

November 2, 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, 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. 05/08/2020 Takoma Junction TIS comments. These comments stand and are available upon request.
2. On page 8, under *Existing Traffic Conditions / Pedestrian Facilities / Proposed Sidewalks along the Frontage of Takoma Junction Project*, **more information is needed about the intended use for the proposed 7-foot sidewalk adjacent the truck loading lane, especially when pedestrians are present during truck loading/unloading. In general, more clarification is needed to determine the whether the proposed facilities along the site frontage functions as an acceptable pedestrian realm.**

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

1. On Page 12 the report indicates that shared facilities for bicycles do not exist on Carrol Avenue between Grant and Philadelphia Avenues. TFAD's understanding is that there is signage on westbound Carrol in this area for bikes to be able to use a full lane.
2. In the original TIS report, background site #5 (Elm Ave Daycare) was included in the background developments, whereas it is removed in this report. The correspondence with MNCPPC in Appendix E still shows the daycare development without updated information. Confirm that this removal has been approved by MNCPPC or MCDOT.
3. TFAD defers to MCDOT and MNCPPC regarding using the 120 seconds of delay/vehicle threshold for this location versus the 80 seconds documented for this area in the LATR guidelines. We do acknowledge that there are high pedestrian and bicycle volumes in the area that make maximizing vehicle capacity at intersections challenging.
4. While not included in detail in the Table 13 queue summary, the queues from Intersections #1 and #2 extend well past the site access point along Carrol Avenue. And the westbound left turn queue at the site access (Intersection #3) shown in the Appendix exceeds the available storage, backing up beyond Intersection #1. If any geometrical improvement is not available for the intersections, consider operating the site access as a right in/out only. This may be safer for traffic using the access and may also assist with reducing the increased queues entering the study area, such as the westbound Ethan Allen queue and the EB Carrol Avenue queue at Philadelphia Avenue in the PM peak.

**District 3 Traffic Comments (By: Natasha Aidoo):**

1. The location of the proposed full movement access will adversely affect traffic signal operations at the intersection of MD 195 (Ethan Allen Road) and Philadelphia Road. It is recommended that the access be restricted to right-in/right-out. The proposed left-in and left-out movements at the proposed access should be eliminated to maintain operations at the adjacent signalized intersection.
2. Traffic related comments regarding the geometric layout of the proposed layby will be provided as part of the plan review phase.
3. Please submit Synchro/SimTraffic files with the revised submittal.

Please submit the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Kwesi Woodroffe. Upload your documents here: <https://mdotsha.force.com/accesspermit> . 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>.

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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](mailto:kwoodroffe@sha.state.md.us).

Sincerely,



*for* Erica Rigby,  
Acting District Engineer, SHA

ER/ts

cc: Glen Cook, Traffic Group  
Scott Holcomb, SHA – TFAD  
Kandese Holford, SHA – RIPD  
Jingjing Liu, NDC  
Katie Mencarini, Montgomery Planning  
Alvin Powell, SHA – District Traffic  
Kwesi Woodroffe, SHA – Access Management