have on BY Morrison Park? Provide an updated estimate of how the requested realignment would impact the size of the park. How much new public space would be created in front of the stores on Carroll Avenue?

Response: *The updated estimate will be provided immediately once the proposal is revised to minimize impact on residential property.*

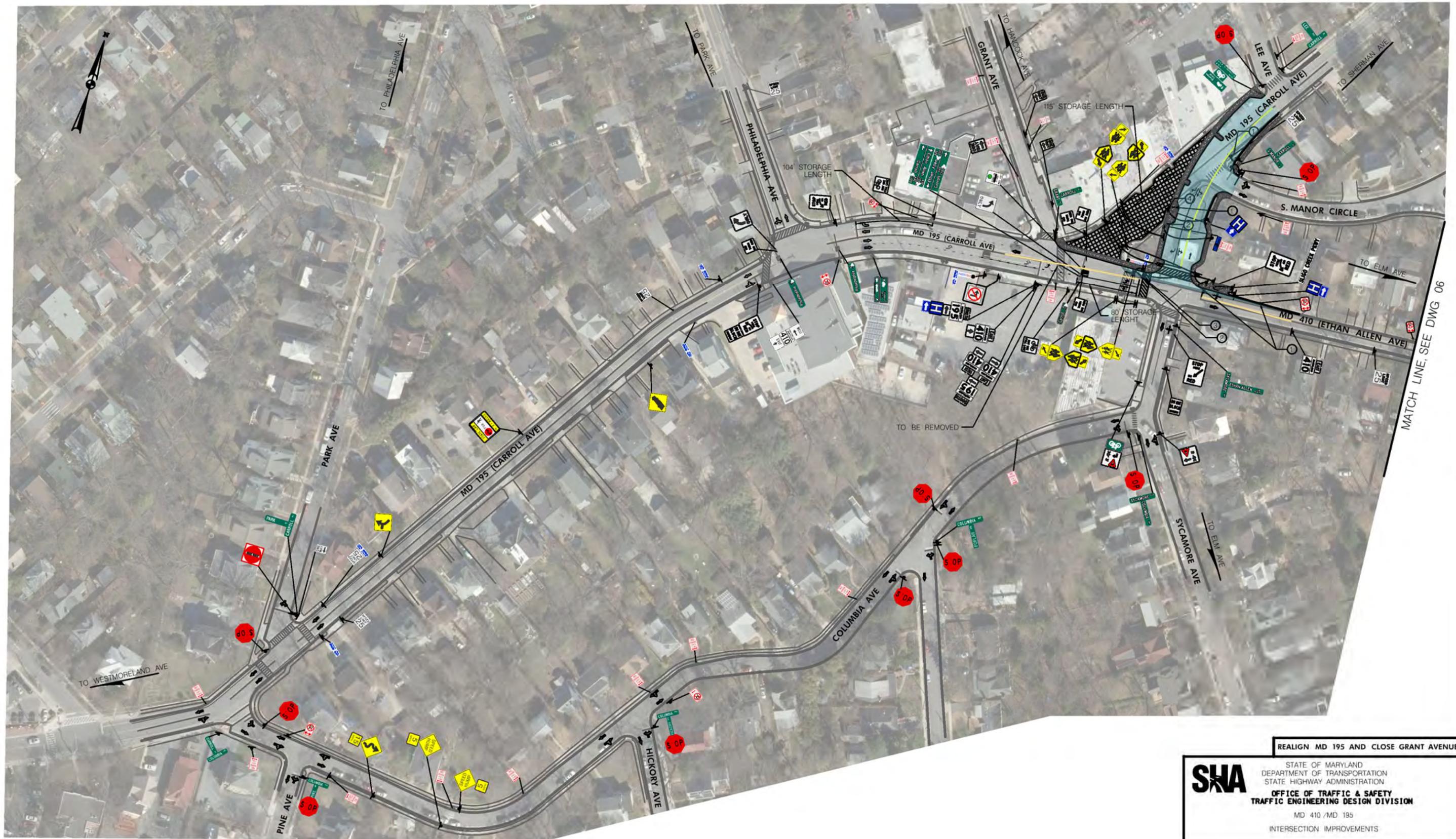
Please review our responses and let me know if you have any questions or need any additional information. I can be reached at (301) 881-2545 or jgoode@amtengineering.com.

Sincerely,
A. Morton Thomas and Associates, Inc.



Jack A. Goode, II, P.E., PTOE
Associate

cc: Anirban Das, Senior Project Engineer



MATCH LINE, SEE DWG 06

REALIGN MD 195 AND CLOSE GRANT AVENUE

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 MD 410 /MD 195
 INTERSECTION IMPROVEMENTS

OPTION 2B

SCALE	N.T.S.	DATE	CONTRACT NO.	CONTRACT NO.
DESIGNED BY	A. DAS	COUNTY	MONTGOMERY	
DRAWN BY	M. STUTTMANN	LOGMILE		
CHECKED BY	J. GOODE	T.I.M.S. NO.		
F.A.P. NO.	NA	TOD NO.		
DRAWING NO.	05	OF	14	SHEET NO. OF

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LEGEND

	EXISTING PAVEMENT MARKING LETTERS/SYMBOLS		RELOCATE EXISTING SIGN
	EXISTING TRAFFIC FLOW		REMOVE EXISTING SIGN
	PROPOSED TRAFFIC FLOW		PROPOSED SIGN
	EXISTING PAVEMENT TO BE REMOVED		CONCRETE TRAFFIC BARRIER
	NEW FULL DEPTH PAVEMENT		
	NEW SIDEWALK		

KEY

	1 RELOCATE EXISTING UTILITY POLE
	2 RELOCATE EXISTING LIGHT POLE
	3 RELOCATE EXISTING SIGNAL POLE
	4 RELOCATE EXISTING FIRE HYDRANT

BY: MSTUTTMANN