



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

~~MCPB~~  
~~Item No. 10~~  
~~6-12-08~~

*Postponed*

June 2, 2008

**MCPB 07/17/08**  
 Item No. 15

**MEMORANDUM**

TO: Montgomery County Planning Board

VIA: Dan Hardy, Acting Chief *DKH*  
 Transportation Planning  
 Countywide Planning Division

Sue Edwards, Team Leader *for Sue*  
 I-270 Corridor Team  
 Community-Based Planning Division

Larry Cole, Highway Coordinator  
 Transportation Planning  
 Countywide Planning Division

FROM: Ki H. Kim, Planner/Coordinator (301) 495-4538 *DKH for*  
 Transportation Planning  
 Countywide Planning Division

SUBJECT: Longdraft Road Phase I Transportation Facility Planning Study  
 Project Prospectus Recommendations

**RECOMMENDATION: Transmit the following comments to the Montgomery County Department of Public Works and Transportation (DPWT):**

1. The Longdraft Road Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process as recommended in the April 2008 Project Prospectus to develop a detailed design for the Spot Improvement Alternative.

2. The Phase II Facility Planning study for the Longdraft Road should consider the following design details:
  - a. Consider revising typical section elements such as lane widths to be consistent with the recent work by the Executive's consultant on the update of the County's road standards.
  - b. Revise the graphics to reflect the provision of six-foot-wide median pedestrian refuges.
  - c. Provide dual directional handicap ramps at all intersection in accordance with ADA Best Practices and to provide the shortest, safest pedestrian crossings.
  - d. Revise the ultimate typical section to include a six-foot-wide minimum landscape panel between the shared use path and the roadway.
  - e. Provide street trees on both sides of the road for the length of this project where they can be planted in their ultimate location.
  - f. Consider the provision of continuous lighting as part of the selected construction alternative.
  - g. Ensure that there are safe pedestrian connections to the bus stops on intersecting streets.
  - h. Evaluate opportunities to minimize forest loss.
  - i. Address noise, air quality, and drainage issues including stormwater management.
  - j. Submit Natural Resources Inventory/Forest Stand Delineation (NRI/SFD). The NRI/SFD will determine whether the project will be exempt from the Forest Conservation Plan (FCP) requirements at the time the project is submitted for mandatory referral review.

## **PURPOSE OF THIS BRIEFING**

The purpose of this briefing is to present the Montgomery County Planning Board with findings of the Phase I Facility Planning study completed by DPWT for the Longdraft Road Project. This study, commenced in September 2004, produced a Project Prospectus in April 2008 based on several public meetings and discussions.

In 2005, the DPWT postponed the Longdraft Road Phase I Facility Planning Study until other on-going transportation projects, such as Clopper Road from Great Seneca Highway to I-270, Watkins Mill Road Extended from Clopper Road to Rockville Pike, and I-270/Watkins Mill Road Extended Interchange within the study area moved forward. The April 2008 Project



Prospectus reflects an interest to accommodate public interest in minimizing impacts along Longdraft Road while not compromising public safety.

## **SUMMARY OF THE PROJECT**

**This project has been somewhat controversial with the community since the need for the ultimate four lanes on Longdraft Road is not apparent now. Staff finds that the recommended alternative for Longdraft Road, the Spot Improvement Alternative as a short-term solution is consistent with the intent of the Master Plan.** The Spot Improvement Alternative limits roadway widening to the approaches, to signalized intersections, and completes the sidewalk and bike path network in a manner that would minimize disruption at such future date that the roadway would be expanded to four lanes for its entire length. Future forecasts do support the need for the ultimate widened road. The purpose of the study is to improve the capacity of the road. While some safety improvements are recommended, no general safety improvements are required since the collision rate for Longdraft Road is only about 2/3 of the statewide average for similar roadways.

The Longdraft Road project area extends from Quince Orchard Road (MD 124) north to Clopper Road (MD 117), a distance of approximately 1.5 miles. The project area, shown as Exhibit 1, is a mostly residential community serving the employment areas in Washington DC, Gaithersburg, Rockville and other communities in the I-270 corridor. For most of the project length, Longdraft Road serves as the boundary between the municipality of Gaithersburg on the east side of the roadway and unincorporated Montgomery County on the west side. The majority of the right-of-way is within the City.

The recommended alternative, Alternative 2, is presented from south to north in Attachments A through C. This alternative includes spot improvements at the intersections in the study area and would incorporate new sections of an eight-foot bike path on the west side of the road and new sections of a five-foot sidewalk on the east side to connect the existing bike paths and sidewalks. In recommending the Spot Improvement Alternative to be carried forward to Phase 2 of the Facility Planning Study as a short term solution, the Project Prospectus also recommends that future amendments to the Gaithersburg Vicinity Master Plan retain the current recommendation for an ultimate four-lane roadway with a shared-use path and sidewalk to comprehensively address the future transportation capacity needs of the entire corridor. The recommended Spot Improvement Alternative includes four intersection capacity improvements, improving bicycle and pedestrian facilities, improving safety by making the lane widths a standard 12 feet in width, and eliminating objects in close proximity to the roadway. The recent work on the Road Code design standards has proposed changes to typical section elements (such as 11 foot lane widths in most cases) that should be incorporated into Phase II facility planning efforts.

## **MASTER PLAN CONSISTENCY**

The 1985 Gaithersburg Vicinity Master Plan describes the segment of Longdraft Road under study as an arterial roadway (A-17 and A-33) with four lanes in an 80-foot right-of-way. The function of Longdraft Road is to accommodate future traffic volume; enhance network



**Legend**

- City of Gaithersburg
- 8' Hiker / Biker Trail
- 5' Concrete or Asphalt Sidewalk
- Municipality Boundary

0 500 1000  
Scale In Feet

**Study Limit**

**Study Limit**

**Longdrift Road Phase I Facility Planning Study**  
Montgomery County, Maryland

Study Area Map

Scale As Shown	Date April 2008	Figure I-2
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**LOCATION MAP**  
Not To Scale

4/10/2008 11:17:19 AM



efficiency to the proposed I-270 interchange with Watkins Mill Road Extended (located just northeast of the study area) and Quince Orchard Road (MD 124); and improve both vehicular and pedestrian safety and connectivity.

The west side of Longdraft Road is in the 1985 *Gaithersburg Vicinity Master Plan*. The east side of Longdraft Road is in the City of Gaithersburg. The Department is currently working on the Gaithersburg West Master Plan, which will be an update to and amendment of the 1990 *Shady Grove Study Area Master Plan* and portions of the 1985 *Gaithersburg Vicinity Master Plan*. Staff does not anticipate land use changes in the Longdraft Road area. The area is zoned single-family residential (R-200 and RE-2). The current schedule for the Gaithersburg West Master Plan is for Planning Board worksessions to begin in December 2008 and the Master Plan to be transmitted to the County Council in March 2009.

The project has been controversial in part because the master plan need for additional capacity to serve ultimate development levels envisioned in the Master Plan is not currently apparent. The roadway carries an Average Daily Traffic (ADT) volume of approximately 6,400 vehicles and each of the three signalized intersections in the study area operates at acceptable levels of service (LOS); from LOS A to LOS C. Traffic volumes are expected to increase however, due primarily to changes planned in the portion of the I-270 corridor northeast of the study area. Access to the I-270 corridor will be improved by the planned construction of Watkins Mill Road Extended and its interchange with I-270. Watkins Mill Road Extended will intersect Clopper Road approximately one-half mile east of Longdraft Road. Watkins Mill Road Extended will also enhance accessibility to parcels adjacent to the Metropolitan Grove MARC Station, where a Corridor Cities Transitway station is also planned.

Travel demand forecasts prepared for the year 2030 indicated that the ADT on Longdraft Road will increase to 16,300 vehicles per day, a 155% increase over current traffic levels, and each of the three signalized intersections will operate at LOS F if capacity improvements are not made. The Maryland State Highway Administration (SHA) has already begun constructing a series of capacity improvements along Clopper Road (MD 117), including widening both the Clopper Road and Longdraft Road approaches at their common intersection. The forecast Longdraft Road ADT suggests that more than two travel lanes would be desirable from a planning perspective, informing the staff recommendation to retain the master plan designation for Longdraft Road as a four-lane arterial roadway.

However, the study team recognizes that implementation details and timing for both transportation and land use changes in the I-270 corridor are uncertain. Staff concurs with the Project Prospectus recommendations that intersection capacity improvements are certain to be needed over the next twenty years. Pursuing these improvements at this time allows the County the rare opportunity to proactively implement transportation capacity ahead of, rather than in response to observed congestion. The forecast need for a continuous four-lane Longdraft Road, however, is less certain, and can therefore be deferred indefinitely until other planned land use and transportation changes in the I-270 corridor are better defined. Staff finds that the recommended alternative for Longdraft Road, the Spot Improvement Alternative as a short-term solution is consistent with the intent of the Master Plan. The Spot Improvement Alternative limits roadway widening to the approaches to signalized intersections and completes the

sidewalk and bike path network in a manner that would minimize disruption at such future date that the roadway would be expanded to four lanes for its entire length.

## **SUMMARY OF PROJECT PROSPECTUS STUDY FINDINGS**

The Spot Improvement Alternative recommended in the Project Prospectus is expected to have the following benefits and impacts:

### **Benefits**

- Improves network connectivity per Gaithersburg Vicinity Master Plan, reducing travel times for pedestrians, bicyclists, and vehicles (including emergency vehicles).
- Improves motorist safety by addressing sight distance and intersection alignment concerns at Quince Orchard Road and Great Seneca Highway.
- Improves pedestrian and bicyclist accessibility and safety by providing a continuous sidewalk and shared-use path bike accommodations and pedestrian refuge islands at signalized crosswalks.
- Provide additional transportation capacity at several intersections in the Study Area to accommodate future traffic.
- Provides consistent travel lane widths through the Study Area.

### **Impacts**

- Approximately 0.12 acre of forest stand impacts, including three specimen trees.
- Right-of-way impacts on approximately 4.5 acres of fee acquisition and easements among approximately 54 properties (not including stormwater management).
- One residential property displacement at the northeast corner of Longdraft Road and Great Seneca Highway.
- One stream crossing but no impacts on wetlands, parkland and floodplain.

The Project Prospectus does not include an estimate of construction or right-of-way costs. Preliminary DPWT staff estimates indicate that the Alternative 2 construction costs, excluding right-of-way costs, are likely in the range of \$7M to \$9M million. Options that construct or retain plans for a four-lane roadway would likely cost approximately \$18M more. DPWT will prepare cost estimates during Phase II of the facility planning process, when the design has been refined and includes right-of-way costs and noise mitigation.

During Phase II of Facility Planning, the Project Prospectus notes that the issues identified by Phase I Facility Planning Process and the remaining elements of the project will be addressed in further detail, including the development of preliminary design plan by the following major activities:



- Developing more accurate base mapping.
- Conducting a Natural Resources Inventory and Forest Stand Delineation (NRI/FSD). A FCP will also be required to describe how the 0.12 acre of forest stand impacts will be mitigated.
- Delineating the right-of-way requirements in more detail.
- Developing a detailed traffic signal, signing, and lighting features at intersections recommended for improvements by the Spot Improvement Alternative.
- Producing a detailed cost estimate.

### **Pedestrian and Bicycle Accommodations**

Throughout the project length, pedestrians will be accommodated on a five-foot-wide sidewalk on the east side of the roadway. The shared-use path proposed on the west side would accommodate both pedestrians and bicyclists. Both of these facilities are separated from the roadway by a landscape panel of sufficient width to provide adequate separation for the current shoulder edge, as well as accommodate future conversion to a four-lane roadway with curb and gutter and a landscape panel containing street trees. Pedestrian and bicycle facilities will be located to minimize property impacts with the following exceptions.

- If a proposed intersection spot improvement requires the acquisition of ROW, then pedestrian and bicycle facilities shall be located at the ultimate location within the limits of these improvements.
- If acquisition of ROW is necessary to install the proposed pedestrian and bicycle facilities, then facilities shall be placed in the ultimate location.

The intersection improvements recommended in the Spot Improvement Alternative include medians providing pedestrian refuge to facilitate safe crossings of the roadway at signalized intersections. Although the text for alternatives calls for six-foot-wide median pedestrian refuges, the graphics do not reflect this construction. In addition, the crosswalks shown do not reflect the provision of dual directional handicap ramps per ADA Best Practices, which would also provide the shortest crossings for all pedestrians. We recommend that these errors be corrected in the final document.

### Lighting

Street lighting is not mentioned in the project prospectus but is a critical component of pedestrian and traffic safety. We recommend that the provision of continuous lighting be considered as part of all construction alternatives.

## Street Trees

DPWT's current policy is to provide street trees along roads with posted speeds of 35 mph or less. The current speed limit is 30 mph, thereby meeting this requirement, and street trees are proposed for the east side of Longdraft Road. No trees are proposed for the west side of the road since the proposed landscape panel is only five feet wide, a foot less than the County's minimum width for trees. We recommend that the landscape panels width be increased to six feet, which could be accomplished by reducing the two-foot-wide maintenance panel behind the sidewalk to one foot or by narrowing the eight-foot-wide panel adjacent to the sidewalk by one foot. This would allow street trees to be planted on both sides of the road. Where the sidewalk and/or shared use path would be constructed in their ultimate location as part of the Spot Improvements project, street trees should be included.

## **PUBLIC OUTREACH**

The DPWT study team held two public meetings during the Phase I Facility Planning process. The first meeting, on September 29, 2004, was intended to introduce the project to the communities in the Study Area, present the goals of the study, and obtain input from property and business owners in the area. After reviewing comments from the community on traffic issues, safety and accidents, property acquisition, wildlife (deer) issues, and bicycle/pedestrian issues, the study team developed three alternatives and presented at the second public meeting on June 9, 2005, to obtain community input and preferences for the project. The three alternatives are Alternative 1: No Build Alternative, Alternative 2: Spot Improvement Alternative, and Alternative 3: Master Plan Four-Lane Alternative.

The project has resulted in extensive community interest and concern, and inspired the formation of the Longdraft Road Coalition, an organization composed of area residents. The Longdraft Road Coalition opposes the widening of Longdraft Road, supports only selected spot improvements, and recommends that the master plan be amended to classify Longdraft Road as a two-lane residential roadway. The recommended improvements supported by the coalition are included as Attachment D.

Staff characterizes the three primary differences between the Project Prospectus Recommended Alternative and the Longdraft Road Coalition (LRC) recommendations as follows:

- The LRC recommends no geometric improvements at the Clopper Road intersection whereas the Spot Improvement alternative reflects the improvements currently underway by SHA.
- The LRC recommends the addition of a right-turn lane on southbound Longdraft Road at Great Seneca Highway whereas the Spot Improvement alternative proposes a substantial intersection reconstruction to accommodate year 2030 forecast volumes.
- The LRC does not recommend completion of the sidewalk along the east side of the roadway adjacent to Seneca Creek State Park.



The City of Gaithersburg maintains their position expressed in their letters dated August 18, 2005, to the County Executive and the Planning Board Chairman. (Copies of these two letters are attached as Attachment E.) As described in their letters, the City has opposed widening this road, as they believe that widening the road is not necessary for current and future traffic. The City also does not support the Spot Improvement Alternative as defined in the Project Prospectus as they are concerned that the DPWT proposal would place sidewalks and bike paths in a location that would accommodate future expansion to four lanes. They support the spot improvements recommended by the Longdraft Road Coalition.

Staff supports the Project Prospectus Recommended Alternative based on the position that the recommended intersection improvements are needed to accommodate future travel demand and improve safety; the County should take this opportunity to implement planned, but unbuilt pedestrian and bicycle facilities; and the ability to implement the ultimate master plan recommendation should be preserved.

KHK:tc  
Attachments

mmo to mcpb re Longdraft Road Phase 1 Study



**INTERSECTION IMPROVEMENT**

Longdraft Road/ Great Seneca Highway (MD 119)

*Safety/Service Concern*

- Intersection is forecast to operate at a falling level-of-service (F) in 2030
- Sight distances from Fernshire Road to Great Seneca Highway (MD 119) present a safety concern for vehicles turning onto Longdraft Road

*Proposed Solution*

- Reconstruct intersection at Great Seneca Highway (MD 119), to provide two through travel lanes for northbound and southbound directions to accommodate additional volumes
- Introduce right turn only lane from southbound Longdraft Road onto Great Seneca Highway (MD 119)
- Incorporate median (8-foot width) to improve traffic operations and safety, provide pedestrian refuge and landscape elements
- Reconstruct Longdraft Road (vertical and horizontal alignments) to improve sight distance
- Locate sidewalk and bike path at their ultimate locations.

**INTERSECTION IMPROVEMENT**

Longdraft Road/ Quince Orchard Road (MD 124)/Kerlands Blvd

*Safety/Service Concern*

- Stewed intersection alignment with Kerlands Boulevard presents safety issue
- Insufficient weave distance for northbound lane drop north of Longport Way
- Intersection is forecast to operate at a falling level-of-service (F) in 2030

*Proposed Solution*

- Incorporate median (8-foot width) at intersection to facilitate realignment with Kerlands Boulevard and provide pedestrian refuge and landscape opportunities
- Extend northbound lane drop 150 feet to provide improved weave distance and safety
- Add left turn lane from southbound Quince Orchard Road (MD 124) onto northbound Longdraft Road (new striping only)
- Introduce right turn only lane from southbound Longdraft Road onto westbound Quince Orchard Road (MD 124) to meet future capacity needs

*2008 Update: During Facility Planning Phase II the following will be evaluated:*

- (1) decreasing the existing vertical crest in order to improve sight distance for the northbound left turning traffic and; (2) extending the northbound left turn bay

*Restripe pavement*

Connect to existing Quince Orchard Rd (MD 124)

Quince Orchard Swim & Tennis Club

BUS STOP

Widen lanes to 12-foot

Existing 8-foot bike path at Kingdom Hall to be relocated

Pepeco Utility Easement

Existing 8-foot bike path at Kingdom Hall to be relocated

Great Seneca Highway (MD 119) would be evaluated by SHA (6-lane highway shown in County Master Plan)

2008 Update: Continuous sidewalk and bike path will be located so as to minimize property impacts except in locations where acquisition of property is compulsory.

Connect to existing Great Seneca Highway (MD 119) bike path

Proposed intersection: Peperock Property

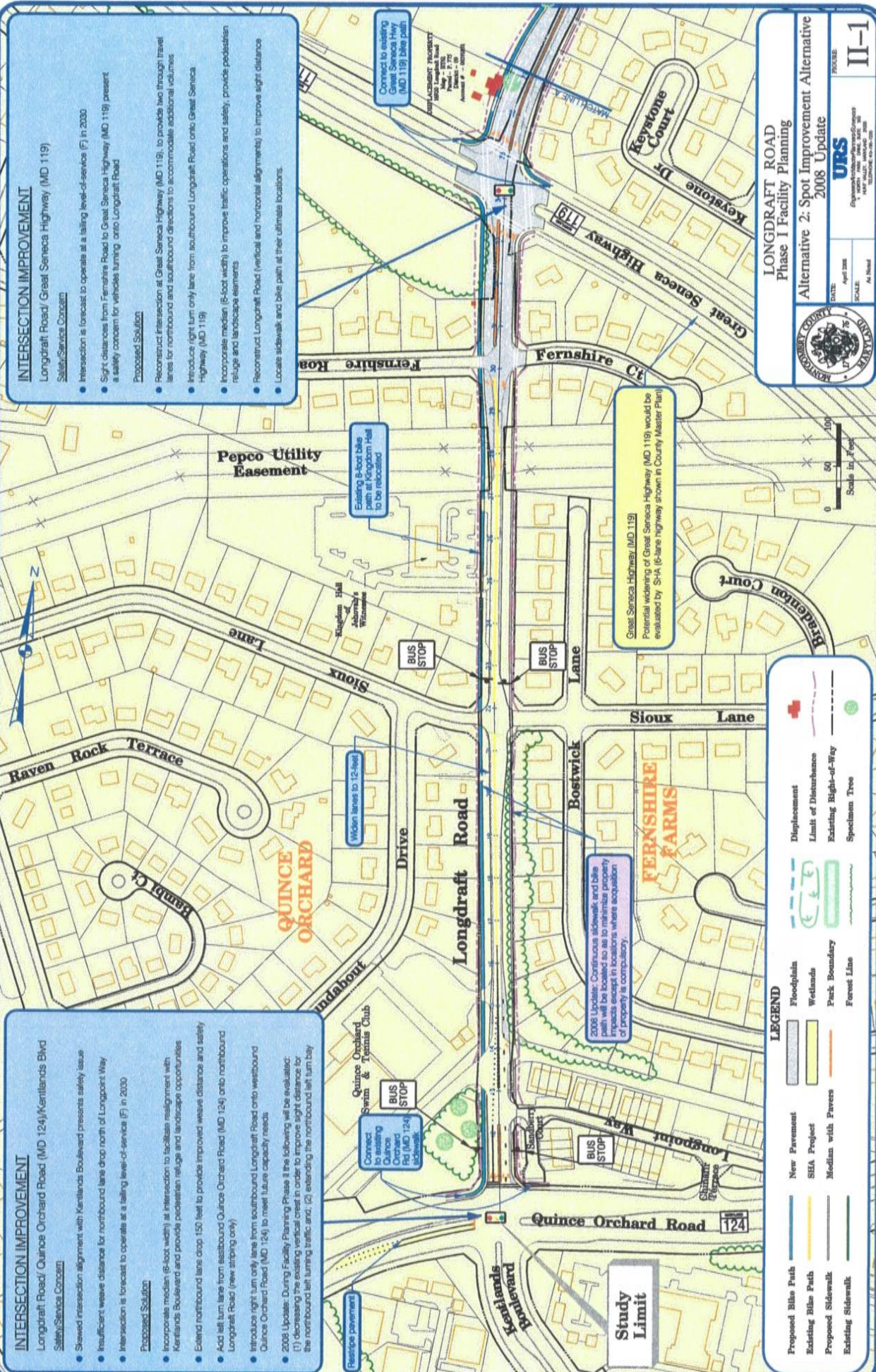
1000 Longdraft Road

Map No. 2008-0001

December 10, 2008

Amended 8/10/2008

Amended 8/10/2008



**LONGDRAFT ROAD**  
Phase I Facility Planning  
Alternative 2: Spot Improvement Alternative  
2008 Update

DATE: April 2008  
SCALE: As Shown

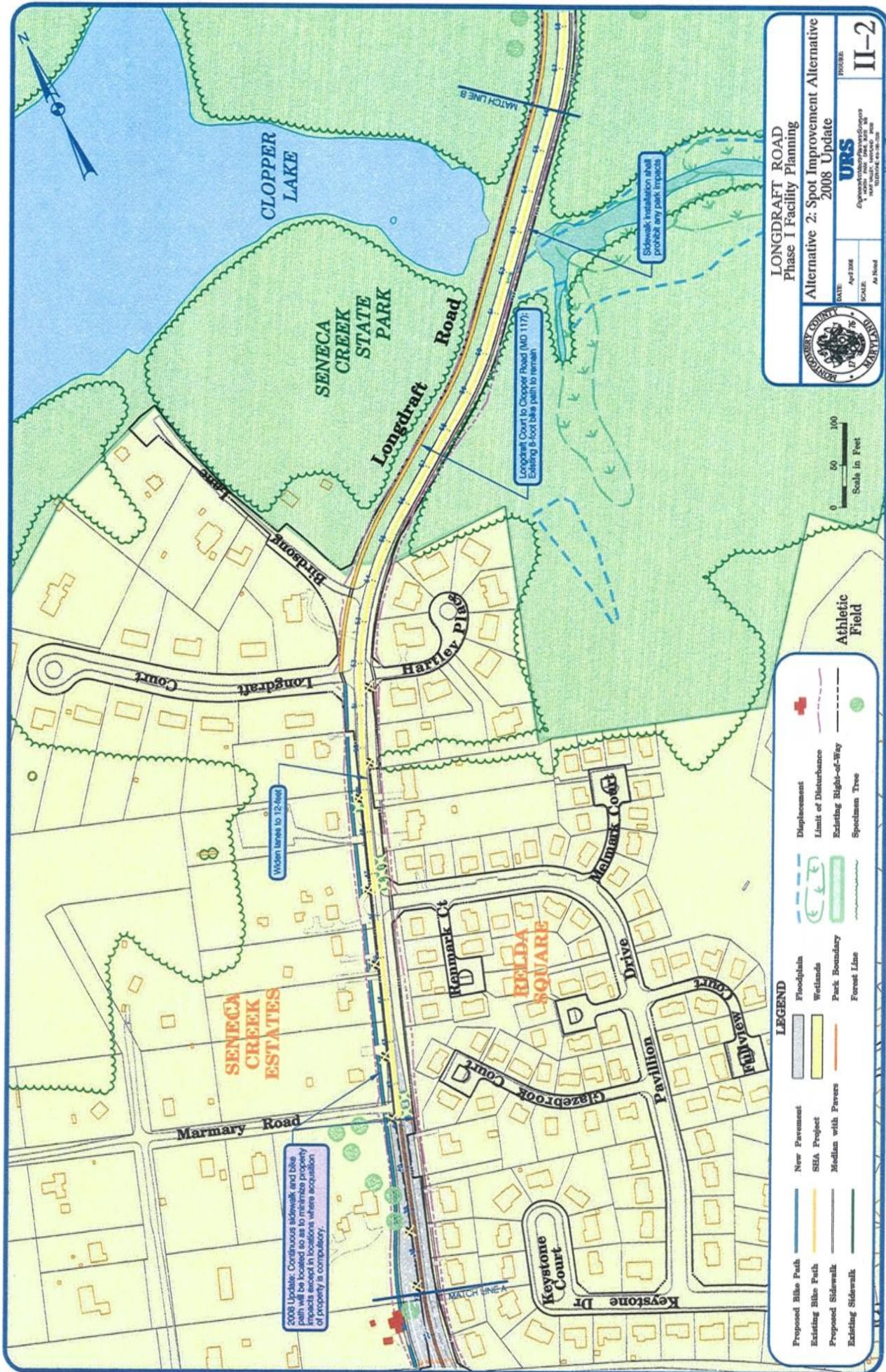
URS  
Engineering & Construction  
1400 North 17th Street, Suite 200  
Baltimore, MD 21208

PROJECT: II-1

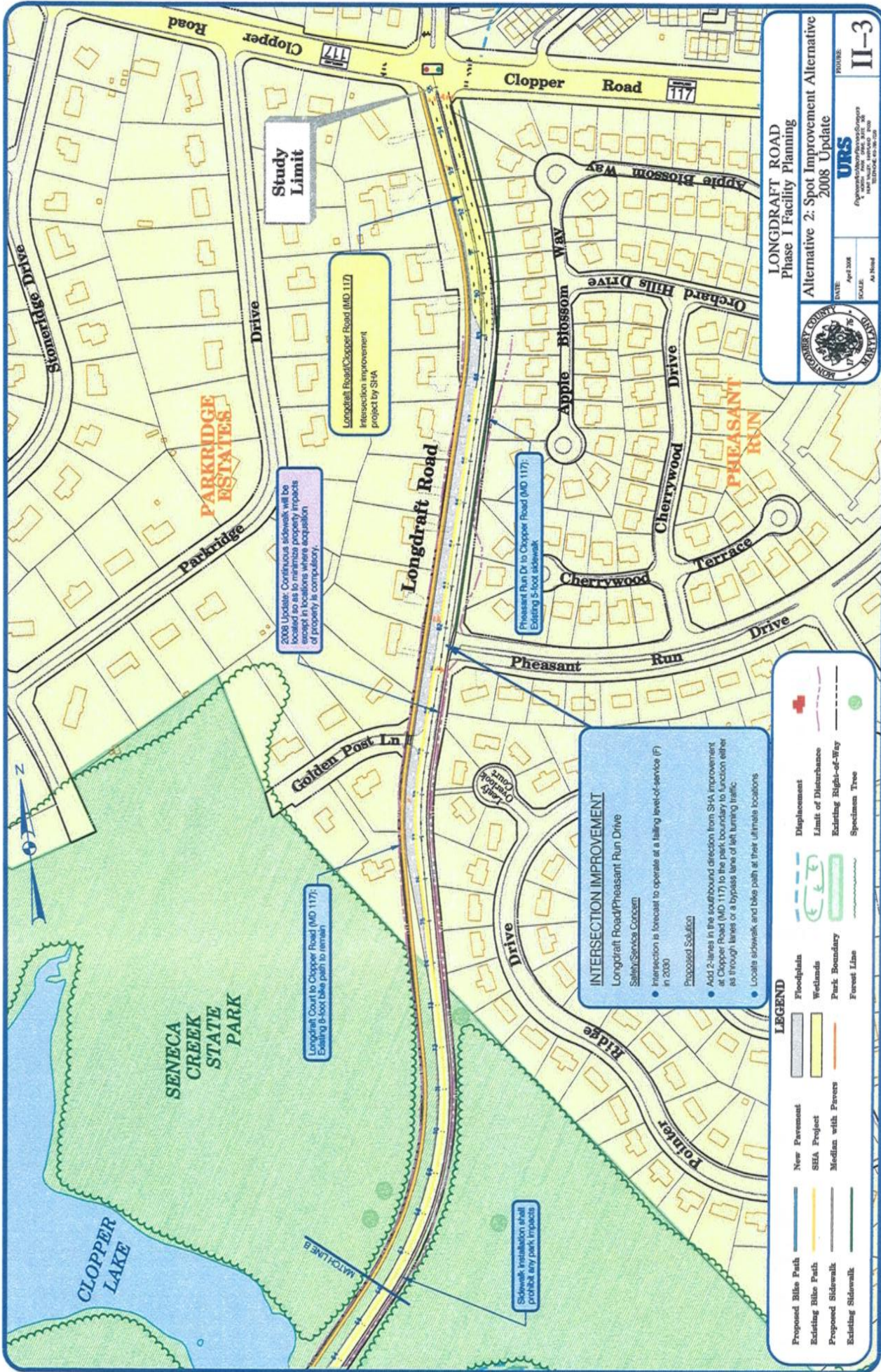
**LEGEND**

- Proposed Bike Path
- Existing Bike Path
- Proposed Sidewalk
- Existing Sidewalk
- New Pavement
- SEA Project
- Median with Parers
- Floodplain
- Wetlands
- Pack Boundary
- Forest Line
- Displacement
- Limit of Disturbance
- Existing Right-of-Way
- Specimen Trees











**LRC ALTERNATIVE**

LONGDRAFT ROAD FACILITY PLANNING STUDY

Submitted by the Longdraft Road Coalition for Consideration by DPWT

6-20-05

Spot Improvements supported by the Longdraft Road Coalition are listed below. Any other modifications to Longdraft Road which are not explicitly listed in this document are opposed by the Longdraft Road Coalition.

The Longdraft Road Coalition unanimously opposes the widening of any stretch of Longdraft Road to four lanes (except at the intersection of Great Seneca Highway as listed below).



## **Intersection Improvements:**

Intersections are listed below along Longdraft Road from North to South

- **Intersection of Longdraft Road and Clopper Road:**
  - No improvements are needed.
  - Longdraft Road should not be widened to four lanes between Goldenpost Road and Clopper Road.
  
- **Intersection of Longdraft Road and Great Seneca Highway:**

*Northern Side of Longdraft Road at the intersection with Great Seneca Highway:*

  - (1) Lane coming onto Longdraft Road
  - (1) Left turn lane from Longdraft Road to Great Seneca Highway East
  - (1) Lane going straight on Longdraft Road heading south
  - (1) Right turn lane to Great Seneca Highway West.
  - No concrete median should be added.

This will add only one lane to Longdraft Road, and it will save a very large, very old tree and the house on the northwest corner of the intersection.

*Southern Side of Longdraft Road at the intersection with Great Seneca Highway:*

  - Re-grade (decrease slope) of Longdraft Road between Fernshire Road and Great Seneca Highway to improve sight-lines. This regarding should be done without affecting the Fernshire Road intersection.
  - No additional lanes should be added.
  - No concrete median should be added.
  
- **Intersection of Longdraft Road and Great Seneca Highway:**
  - Straighten Longdraft Road to align with Kentlands Boulevard to create a crossroad intersection at 90 degrees from Quince Orchard Road.
  - Add a left turn lane from Longdraft Road onto Quince Orchard Road.
  - Adjust traffic signal to allow two lanes of traffic to cross Quince Orchard Road.

**Crosswalk Designations:**

Crosswalks are listed below along Longdraft Road from North to South

- Painted crosswalk is needed across Longdraft Road on the south side of Pheasant Run to join the sidewalk and the bike path.
- Painted crosswalk is needed across Longdraft Road on the north side of Hartley Place and Longdraft Court to join the bike path and the sidewalk.
- Painted crosswalk is needed across Longdraft Road on the north and south sides of Great Seneca Highway.
- Painted crosswalk is needed across Longdraft Road on the north side of Quince Orchard Road.



**Sidewalk Designations:**

- No sidewalk is needed along the east side of Longdraft Road through Seneca Park. The existing grassy area is preferred by some joggers and walkers. The existing bike path on the west side of the road provides adequate space for walkers, runners and bikers.
- The asphalt bike path along the west side of Longdraft Road should be extended to Great Seneca Highway. This will provide a continuous walking path along Longdraft Road from Clopper Road to Quince Orchard Road.

**Other Safety Improvements:**

- Utility poles that are less than two feet from the edge of Longdraft Road should be moved further back
- Curb and Gutter improvements:
  - Longdraft Road Northbound lane floods at Pheasant Run in an area greater than ten feet across.
  - Longdraft Road south lane floods at Great Seneca Highway.
  - Provide curb and gutter along Longdraft Road at Marmary Road to prevent water run-off onto Marmary Road.



**Items to re-visit at the end of the Longdraft Road Study:**

- Signal lights sequencing at Longdraft Road and Quince Orchard Road and at Longdraft Road and Great Seneca Highway.
- Potential stop signs along Longdraft Road.
- Additional speed limit signs along Longdraft Road.
- Speed limit enforcement along Longdraft Road.
- Potential rumble strips where hiker/biker trail crosses Longdraft Road in Seneca Park.

D-7



# The Longdraft Road Coalition

June 24, 2005

Re: Longdraft Road Phase I Study

Dear Mr. Asaduallah:

Attached are the 675 signatures of Montgomery County residents who oppose the widening of Longdraft Road to 4 lanes option. Please include these in your Phase I Study Comments.

Thank you.

Sincerely,

Wanda Herb Garrett  
Steering Committee  
Longdraft Road Coalition  
17200 Longdraft Road  
Gaithersburg, Maryland 20878-1848  
Home: 301-926-4322  
Work: 301-435-2730  
Mobile: 301-237-4322



### Petition to Oppose the Widening of Longdraft Road

We, the undersigned, are opposed to the widening of Longdraft Road between Clopper Road and Quince Orchard Road. We believe the widening will negatively impact our neighborhood and community and will result in a loss of safety for pedestrians and wild life and destroy the natural atmosphere we enjoy due to our proximity to Seneca Creek State Park.

We are asking the Montgomery County Council to vote against any further study of this project and to amend the Master Plan re-designating Longdraft Road as a two-lane residential street.

	Signature	Printed Name	Address
1		Mary J. HOFEREK	218 Rabbitt Rd. GAITHERSBURG, MD 20878
2		R.W. ARMFIELD	220 RABBITT RD GAITHERSBURG, MD 20878
3		VICTORIA ARMFIELD	220 RABBITT RD GAITHERSBURG, MD 20878
4		Nancy Brooks	6-13UR6, MD 20878
5		Susan Copeland Wilson	18035 #303 Cottage Garder Dr Germantown MD
6		Howard Wronowicz	218 Rabbitt Road Gaithersburg, MD 20878-1135
7		MARY KACINI	24 Rabbitt Rd Gaithersburg MD 20878
8		Debby Johnson	212 Rabbitt Rd Gaithersburg, MD 20878
9		Cheryl Bourgeois	209 Rabbitt Rd Gaithersburg 20878
10		STEVEN K JOHNSON	207 Rabbitt Rd Gaithersburg 20878
11		Michael Johnson	209 Rabbitt Rd 20878
12		Tommy Johnson	209 Rabbitt Rd Gaithersburg 20878
13		A. Louis Bourgeois	207 Rabbitt Rd Gaithersburg 20878
14		R. Jones	202 Rabbitt Rd. Gaithersburg 20878
15		Courtney Gore	11 Scribble way Gaithersburg MD 20878
16		Barbara J. Faley	217 Rabbitt Rd Gaithersburg 20878
17		Brian Daugherty	1216 Rabbitt Road Gaithersburg MD 20878
18		BILL & JAN PEACOCK	911 CLOPPER ROAD APT. T-1 GAITHERSBURG MD 20878
19		John S. Carr	11805 LONGDRAFT CT. GAITHERSBURG, MD 20878
20		Vicki Conner	

CT

Sample signatures attached to the LRC 6/24/05 letter

Please return completed petition, as soon as possible, to The Longdraft Fund, 20878, they may also be FAXed to 240-465-0562.

PDF file of all signatures available upon request to M-NCPPC staff



Distribution M&amp;C: 8/22/05

ATTACHMENT E

**Gaithersburg**  
A CHARACTER COUNTS! CITY.

August 18, 2005

The Honorable Douglas M. Duncan  
Executive Office Building  
101 Monroe Street  
Rockville, Maryland 20850

Re: Longdraft Road Planning Facility Study

Dear County Executive Duncan: *Doug*

The City Council and I recognize the need for significant transportation capacity improvements throughout the region. In general, we are very supportive of your Go Montgomery! plan with particular emphasis on creating an integrated network that emphasizes major road and transit improvements such as the Inter-County Connector, the Corridor Cities Transitway, and the Watkins Mill Road interchange. However, we have serious concerns about the possibility of widening Longdraft Road.

We have closely followed the Longdraft Road Planning Facility Study, and several members of our staff have participated on the project team. City officials attended both County sponsored public meetings on the project, and the project team gave a presentation during our August 8, 2005 Mayor and City Council Work Session.

The Council and I are opposed to the widening of Longdraft Road. This road serves local neighborhoods, and we believe that widening the road is not necessary for current or future traffic needs. While the concept of spot improvements to improve safety along the roadway is important, we believe the Department of Public Works and Transportation (DPWT) proposal for spot improvements is entirely too intense and would adversely affect the character of the adjoining neighborhoods. We are particularly concerned that the DPWT spot improvement proposal would place sidewalks and bike paths in a location that would utilize an 80 foot right-of-way that would accommodate future expansion to four lanes.

As you may be aware, a group of citizens known as The Longdraft Road Coalition has submitted a less intrusive proposal for spot improvements to Longdraft Road. In general, we believe these recommendations seem to make sense and request that you direct DPWT staff to analyze these recommendations in detail. In any event, the City of Gaithersburg does not support any improvements to Longdraft Road that are more intensive than those recommended by The Longdraft Road Coalition.

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2098  
301-258-6300 • FAX 301-948-6149 • TTY 301-258-6430 • cityhall@gaitthersburgmd.gov • www.gaitthersburgmd.gov

MAYOR  
Sibey A. Katz

COUNCIL MEMBERS  
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Geraldine E. Tibbitts  
Blanche H. Keller  
Henry F. Mirra, Jr.  
John B. Schlichting

CITY MANAGER  
David B. Thompson



Distribution M&C: 8/22/05



August 18, 2005

The Honorable Derick P. Berlage  
M-NCPPC  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

RE: Gaithersburg Vicinity Master Plan

Dear Chairman Berlage: *DERICK*

The City Council and I have closely followed the Montgomery County Department of Public Works and Transportation Longdraft Road Planning Facility Study. As the attached letter to County Executive Duncan indicates, we do not believe it is necessary to widen this road to accommodate current or future traffic needs.

It is our understanding that the Planning Board staff is currently developing a draft update to the Gaithersburg Vicinity Master Plan. As part of this update, the City Council and I are requesting that the concept of widening of Longdraft Road to four lanes should be eliminated. While some improvements are necessary, it is the City of Gaithersburg's position that Longdraft Road should remain a two-lane road.

We look forward to working with you on the Master Plan update and regional transportation improvements. If you should have any questions or wish to discuss this matter, please feel free to contact me at 301-258-6310.

Sincerely,

*Sidney A. Katz*  
Sidney A. Katz  
Mayor

sak/alh  
Enclosure

- cc: City Council
- County Executive Doug Duncan
- Montgomery County Council
- Montgomery County Planning Board
- David B. Humpton, City Manager
- Arthur Holmes, Director of DPWT

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2098  
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MAYOR  
Sidney A. Katz

COUNCIL MEMBERS  
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Blanche H. Keller  
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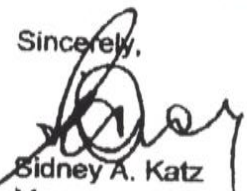
CITY MANAGER  
David B. Humpton

The Honorable Douglas M. Duncan  
August 18, 2005  
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As you know, the Planning Board staff is in the process of updating the Gaithersburg City Master Plan. We believe that the widening of Longdraft Road should be eliminated in the revised Master Plan, and will work with Chairman Berlage and the Planning Board on this goal. During the course of this Master Plan update, we would like to work with the County and the Planning Board to prioritize improvements to major roads in the vicinity that would better serve future traffic conditions.

Your assistance would be greatly appreciated. If you have any questions or wish to discuss this matter, please feel free to contact me at 301-258-6310.

Sincerely,



Sidney A. Katz  
Mayor

sak/lme

cc: City Council  
Montgomery County Council  
Montgomery County Planning Board  
David B. Humpton, City Manager  
Arthur Holmes, Director of DPWT





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Office of the Chairman, Montgomery County Planning Board

September 23, 2005

Mayor Sidney Katz  
City of Gaithersburg  
31 South Summit Avenue  
Gaithersburg, Maryland 20877-2098

Dear <sup>Sid</sup> Mayor Katz:

Thank you for your August 18, 2005, letter regarding Longdraft Road. As you noted, Longdraft Road is currently the subject of a Phase I Facility Planning Study by the Department of Public Works and Transportation (DPWT). DPWT plans to complete the Phase I study in early 2006, at which time the Planning Board and the County Council's Transportation and Environment Committee will comment on an appropriate alternative to construct, should a build alternative be selected at this time. The issue of the number of lanes needed will be part of the Phase I analysis.

As you may know, the Gaithersburg Vicinity Master Plan amendment schedule calls for a Staff Draft to be completed in November 2006. It is not uncommon for Master Plan amendment and facility planning study schedules to overlap. In such cases, the relationship between the two documents is considered by the Planning Board and County Council. In the case of Longdraft Road, the Master Plan amendment will consider the findings and recommendations of the facility planning study. Similar coordination is ongoing for the Corridor Cities Transitway, I-270, Midcounty Highway Extended, Goshen Road South, Watkins Mill Road Extended, and the Deer Park Bridge study.

I appreciate your interest and participation in ensuring the implementation of sound transportation plans for the City of Gaithersburg and its environs. Please contact Daniel Hardy of our Transportation Planning staff at 301-495-4530 if you would like to discuss the details of our planning efforts further.

Sincerely,

Derick P. Berlage  
Chairman

DPB:DKH:gw

2005-1403