



Greater Olney Civic Association

Post Office Box 212 Olney, Maryland 20830

Our Website Address: <http://www.goca.org>

GOCA MEETING - JULY 10, 2001

The meeting was called to order by President Art Brodsky. There were no additions or changes to the agenda and no corrections to the minutes of the June 2001 meeting. Following introductions, Art opened the floor for Public Comments.

PUBLIC COMMENTS

- Mike Kelley announced that a newly-formed adult support group for Project Change called Olney Buzz would be holding a forum on July 15th to brainstorm ideas for furthering the Project Change goal of having a drug-free place for our teens to hang-out. He encouraged people to attend. Part of what they will be discussing is an offer from the Freeman Associates to provide a storefront for Project Change to use, rent-free into mid-2002. Students from Sherwood, Magruder, Blake and Sandy Spring Friends School are invited to participate.

- Chuck Keyserling noted that he had attended a deer management meeting. He indicated that the number of accidents involving deer has increased. The police do keep records of these incidents and people should call the police even if their cars are not really damaged. A related problem is the spread of Lyme's Disease. The increase in the deer population has also led to an increase in their natural predators like fox because of the good food supply. They are destroying the habitats of birds by exposing them to other predators.

- Steve Smet noted that the hiker-biker path on Emory Road is almost complete. They have completed the bridge across the creek. Roy Peck noted that he had gotten a request from a neighbor on Emory to see if they can get the hiker-biker path continued into Needwood Park.

- Don Schmelter noted that his wife had been called by TJ Max in connection with an interest survey they were conducting. He thought this might mean they were looking at the viability of Olney as a market.

- Mike Kelley also noted that the Sandy Spring Volunteer Fire Department will have the dedication of their new fire house on October 28th.

SPECIAL PRESENTATIONS

Good Counsel High School's Proposed Move to Olney - Arthur Raimo, President of Good Counsel High School began by noting that he has lived in Olney for 14 years, and his children have attended St. Peter's Parish School, with one now attending Good Counsel. Good Counsel is now located in Wheaton, on Georgia Avenue in a building with a 45 year life expectancy and they are nearly there. Prior to 1988 the school was an all-boys school, then in 1988 they went coed. Their population has grown from 700+ to 1050+ and, with the introduction of female students, they have doubled the number of their athletic teams. A couple of years ago they began looking for another site for a sports complex, particularly in the immediate vicinity of the existing school. But none was available. They first looked at a 39 acre parcel next to the fire house on Georgia Avenue, but their offer was not accepted. About 2 years ago, they learned of the 50 acre Hyde property bordered by Rte. 108, Dr. Bird, and the existing Batchellors Forest Road. As a preliminary effort, they asked their architect and engineer what they could do on the site, especially with the wetlands on the west edge. What is pretty fixed is the location of the school building near the center of the property and the primary school. They anticipate providing 400-450 parking spaces.

They also anticipate their enrollment increasing to 1200 students. There is a shortage of high school seats in the diocese, that they are hoping to assist with. Moving the school to Olney would open their enrollment to students in upper Montgomery County and even Howard County that haven't wanted to travel into Wheaton. They are planning to bus students from Wheaton and Silver Spring. They already bus students from Gaithersburg. Their enrollment comes from Silver Spring, Wheaton, Gaithersburg, Damascus, and Burtonsville. 65% of their students live north of the existing school site. For many of their students moving the school to Olney will mean a reverse commute and they know that they will have to provide more busing. They understand that transportation is an issue. They will be bringing 1200 students into the area and they hope to mitigate as much of the impact on traffic as possible through busing and carpooling. The campus is a closed campus so once the students are there, they must stay on the campus. They are

dismissed at 2:45 pm, but departures are staggered because of after-school activities. They anticipate having about 20 nighttime events at their football field, primarily in the Spring and Fall. Most of their Winter activities are indoors.

They are interviewing 4 architects the next day. They want to minimize the footprint of the building which will likely mean that the building will have to be 3 stories. It also appears that the best location for the football field is in the center of the property with a buffer of trees around it to minimize the impact from the lights from the field. They see this move as a way of guaranteeing their future as a school. They are not an archdiocese school, which means they do not get any money from the archdiocese. Their funding sources are from sale of the current site to a couple of developers, a capital campaign and a loan.

John Lyons asked if the scale of the building as compared to Victory Housing, the elderly housing project on the adjacent property. They indicated that they are planning a building with 176,000 sq. ft. Ed Weisel added that they are proposing a 3-story building on a rise above the level of the road. They noted that the property is zoned RE-2 and this is a permitted use in that zone. So they do not a special exception.

The following points were made during the questions and answers that followed the presentation:

- Art indicated that he would be willing to ask their engineer to look at the feasibility of putting the school building on the lower part of the land where the field is and putting the stadium near Rte.108; noting that Sherwood's stadium is near the road and there are no problems.

- It was suggested that they regrade and put a berm along Rte. 108.

- The building design is not done yet. It may not be a 3-story building, that what they are presenting is the worst case scenerio.

- About half their students drive to school. They have 350 space parking lot now. On this plan, they are showing 450 spaces. With a staff of about 100, that leaves 300-350 spaces for students. They know they cannot solve the traffic impact that night, but hope that b using more students will help reduce that impact. It was also suggested that they strongly promote more carpools.

- Batchellors Forest is about to be designated a rustic rural road which would mean that it is likely it will not be widened. Rte. 108 and Dr. Bird Drive are at capacity now. So, having a busing plan with commitment would be helpful.

- It was suggested that they may want to wait until to have their proposal considered during the Master Plan review process. But Art R. did not think they can wait till then. The developer wants to sell now and he is afraid the offer can't wait.

There is concern among the Southeast Rural Olney Civic Association (SEROCA) residents that if there is a lot of additional traffic from the school on Batchellors Forest there could be pressure to improve the road which would impact its rural rustic road status and the development along that road. Art thought they would be able to restrict the direction of traffic out of the school's property.

- It was thought that the school was exempt from the special exception process because it is a school sponsored by a religious order of brothers with them holding a lease or deed to land the school is housed on.

- With respect to their timeline, they still have to go through all the other review processes for permitting. They expect that it would be 2 years before they break ground in 2003 with opening in 2005. Their contracts are still in contingency stages, particularly the property in Wheaton because it will need a zoning change. If that change goes through, they will close on the contracts.

- A question was asked why they were leaving an area close to a Metro station to an area with little public transportation. However, Art R. indicated that of their 1,000+ students, only 30 use Metro or Metrobus to get to the school.

Art also noted that they would do everything they can to see that traffic issues do not kill this project.

- Art R. did not think that they would ever expand their enrollment beyond 1,200 students. Their professional staff and board want to retain the character of the school - the level of instruction, the relationship with the students. They feel they can maintain that with 1,200 students, but it would be difficult if they went beyond that. They had to twist arms to get people to agree to 1200, so they do not expect to get bigger than that.

- It was noted that the school has developed a very good relationship with the community in Wheaton. It was asked if we could expect that same kind of community involvement and relationship if the move to Olney became a reality. Art R. thought that it might be a little difficult because they will be using the facility so much of the time themselves, but they would try to work with the community as much as possible. They know St. Peter's has benefitted from the use of pubic school facilities, so they would like to reciprocate as much as they can when the building is not being used for their programs.

In the discussion of this presentation under New Business the following points were made:

- Ed Weisel noted that several years ago the Yeshiva proposed moving to a site on Norwood Rd. GOCA had strongly opposed this because it blew up the master plan and because of the impact on the traffic on Norwood Rd. Having teenage drivers and the

amount of traffic activity this use would introduce next to the Victory Housing project and at this heavily used intersection is a real concern.

- At the meeting of the Southeast Rural Olney Civic Association (SEROCA) that includes the properties along Batchellors Forest Rd, their members raised a number of questions about this proposal. They believe the only way to oppose this project is through the Adequate Public Facilities requirements which the developers have not yet addressed. They are likely to hire a traffic engineer to look carefully at their traffic plan once it is completed. The Victory Housing Project got support because of policy issues relating to affordable housing for the elderly, but this project is different.

- There was concern about the accumulative affect on the Master Plan of adding this to all the development already approved for this area - the Korean Catholic Church, the Victory Housing, and the expansion of the Olney Theatre. There was a question of whether all this non-conforming development would weaken the argument for protecting the undeveloped land in this area from increased density.

-Chuck Keyserling suggested that with the State's Smart Growth Policy talking about putting development on major roads, there could be a threat to the southeast Olney area if the ICC became a reality. And, as an aside, Roy Peck suggested we support a request from the developer of the The Preserve to put 30 units on the ICC right-of-way on the north edge of that development. If their request is approved, it will make that right-of-way unavailable for use with the ICC.

OFFICERS/COMMITTEE REPORTS

President's Report - Art reported that:

- He had received a copy of the report made to the Board of Appeals in response to our letter and other complaints about the lights at Norbeck Golf Center. They were issued a notice of violation and were instructed to reduce their lighting to 1/4 candle foot, based on photometric testing of the amount of light being emitted. Art asked if the test had been done when there were no leaves or full leaves on the tree buffering along Georgia Avenue. The lights have been realigned and Art will follow up to see if the lighting scheme they submitted with their building permit was consistent with what they proposed in the special exception application. We still haven't gotten an answer to that, the changes done so far were based on violations relative to their building permit.

- He received an email from Charlie Watkins, the State Highway Administration (SHA) District Engineer for Montgomery County, in regards to the study of Queen Mary Drive/Georgia Ave intersection done in response to some suggestions made by Lyle Rocke for changes to that portion of Georgia Ave after his wife was hurt in a hit and run accident as she crossed Georgia Ave. SHA rejected a lot of Mr. Rocke's suggestions. They did not think the idea of moving the cross walk closer to the substation was viable because the median was narrower there and offered less protection to people only able to get half way across Georgia. They did not think creating an apron similar to the one in front of the Library at the entrance to the Giant was viable because of loss of control of crossing movements of cars and it is safer now for deceleration. They also did not like the idea of pedestrian switches at Queen Mary. (See Attachment 1 for a copy of Mr. Watkin's email)

- The Olney Theatre originally received an approval from Park & Planning (P&P) for their whole project, but on July 3rd they received a revised approval that was only for the first phase of their development plan.

- There will be a discussion at the next Park & Planning hearing on in-line skate parks in the County. He spoke with Ellen Machicchi, an Olney resident and Park & Planning staff member preparing the skate park report who spoke at one of our earlier meetings, who indicated that her report would be very similar to what she had told us. Michael Kay will testify for GOCA.

Treasurer's Report - Roy Peck reported that we currently have a balance of \$4,986.93. This is balance after receiving the \$6,200 grant from Montgomery County and paying the Zambelli Fireworks Company the balance due for the fireworks. a , but we have \$4,760 in unpaid bills. We still need to get the \$6,000 from the County grant for the Olney Days Festival.

Membership Report - Rich Kopanda reported that we have 24 paid members.

Transportation Report - Dave reported that he had attended a Rte 28/97 meeting. SHA is looking at doing improvements to the Randolph Rd/Rte 97 and Rte 28/97 intersections and the Brookeville Bypass. The Rte 28 and Randolph Rd intersections are being planned as grade separation improvements. There are 5 options for the Rte 28//97 intersection: (1) No build, (2) large-scale intersection widening, (3) Rte. 97 over Rte. 28, (4) relocating Rte. 28 north of the intersection near the entrance to The Preserve development across the junkyard and behind the Park & Ride Lot, and (5) depressing Rte. 97 with Rte. 28 crossing over at grade.

This might be combined with relocating Rte. 28 north as described above. There was a problem with the corner near Leisure World and with the water table and the pipeline that impact the plan to depress Georgia, and at St. Patrick's Church. They hope to have a decision on the option to use within 2 years. He has indicated to SHA that GOCA prefers the option depressing Georgia Ave to the above grade options. For this option to be feasible, the water table needs to be about 12 ft. down. The Georgia Ave busway would be protected with either alternative. In response to a question about the possibility of putting light rail along Georgia Ave, Dave indicated that light rail had been considered, but was too costly and they did not think there would not be sufficient ridership.

One issue with intersection improvements is that as you improve one intersection, you just move the back-ups to the next intersection; as has happened with the improvements at Emory Lane. Now the back-ups at Rte. 28 have gotten worse. But, if you don't do something, gridlock will become beyond intolerable. And, even with the proposed improvements at Rte. 28, with the 20 year traffic projections, it is likely that there will still be pressure for some kind of ICC-type of solution. The Rte. 28 is just a step in the process, but not the complete solution. Chuck Keyserling suggested that Rte 28/98 connector improvements will put pressure on to complete the Rte. 28/97 improvements but there is no funding now. Dave indicated that there is only funding now for the study of the options.

There is nothing new with the Brookeville Bypass, but SHA is trying to organize a meeting next month. There have been more political problems than technical problems from time to time. GOCA has supported a western alignment.

OLD BUSINESS

Master Plan Review Process - Khalid Afzal, P&P Georgia Ave Team Leader, reported that we are officially in the master plan review process, in a data collection phase. He is interested in focusing their efforts in the portion of the master plan area south of Brookeville. There do not appear to be any issues in the northern area. The Agricultural Reserve Master Plan was passed just after the Olney Master Plan in 1980 and covers much of that northern area. It supported the Olney Master Plan and expanded the transfer of development rights program to the county-wide. Since the planning area is so large, and the two portions of the area are so different, he would prefer to devote staff resources to developing information for the lower portion of the area if there are no master plan issues or concerns in the northern area. Khalid asked for our reaction to the idea of moving the northern boundary closer to Brookeville. A number of concerns were raised:

- What if property owners from that area raise an issue later in the process. We would not to have to say that we couldn't consider it.
- Would separating out cause decision makers to lose sight of the original concept in the existing master plan of the denser residential and commercial development surrounded by increasingly lower density development.
- We need a better sense of the feelings of the property owners in the northern portion of the planning area.

Khalid indicated that he was already planning to contact the property owners in that area and he would come back to our next meeting to discuss this proposal further. They need to make a decision before they go to the Planning Board with their work plan for this master plan review.

Musicfest 2001 - Ron Berger reported that this year's Musicfest was taking place the following weekend. In addition to a Rock Concert Saturday afternoon at Sherwood High School, there were music events scheduled all through the weekend in a variety of locations in the portion of the Fest called Music Where You Are. The rock concert is being done, in part, in response to complaints of local teens that there is nothing to do here in Olney; and they have been working with the Project Change members in planning the event. He noted that there would be more information about the event in the Gazette the next day.

Redistricting - Art Brodsky reported that representatives from the coalition working to get a new State legislative district in Olney met with Ike Leggett. Ike is representing Montgomery County on the State Redistricting Committee tasked with putting together recommendations for Governor Glendenning who will be submitting a redistricting plan to the State Legislature this Fall. Ike's recommendation was for the coalition to first make sure there is support for a new district in Montgomery County and then we can figure out where the new district will go. Peter Esser circulated one proposal that has gotten some support. It calls for separating District 14 from Howard County. It keeps most of Olney in this district and keeps part of the Olney in District 19. One plan splitting Olney down Georgia Ave is nearly dead and another that creates a district from PG County across the northern portion of the County to I-270 is not likely either because it is too expansive. There is another plan that is suppose to keep Olney together in one district, but he has not seen that plan yet. The Coalition has met with Ida Ruben and Dana Dembrow and they both support a unified district in Olney. The Montgomery County Legislative Caucus has uniformly agreed to support a new Montgomery County district and most agree it will likely be in the northeastern part of the County. He also noted that there will be a Forum on July 30th on redistricting at the Sandy Spring Museum. John Williams, the chair of the State Redistricting Committee will be there and it will present a good opportunity to speak about our desire to have a unified Olney district. There will also be a public hearing on September 6th, possibly at Montgomery College. This will be the last in series of hearings held around the State. The Committee will have a worksession to develop a State plan and then that plan will go to a public hearing. The

Committee will have another worksession to develop the plan that they will present to the Governor. Whatever happens, all district boundaries will change.

On August 13th, there will be a hearing in Olney on the County Councilmatic districts to discuss a plan Nancy Dacek and Howard Denis have proposed.

Upper Rock Creek Master Plan Review - Rick Kopanda reported that the Casey rezoning case on the property behind Magruder High School is moving forward. There will be a hearing on July 24th. He noted that the Citizens Advisory Committee for the Upper Rock Creek Master Plan has remained neutral on this zoning case.

NEW BUSINESS

B'nai Shalom of Olney Synagogue Expansion Plans - Helene Rosenheim reported that she is a member of the Board of Trustees at B'nai Shalom of Olney Synagogue and that she wanted to report that the synagogue is planning an expansion that will double its footprint. The expansion will enlarge the sanctuary and social hall; and add a chapel, additional office space, and some classrooms. The expansion is primarily to accommodate their existing congregation which consists of approximately 450 families. Although they do expect to grow some as a result of the expansion and the continued growth of the Olney community. They expect they will top out at about 600 families. With this expansion, they will max out the amount of expansion they can accommodate on this site. If they want to expand anymore they will need to move to a new location. The synagogue is still fundraising, but plans to begin construction as soon as they get the building permits they and hire a construction company. They hope to be under construction early this fall. She indicated that they would be meeting with abutting property owners and adjacent homeowners associations. They do not have to go through anything more than a quick review.

Flags in the Center of Town Center Area - Helene reported that she had received a call from Bobby Fletcher just before the 4th of July in which he indicated that he and Bruce Graeves were planning to put American flags on both sides of the block Georgia Ave near their respective businesses. He and Bruce would pay for the flags, the holders, and the installation. After indicating to him that she did not think anyone would object to them doing that, she learned that they need to get permission from both PEPCO and State Highway Administration. She has gotten contacts in the both organizations to write to. However, she thought it would be a good idea to put the flags along Georgia from the Queen Mary to the end of the Olandwood office complex and along Rte. 108 from Spartan Rd to the west end of the Olney Shopping Center. So, in her letters requesting permission to put up the flags, she would include all the poles in those areas. Then once she has their permission to put up the flags, she will contact property owners along those streets and ask them to contribute to the cost of obtaining all of the flags and for their installation. She will ask the Chamber of Commerce for assistance with that portion of the project.

Fundraising - Art Brodsky noted that GOCA's treasury was in bad shape. We did not make as much money on the Olney Days Festival ad book as we had hoped and the Bull Roast got rained out which we had anticipated would be a major fundraiser over that weekend. The officers had discussed some ideas for other fundraisers and some of the suggestions included a pancake breakfast, our own version of the Antiques Roadshow, and selling ad space on our web page. Art asked for other ideas. It was suggested that we form a fundraising committee. Other ideas suggested included bingo, a 3-5 k run, a carwash, an art auction. He asked anyone interested in serving on such a committee or with other ideas to contact him.

ANNOUNCEMENTS

Before adjourning the meeting, Art reminded everyone that there would not be any meeting in August and that the next meeting would be on September 11th.

Respectfully submitted,

Helene Rosenheim
Recording Secretary

People in Attendance:

Brian Coackley, Art Raimo, Charlier Maier, Mike Kelley, Jim Folk, Ed Weisel, Mark Simon, Steve Smet, Roy Peck, Joe Hess, Jackie Benn, Peter Esser, Terri Hogan (Gazette), Art Brodsky, Helene Rosenheim, Rich Kopanda, Don Schmelter, Chuck Keyserling, Dave Eskenazi, Ron Berger, Andrew Campbell, Polly Knight, Lori Wilen, Dan Walsh, Jack Meyer, and Khalid Afzal.

Subj: **Re: georgia ave. and GOCA** Date: 7/10/2001 2:41:07 PM Eastern Daylight Time
 From: CWatkins@sha.state.md.us (CHARLIE WATKINS)
 To: ABrodsky@aol.com

Mr. Brodsky:

Attached please find the requested information. If you need anything else, please let us know.

Our study of the MD 97 corridor from King William Drive to Morningwood Drive/Spartan Road is listed below.

1. The crosswalk on the north leg of MD 97 is unsafe for pedestrians. The preferred position is near the Police Station.

The crosswalk on the north leg was installed in the summer of 1999 to create better handicapped access in Olney. Sight distances to the north and south are more than adequate from both sides of MD 97 and there is a small refuge area in front of the concrete median strip. This crosswalk is signed with Fluorescent Yellow-Green (FYG) School Crossing Signs and arrows. It is the responsibility of the pedestrian to be patient and wait for an adequate gap in traffic. It is also the responsibility of the pedestrian to make eye contact with motorists turning from the side roads to be sure they are aware of their presence. If the pedestrian does not feel comfortable crossing at this location, there are traffic signals less than 800 feet to the north or south that contain pedestrian pushbuttons and indications.

A crosswalk near the Police Station would:

- A. Encourage pedestrians to take refuge in the median strip at a point where it is most narrow - where the waiting pedestrian would be closest to through-traffic northbound and southbound (opposed to crossing at Queen Mary Drive where there is a buffer around the median due to the turn lanes.)
- B. Necessitate a longer walk across MD 97 due to the right-turn lane into Giant.
- C. Be a mid-block crossing, which often comes as a surprise to motorists, despite signing.

1. The traffic pattern at Queen Mary Drive is "needlessly complex" and can be remedied by removing the medians and installing a "driveway apron" at Giant.

The medians not only channelize vehicles and create order in this corridor, but they also protect motorists from opposite direction, sideswipe, angle and turning collisions. The right-in/right-out entrance to Giant is located in the taper area for the northbound left turn lane to Morningwood Drive and the southbound left turn lane into the Sandy Spring National Bank:

- A. This taper area is necessary for safe deceleration.
- B. The Giant entrance is located 300 feet from the stop bar at Spartan Road/Morningwood Drive. Assuming an average of 2 vehicles per cycle length (the same as the signal), Poisson distribution yields a maximum of 5 vehicles per cycle. Average car length is 25 feet. The minimum storage length would be 125 feet, plus taper, thus taking away the northbound left-turn lane. However, vehicles that currently turn left at the signal to access the Giant could use these causing queues to spill into the signalized intersection.
- C. Rear-end accidents would increase and opposite direction accidents would be likely.

2a. The "driveway apron" can be constructed by shifting the two northbound lanes to the right.

Such a project would involve, at a minimum, a significant roadway widening to the north of the Giant entrance as well as to the north of the Spartan/Morningwood signal (for receiving lanes), obtaining right-of-way to the north of the signal, removal of a

portion of the median, roadway construction where the median would be removed, reconstruction of the south side of the median with a depression for the proposed crosswalk, removal of the island at Giant, construction of a smaller channelizing island at Giant, removal/installation of sidewalk, construction of an island on the south leg of the Spartan/Morningwood signal, reconstruction of the Spartan/Morningwood signal, and utility and drainage work.

This "apron" would allow southbound left turns to access Giant; however, left turns from the Dentist to the west of MD 97, the Chevy Chase Bank and the Giant would all remain restricted via signing. It is likely that there would be violations of these signs, resulting in potentially hazardous situations.

A discussion with police officers at the County Facility on MD 97 revealed that they have no problem using the bank exit at Queen Mary Drive to proceed south on Georgia Avenue. They seldom respond to emergencies from this location (they are already on the road when they respond), so there is no urgency for egress.

1. There is a U-turn problem at Queen Mary Drive.

U-turn volumes are light: 59 throughout the day on the north leg and 30 throughout the day on the south leg. In three-year period from 1998 to 2000 there have been no reported U-turn accidents at this intersection.

It appears that numerous southbound vehicles are making a protected left turn at the Spartan/Morningwood signal and proceeding east on Spartan Road to the other entrance to Giant. This is the safest and most desirable route.

2. There should be "Entering School Zone" signs north and south of Queen Mary Drive.

Students who live to the east of MD 97 are bussed to school; therefore, no students cross MD 97 at Queen Mary Drive. Pedestrian activity is extremely light as well. The existing speed limit is 30 MPH, with prevailing speeds closer to 40 MPH. Lowering the speed limit would be ineffective and creating a school zone not justified. The existing advance crossing signs (S1-1) will be modified to include "AHEAD" plates per MUTCD (Manual on Uniform Traffic Control Devices) standard.

3. I would like to place a pedestrian or vehicle-operated switch that would lengthen the delay on northbound traffic at King William drive to allow vehicles to clear from the Bank driveway in the PM peak hour.

A remote "switch" would not be effective. In the PM peak hour queues extend to Queen Mary Drive from the signal at Spartan/Morningwood, therefore entering the traffic stream from the bank is a matter of driver courtesy and patience, not inadequate gaps. Keep in mind that vehicles turn from King William Drive - just because there is a red indication on the mainline does not mean there will be no northbound vehicles. Also, 18 pedestrians throughout the day does not justify such a dev

My traffic engineering staff also performed an updated analysis at the intersection of MD 97 and Queen Mary Drive to determine if a traffic signal is appropriate at this location. The State Highway Administration (SHA) follows the nationally accepted MUTCD as the guide for when and how various traffic control devices should be installed. Many factors are evaluated in a signal warrant analysis, such as traffic volumes, delay, speed, accident history and pedestrian volumes. The intersection does not meet any of the MUTCD warrants for signalization at this time. A signal at this location will increase delay for vehicles on MD 97 as well as Queen Mary Drive and signal-related accidents would increase. In addition, it is likely that queues could extend into the intersections at Spartan Road/Morningwood Drive and King William Drive. There are currently alternative routes from Queen Mary Drive to the adjacent signals at King William Drive and Hines Road.

Pedestrian facilities at the adjacent traffic signals were investigated. When the pushbutton at Spartan Road/Morningwood Drive is depressed there is 5 seconds of "Walk," 11 seconds of flashing "Do Not Walk" and 8 seconds of solid "Do Not Walk." The road width is approximately 70 feet. With light pedestrian volumes, one will have the entire time to traverse MD 97: $70/24 = 2.9$

feet/second. There are crosswalks, pedestrian indications and pushbuttons in all four quadrants. When the pushbutton at King William Drive is depressed there is 7 seconds of "Walk," 23 seconds of flashing "Do Not Walk" and 5 seconds of solid "Do Not Walk." The road width is approximately 115 feet. With light pedestrian volumes, one will have the entire time to traverse MD 97: $115/35 = 3.3$ feet/second. There is a crosswalk, pedestrian indications and pushbuttons in the south leg of the intersection. Average walking speed is 3.5 feet/second.

Signing throughout the corridor is per SHA standard and in good condition, with a few exceptions:

- "AHEAD" supplement plates will be installed to the advance signs prior to Queen Mary Drive in both directions.
- The stop sign on Queen Mary Drive will be relocated to be closer to the stop bar.
- Speed Limit signs will be updated and installed to meet SHA standards
- Overhead street name signs on the span wires at Spartan Road/Morningwood Drive will be updated and installed.

Pavement markings throughout the corridor are in good condition with the exception of the crosswalk on the south leg of Queen Mary Drive, crosswalks at King William Drive and stop bars at both intersections. Our maintenance crew will repair these markings as soon as scheduling permits.

Thank you again for your letter. If you have any questions, please feel free to contact me or my Assistant District Engineer for Traffic, Mr. Majid Shakib, at 301-513-7300 or 1-800-749-0737.

Sincerely,
Charlie K. Watkins
District Engineer

-----Art Brodsky's Original Message to Charlie Watkins-----

>>> <ABrodsky@aol.com> 07/09/01 11:02AM >>>
Mr. Watkins,

We have our monthly GOCA meeting tomorrow night. As I recall from your appearance at our June meeting, you were due soon to receive information from your consultant regarding our Georgia Ave. concerns. If there's anything we can report to the community tomorrow night, I'd like to be able to do it.

Thanks again.

Rgds,
Art Brodsky
GOCA President