

PUBLIC INPUT

A public meeting on the project was held at the Langley Park Community Center on October 19, 2005. MTA staff and a written project narrative were available to provide information and answer inquiries from the public in both English and Spanish at that meeting. MTA has also included information on the project on the Bi-County Transitway web site throughout the project design phase. The specific link to the information on the Transit Center is: <http://www.bi-countytransitway.com/AboutTheProject.php?pageId=6>

SHA has also been coordinating with the Takoma/Langley Crossroads Development Authority, made a presentation to the Multi-jurisdictional Pedestrian Safety Committee meeting on January 18, 2006, and made a presentation to the Takoma Park City Council on February 21, 2006. There were also several Task Force meetings for the International Corridor Study, which was the precursor to the roadway portion of this project.

TRANSIT CENTER PROJECT PLANNING TEAM

The transit center project team was led by MTA and consisted of representatives from the following jurisdictions and agencies:

- Maryland Department of Transportation – MTA and SHA
- Washington Metropolitan Area Transit Authority
- Montgomery County DPWT
- Prince George's County DPWT
- Maryland-National Capital Park and Planning Commission – Montgomery County and Prince George's County
- City of Takoma Park
- Consultant Team Led by Wilson T. Ballard Company

The project team met on four occasions from August 2005 through November 2005 to review various design alternatives and issues related to pedestrian access, bus circulation and operation, passenger amenities, and project scheduling, among other issues. The Maryland State Highway Administration assumed the lead on the Project Team at some point after the last project team meeting (on November 4, 2005) on the Transit Center portion of the project and held a Final Review (90% Design) meeting on February 23, 2006.

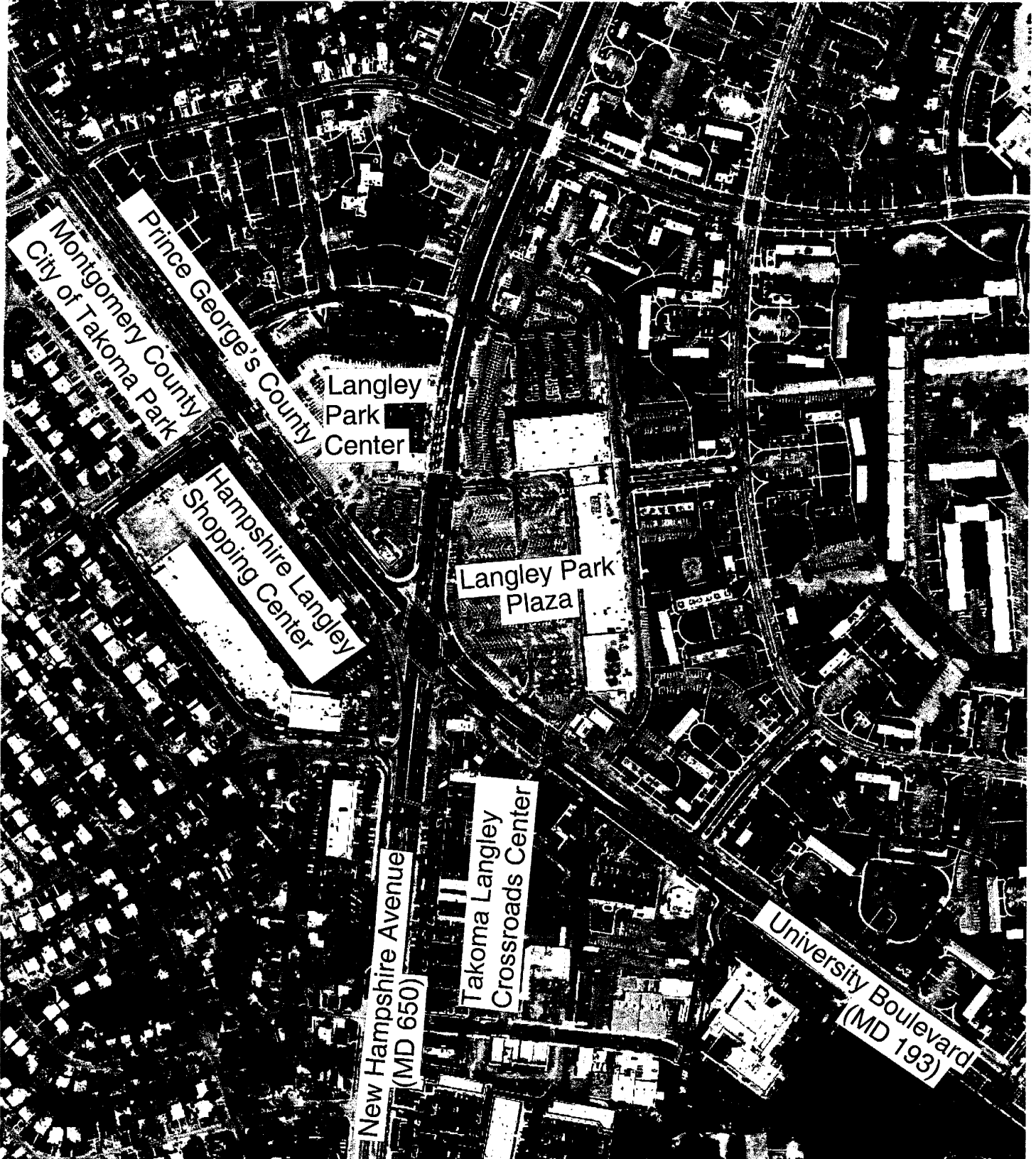
SUMMARY

Staff believes that this is a valuable project and one that should be pursued, but one that in its current form is missing an opportunity to provide a substantial improvement of the pedestrian and bicyclist environment in a busy commercial area. An opportunity to spur reinvestment would also be missed by failing to connect the proposed transit center to the rest of the area via landscaping and streetscaping. We believe that those opportunities can be realized by addressing the recommended Board comments.

LC:gw
Attachments

mno to MCPB re New Hampshire Ave 04817-SHA-1

MD 650/MD 193 and Takoma Langley Park Transit Center



Attachment 1

Map Compiled On 04-12-2006 at 03:58 PM
 Map Scale: 1 inch = 400 feet or 1:4800



The Maryland-National Capital Park and Planning Commission
 Montgomery County Department of Park and Planning
 Transportation Planning Unit
 8787 Georgia Avenue | Silver Spring, Maryland 20910
 301.495.4525 voice | 301.495.1302 fax | <http://www.mc-mncppc.org>

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Introduced by: Councilmember Barry

Resolution No. 2006-15

**Resolution Supporting Pedestrian Safety Improvements
to University Boulevard (MD 193) and New Hampshire Avenue (MD 650)**

WHEREAS, the State Highway Administration (SHA) developed a design for pedestrian improvements to University Boulevard (MD 193) and New Hampshire Avenue (MD 650), an area known as the Takoma/Langley Crossroads; and,

WHEREAS, construction of the improvements is scheduled to go out to bid in October 2006; and,

WHEREAS, a portion of this project is located within the boundaries of the City of Takoma Park and the project as a whole will affect residents and businesses of the City; and,

WHEREAS, pedestrian safety is a City priority; and,

WHEREAS, the Takoma Park Master Plan, approved and adopted December 2000, recommends the provision of "tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic"; and,

WHEREAS, the Master Plan further recommends the provision of "on-road bikeways and 'shared use paths' (8-foot to 10-foot wide sidewalks) on both sides"; and,

WHEREAS, the Council finds that, while the proposed design would improve pedestrian safety in this densely developed and heavily trafficked area, elements of the design are not in compliance with the specific recommendations of the Master Plan.

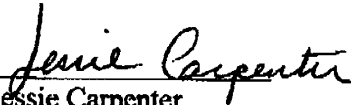
NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND:

1. Expresses appreciation that the project has been funded and is moving forward, providing significant improvements for pedestrians and transit users; and,
2. Supports marking the crosswalk across University Boulevard at Lebanon and urges the consideration of additional features such as in-roadway lighting, overhead warnings, or other mechanisms; and,
3. Supports installing wide sidewalks with a landscaped buffer to meet the Master Plan's recommendations, where feasible, and encourages SHA to work with adjoining property owners and utilities to obtain necessary access; and,

4. Supports the expansion of the sidewalk at the southwest corner of University Boulevard and New Hampshire Avenue by further shortening the island and the slip lane on the west side; and,
5. Supports the addition of a crosswalk at all four sides of the intersection at the entrance to the proposed transit center.

Adopted this 13th day of March 2006.

Attest:


Jessie Carpenter
City Clerk

TAKOMA / LANGLEY PARK TRANSIT CENTER

Proposed left-turn bay to
Langley Park Center

Transit Center Access to
MD 650 via Langley Park
Center Driveway

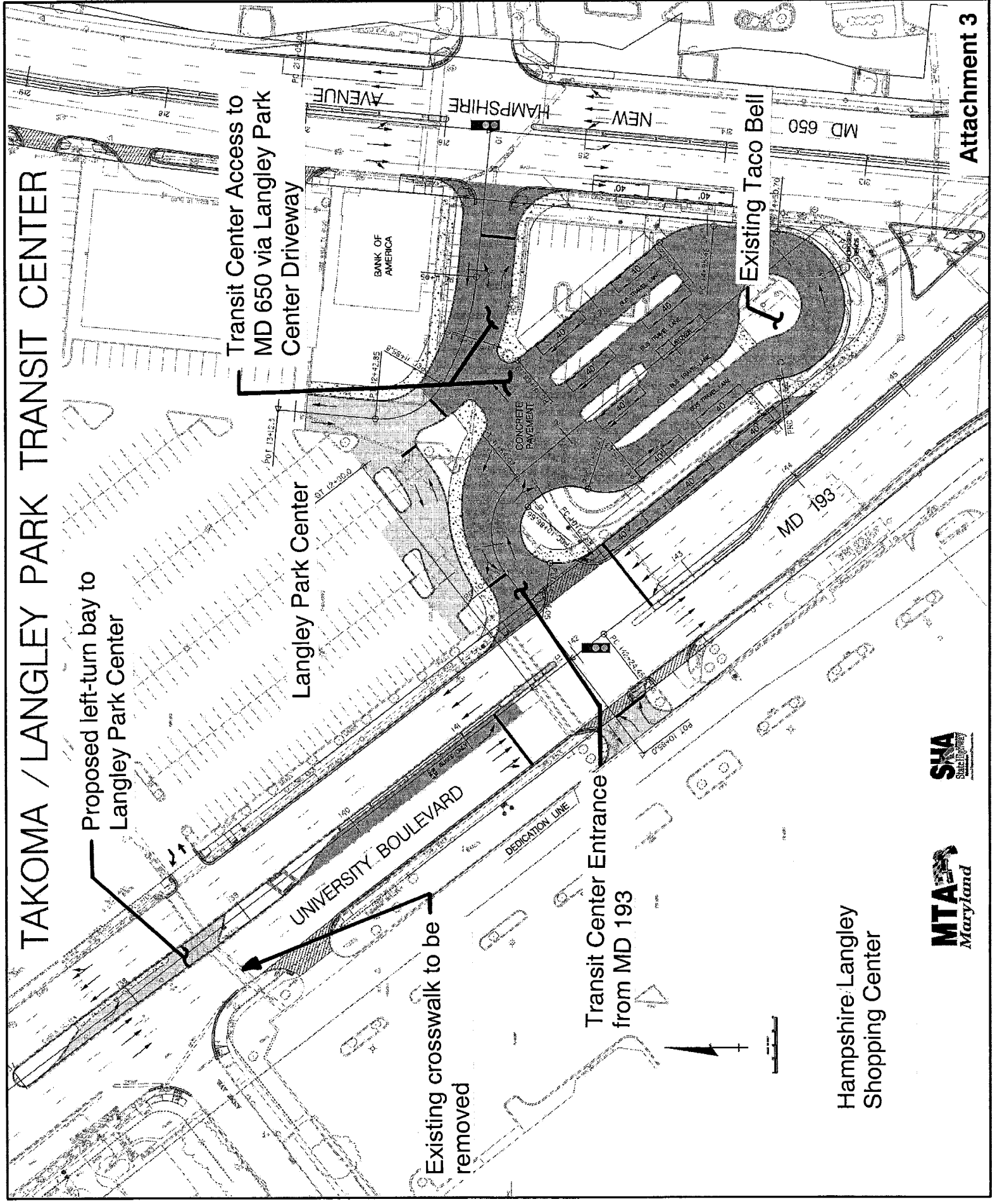
Langley Park Center

Existing Taco Bell

Existing crosswalk to be
removed

Transit Center Entrance
from MD 193

Hampshire Langley
Shopping Center



Streetscape Treatments

University Boulevard Recommendations

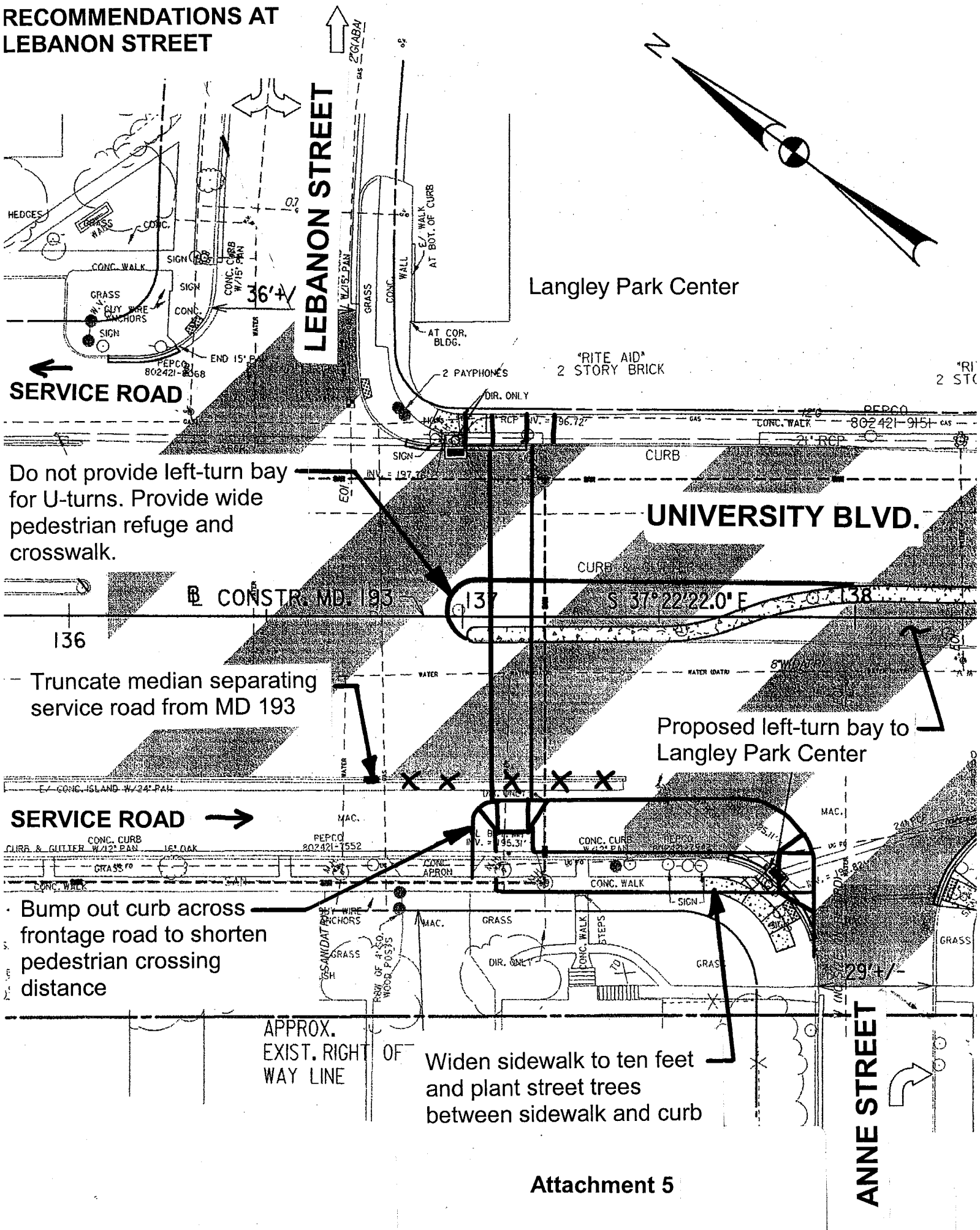
- **Provide tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8-foot to 10-foot-wide sidewalks) on both sides. (See Bikeway section.)**
- **The right-of-way on University Boulevard should remain at 120 feet, except that where any existing right-of-way is greater than 120 feet the existing right-of-way should be maintained. However, future studies could result in the need for increased right-of-way requirements along University Boulevard for sidewalks and streetscape improvements, but not to exceed 150 feet.**
- **Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**
- **Prepare a concept study of improvements to the pedestrian environment and to the attractiveness of the area along University Boulevard. A streetscape concept is shown in Figure 2. The study should address:**
 1. Provision of a streetscape and landscaping treatment, possibly reflecting the international character of businesses along University Boulevard.
 2. Enhancement of selected locations to improve pedestrian comfort and safety and to improve character, such as bus stops and pedestrian crossings.
 3. Provision of on-street parking during off-peak periods to buffer pedestrians from moving traffic, provide parking options for residents, and reduce traffic speeds.
 4. Enhancement of the existing gateway features of University Boulevard at Takoma/Langley Crossroads.
- **Revise this Master Plan if the “Purple Line” transit alignment is approved along University Boulevard. Revisions to the Takoma Park Master Plan should reflect any needed changes in right-of-way or easement acquisition, or changes in land use, design, and zoning recommendations. The transit alignment is an alternative under study by the State of Maryland as part of the Capital Beltway Major Investment Study.**

New Hampshire Avenue Recommendations

- **Provide tree-lined sidewalks, landscaped medians, and street trees in and wide panels separating sidewalks from traffic. Provide on-road bikeways and “shared use paths” (8-foot to 10-foot-wide sidewalks) on both sides. (See Bikeway section.)**
- **Acquire right-of-way to the full 150-foot standard to provide adequate space for landscaping and sidewalks. (Assumes the Department of Public Works and Transportation Design Standard number MC-218.02.) Purchase the land or acquire it through dedication-at-redevelopment.**
- **Coordinate enhancements to University Boulevard and New Hampshire Avenue with Prince George’s County, State Highway Administration, and the City of Takoma Park.**

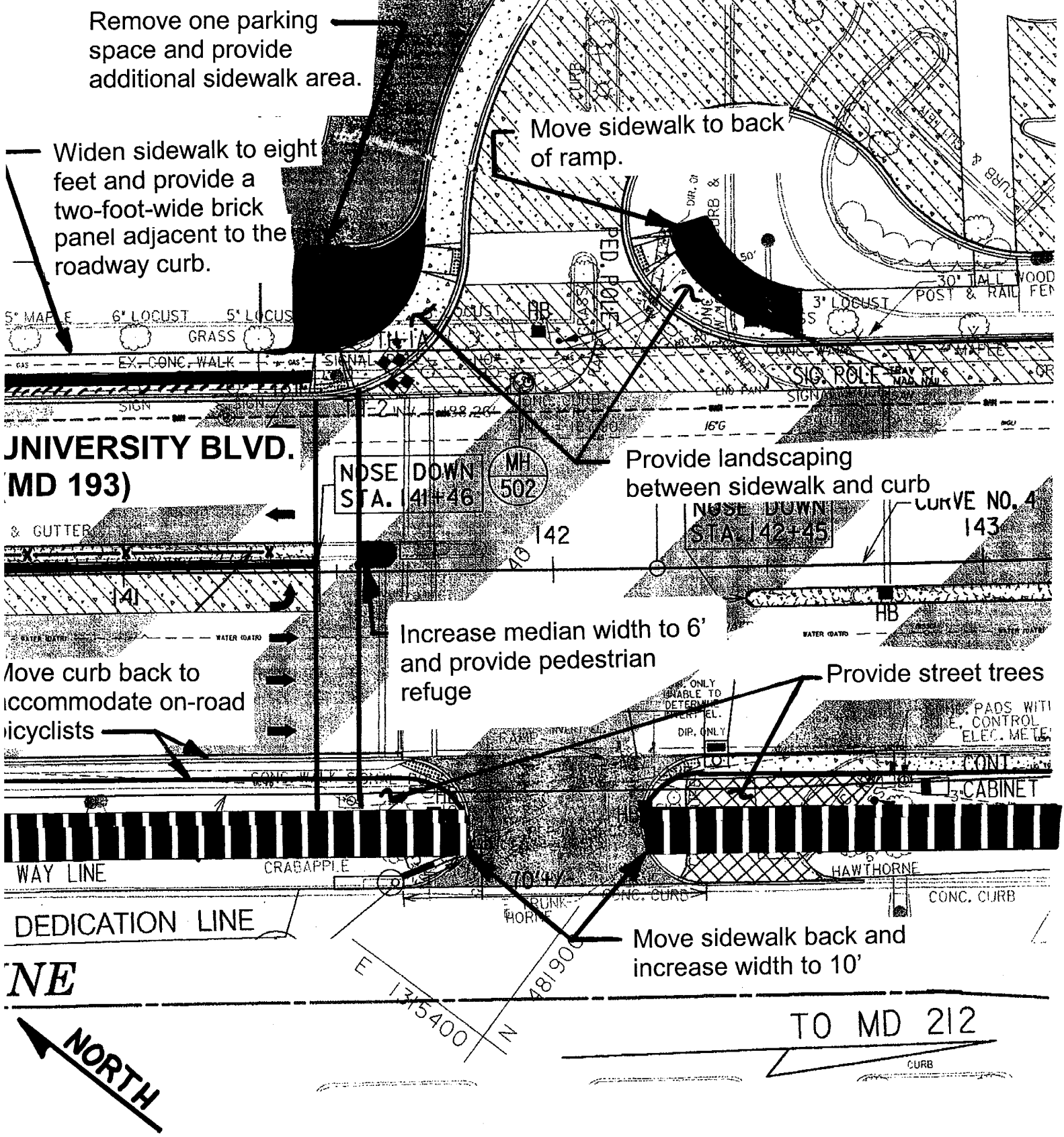
Attachment 4

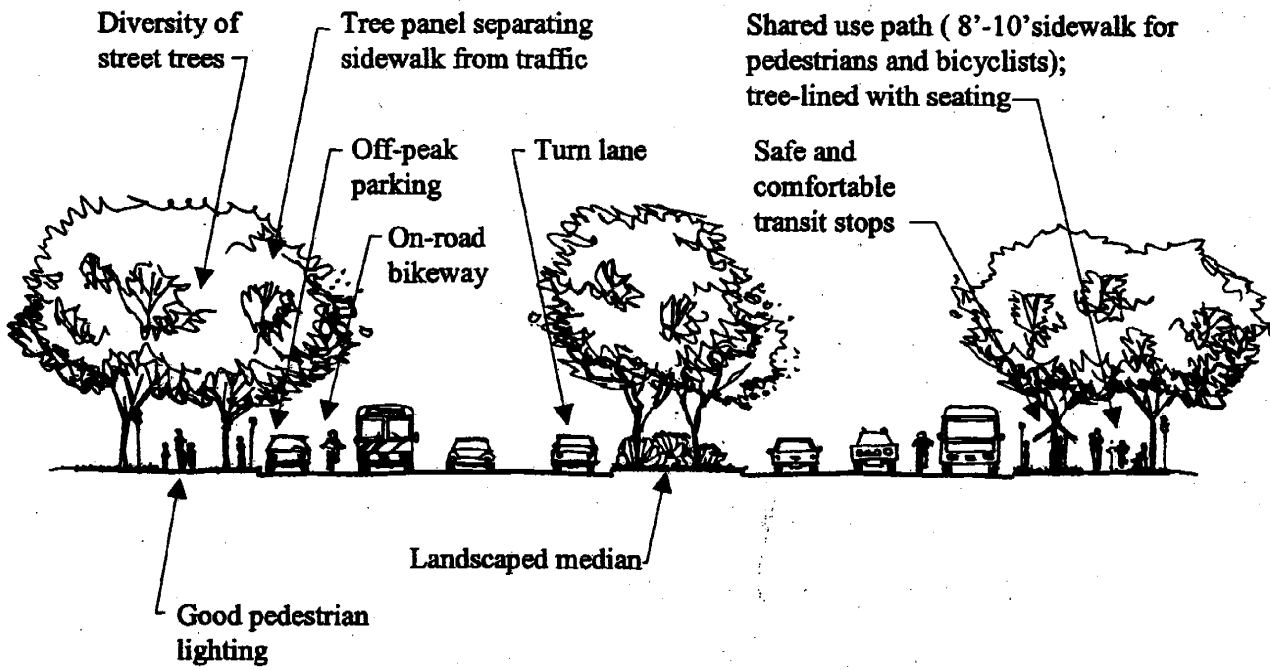
**STAFF
RECOMMENDATIONS AT
LEBANON STREET**



ANNE STREET

**STAFF
RECOMMENDATIONS AT
MD 193 TRANSIT CENTER
ENTRANCE**





**UNIVERSITY BLVD.
(MD 193)**



146

Staff recommends that the right-turn lane be re-oriented to accommodate a fourteen-foot wide shared-use path between the roadway curb and retaining wall.

Staff recommends that landscaping be provided on this and the other two large traffic islands.

147

CONSTR. MD. 193

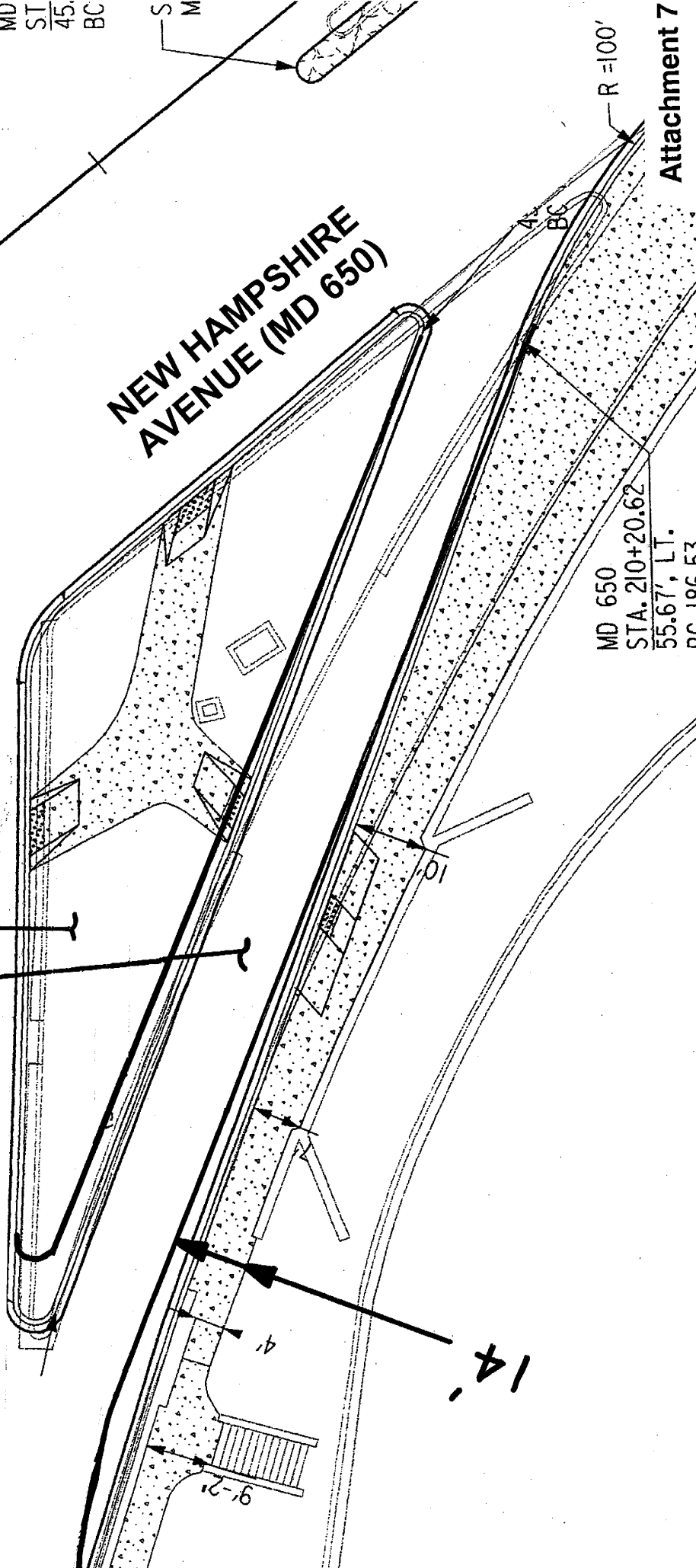


211

MD
ST. 45.
BC

S
M

NEW HAMPSHIRE AVENUE (MD 650)



MD 650
STA. 210+20.62
55.67', LT.
DC 100' E7

Attachment 7

R=100'

14'

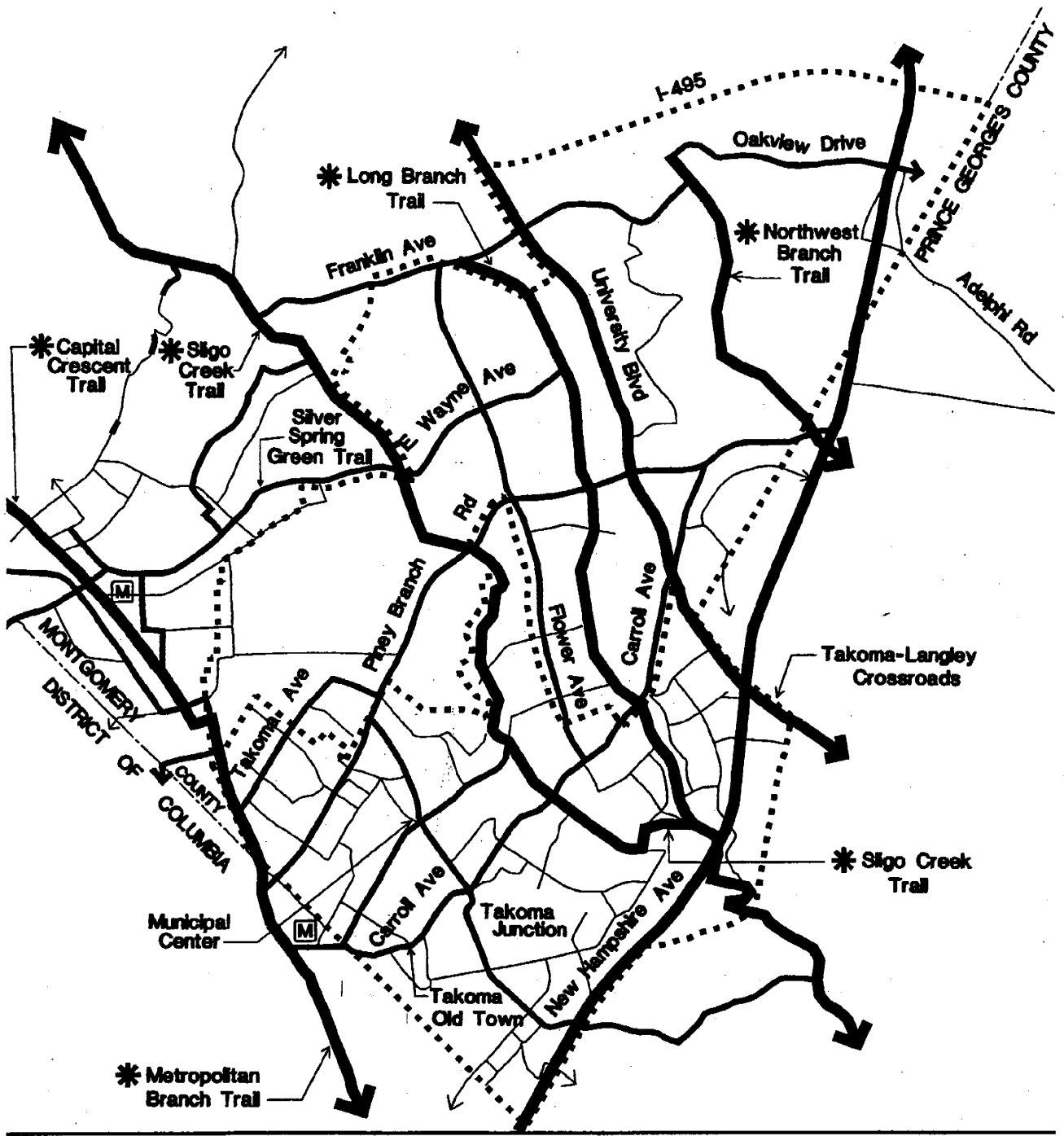
4'

10'

4'

BC

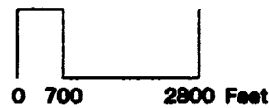
9'-2"

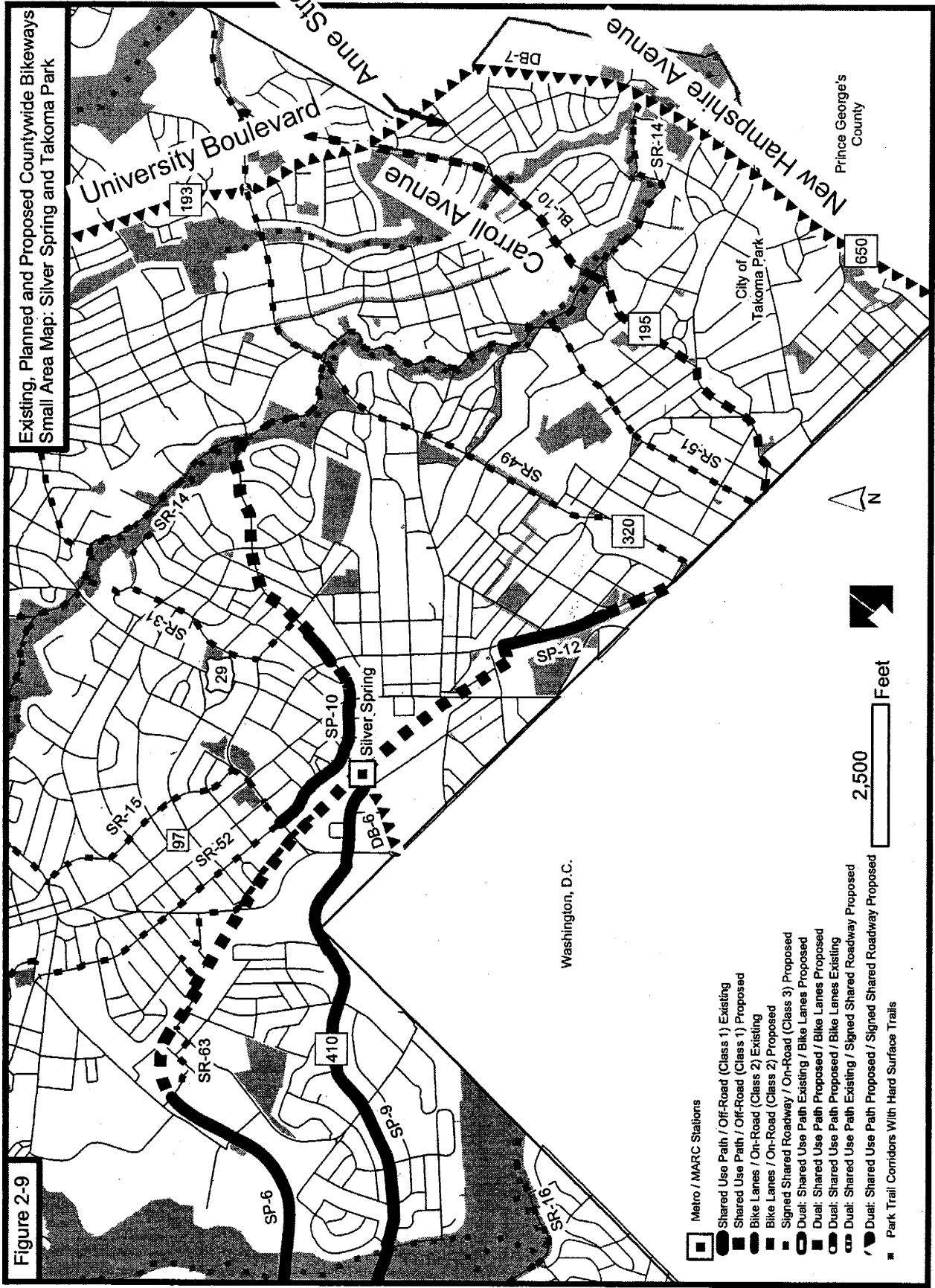


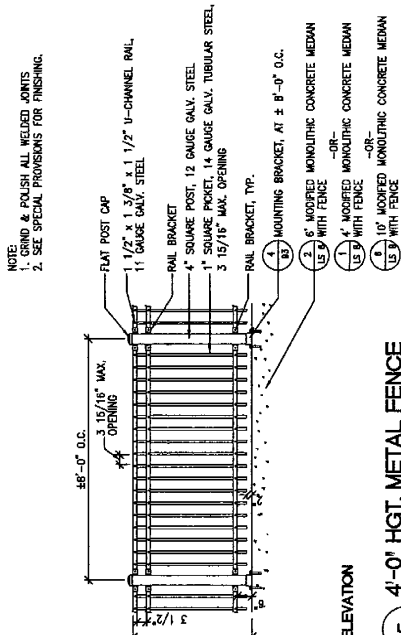
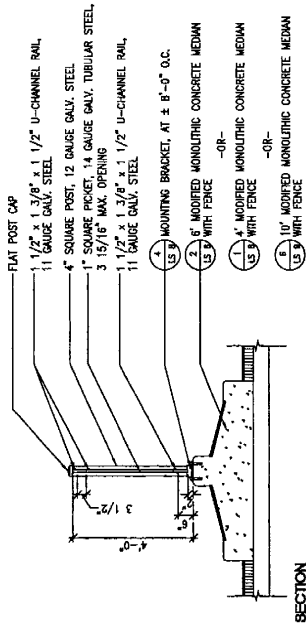
LEGEND

- County Line
- Master Plan Boundary
- Regional Bikeways & Bikeways Along Major Highways
- Main Connections Between the Major Regional Bikeways & Between Important Local Destinations
- Neighborhood Bikeways (See Supplement)

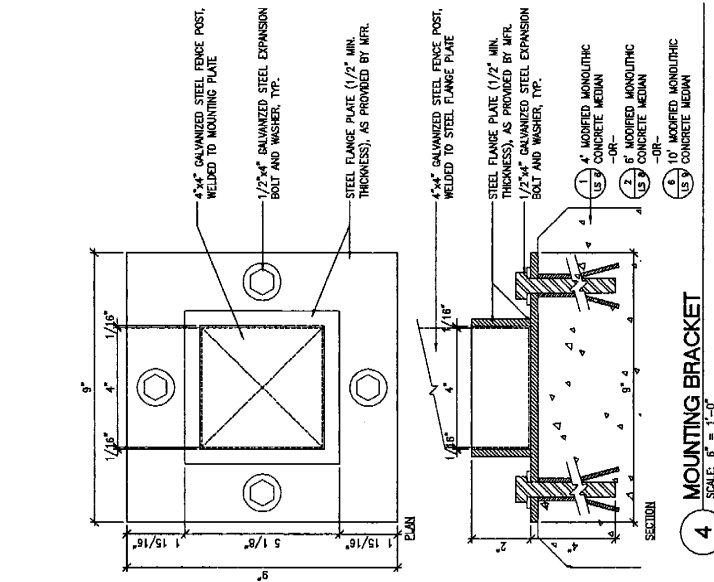
- [M] Metro Station
- * Countywide Trails



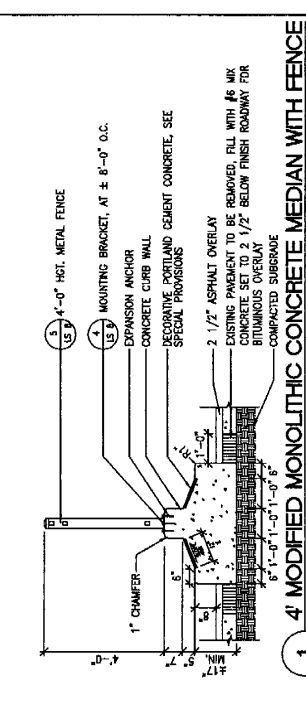




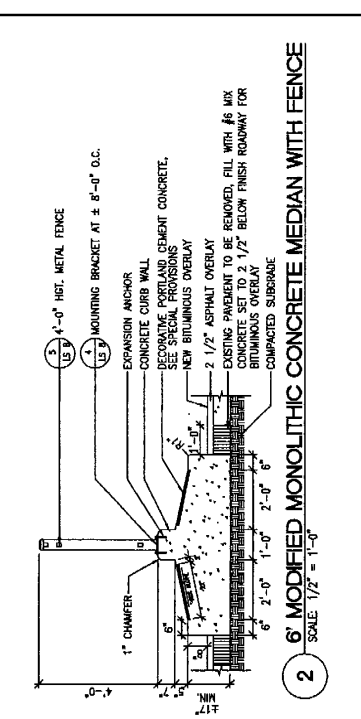
5 4'-0" HGT. METAL FENCE
SCALE: 1/2" = 1'-0"



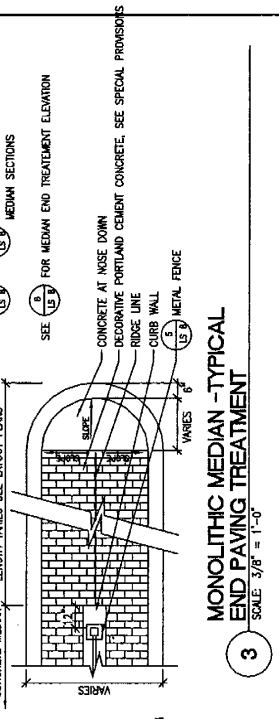
4 MOUNTING BRACKET
SCALE: 6" = 1'-0"



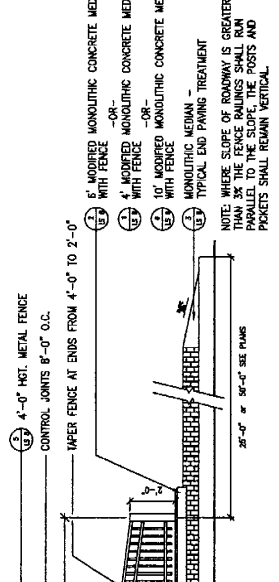
1 4' MODIFIED MONOLITHIC CONCRETE MEDIAN WITH FENCE
SCALE: 1/2" = 1'-0"



2 6' MODIFIED MONOLITHIC CONCRETE MEDIAN WITH FENCE
SCALE: 1/2" = 1'-0"



3 MONOLITHIC MEDIAN - TYPICAL END PAVING TREATMENT
SCALE: 3/8" = 1'-0"



6 MONOLITHIC CONCRETE MEDIAN ELEVATION
SCALE: 3/8" = 1'-0"

REVISIONS	SPECIAL MEDIAN AND ISLAND DETAILS	SHEET 15 OF 10
	STATE OF MARYLAND Maryland Department of Transportation State Highway Administration SHEETS FOR THE MD 850 FROM HOWARD COUNTY TO WASHINGTON DRIVE AND MD 183 FROM MD 350 TO 14TH STREET CONTRACT NO. MD 850-11-0001 SHEET NO. 15 OF 10 DATE: 10/20/11 DRAWN BY: [blank] CHECKED BY: [blank]	

SEMPSON & GOOD
116 PRINCE STREET
ALEXANDRIA, VIRGINIA
22314

Semi-Final Review
DATED JANUARY 27, 2006