

**Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment**  
**Transportation Existing Conditions Presentation**  
**Greenbelt Middle School**  
**January 12, 2012**

This meeting consisted of a presentation by M-NCPPC staff and the consultant team members from the firm of Wallace, Montgomery, and Associates, who presented a comprehensive overview of the existing transportation conditions found within the Greenbelt Metro Area and MD 193 Corridor Sector Plan area. Members of the community had an opportunity to ask questions and make clarifications as noted below:

- The team was asked who did the traffic counts for MD 193 and Kenilworth Avenue. WMA performed a number of counts for intersections that had not been studied in recent years, and the State Highway Administration (SHA) provided count data for other intersections.
- The mislabeling of the Baltimore-Washington Parkway as “I-295” or “MD 295” was noted, and will be corrected.
- One attendee expressed disappointment in what seemed to be an over-emphasis on vehicular traffic instead of other modes of transportation. The presentation did include transit use and bicycle and trail discussions. Additional detail will be available with the transportation technical memorandum.
- Bus service should be described as adequate during rush hour and inadequate during weekends.
- Is bus ridership data available? The bus operators should have this information, which staff will try to obtain.
- Is data available on bus commuting patterns (e.g. where commuters are coming to or from)? Not as part of the scope of this particular study, but staff can check with the operators.
- The timing of bus service is problematic for businesses in the early mornings and late evenings.
- A participant noted that while 10 bus routes serve the Greenbelt Metro Station, only three of these routes then serve Greenbelt.
- The project team was asked to clarify the map depicting WMATA commuter origination points.
- How well used in the WMATA parking lot? We understand it is at or near capacity every work day.
- What is the status of the SHA review of the traffic signal timing along MD 193? Unknown at this time.
- There was concern expressed with SHA not being able to maintain sidewalks in its right-of-way.
- The level-of-service along the Baltimore-Washington Parkway feels more like a failed level-of-service, or LOS F, to participants.
- Bicycle access is dangerous on MD 193 moving east toward the Baltimore-Washington Parkway.
- Can we consider/coordinate bicycle and pedestrian counts? There was concern there was not enough discussion about bikeway and pedestrian mobility issues raised by residents and elected officials over the past several months. Staff noted that extensive study has been conducted on these issues and will be incorporated in the sector plan, while WMA noted it gathered some limited pedestrian and bicycle data, but more complete information is not available at this time.
- There was interest in providing additional details of the existing bicycle and pedestrian network for comment in future meetings during the sector plan process.

- While crash data was collected and presented, there was a request to map crash locations. This information may not be available at this level of detail.
- A participant requested a survey/more detailed analysis on trips within Greenbelt to look at local travel patterns within the area.
- Following up on Metro use questions, there is a desire to try to obtain more data regarding ridership and rider behavior on weekends.
- Will there be additional opportunity to comment on bus issues for the sector plan and within the Greenbelt area? Yes, the sector plan provides for such opportunity at any point in the process up to final approval. These issues can be raised at any time prior to the printing of the preliminary sector plan document and during the Joint Public Hearing to ensure full consideration of related concerns.