

Germantown Plan Worksession #2

Discussion Topics

- 1. Land Use / Transportation Balance**
- 2. Corridor Cities Transitway**
- 3. Pedestrian / bicycle facilities**
- 4. MD 355 and M-83**
- 5. Staging Plan preview**

1. Land Use / Transportation Balance

1. Council practice

- Balance is areawide
- LATR provides context

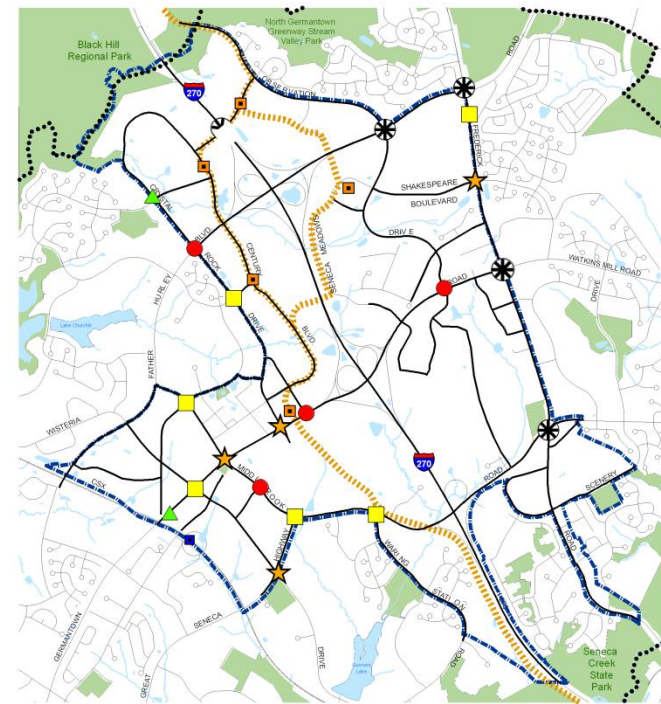
2. PAMR

3. LATR

- Case-by-case basis
- 20-year needs
- Policy standard evolution
- Clarify MD 118 text

4. Inducing mode shifts

Congested Locations
per staff recommended network without additional turn lanes



Future Congested Locations

- >20% Above Growth Policy Standard
- ★ <20% Above Growth Policy Standard
- Approaching Growth Policy Standard
- ▲ Below Growth Policy Standard

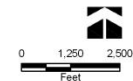
- ⊗ Planned Interchange
- ⊗ Planned Partial Interchange

- Roads
- New Transit Stations

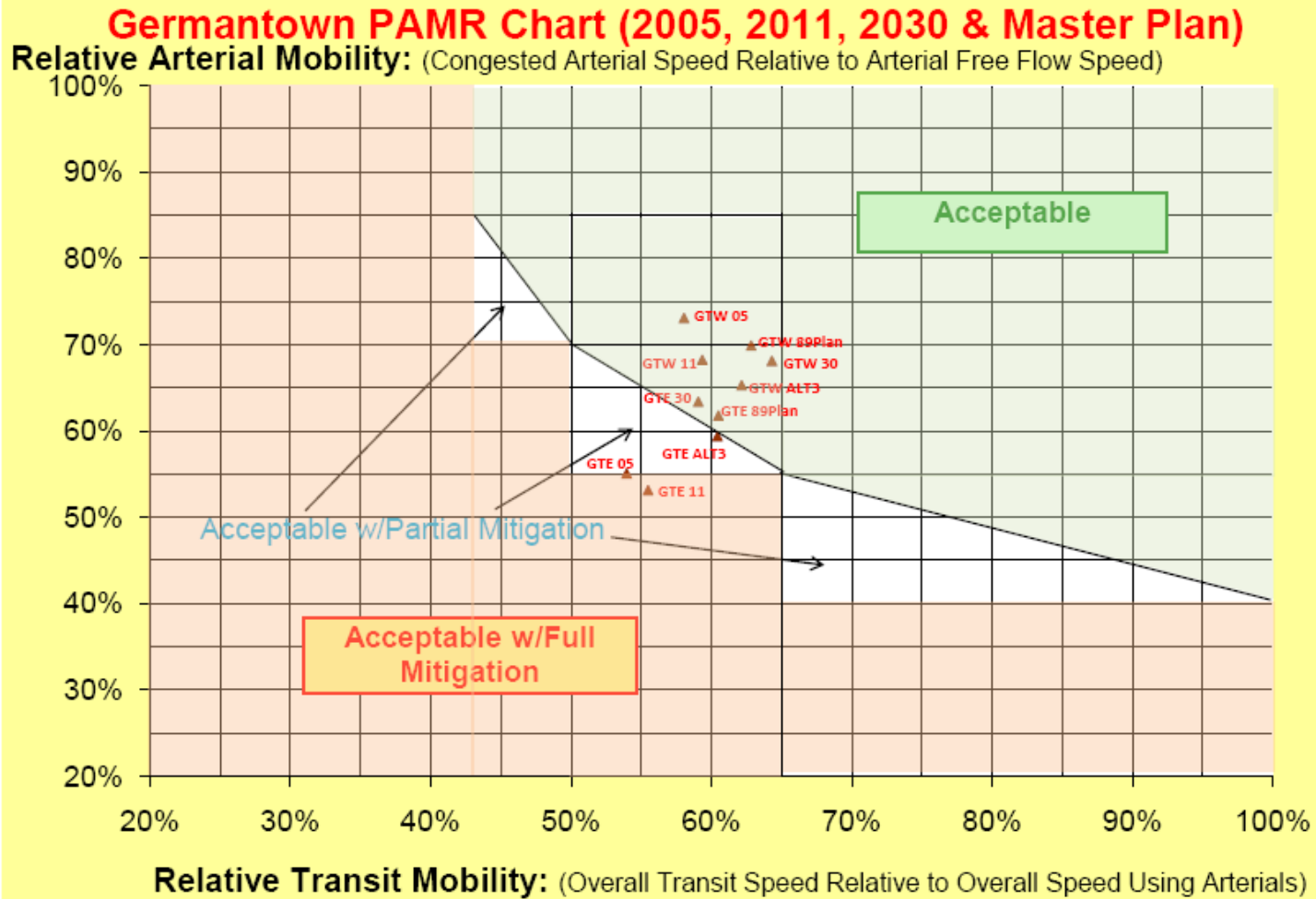
- MARC
- METRO

- CCT
- Study Area

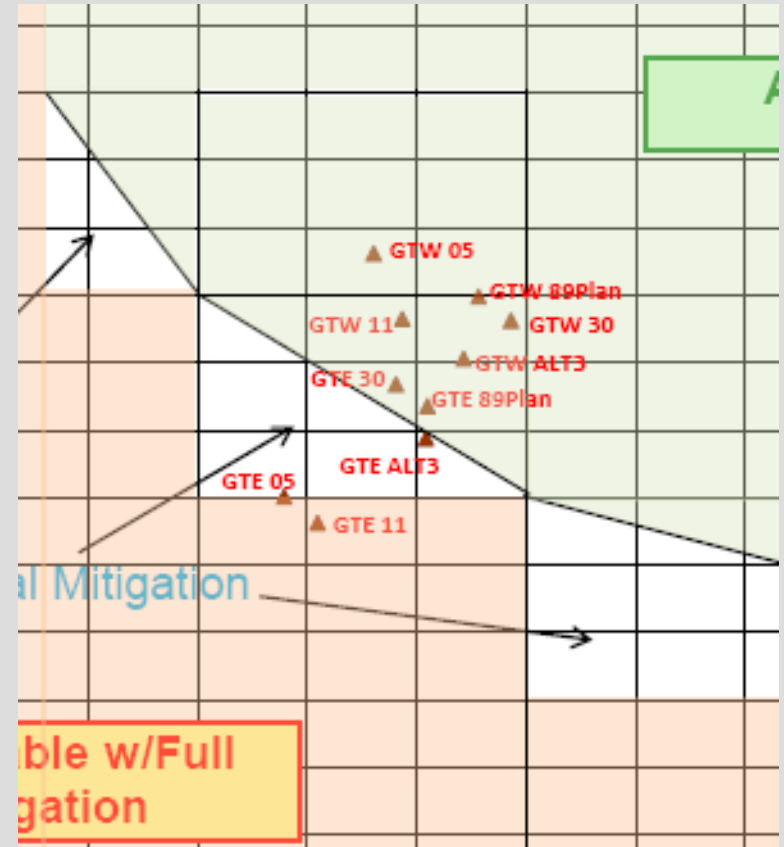
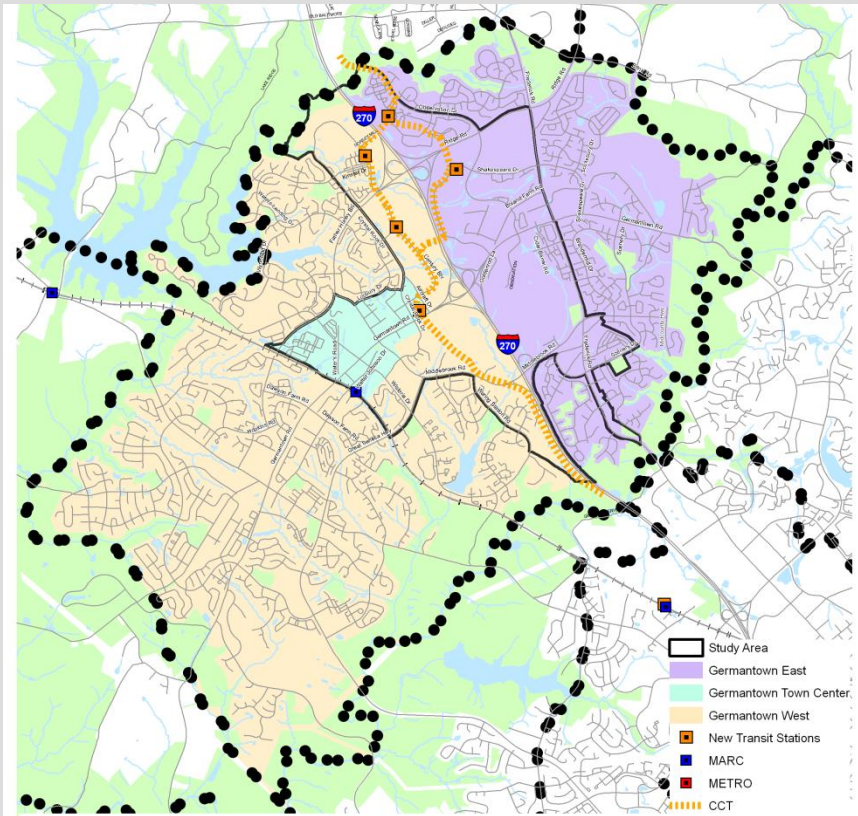
- ⋯ 1989 Planning Boundary



1. Land Use / Transportation Balance



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1. Land Use / Transportation Balance

1. Council practice

- “Balance” is areawide
- LATR provides context

2. PAMR

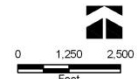
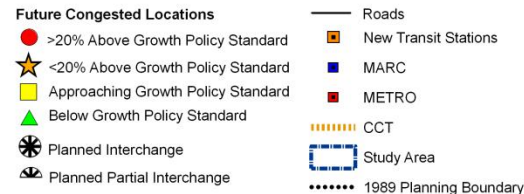
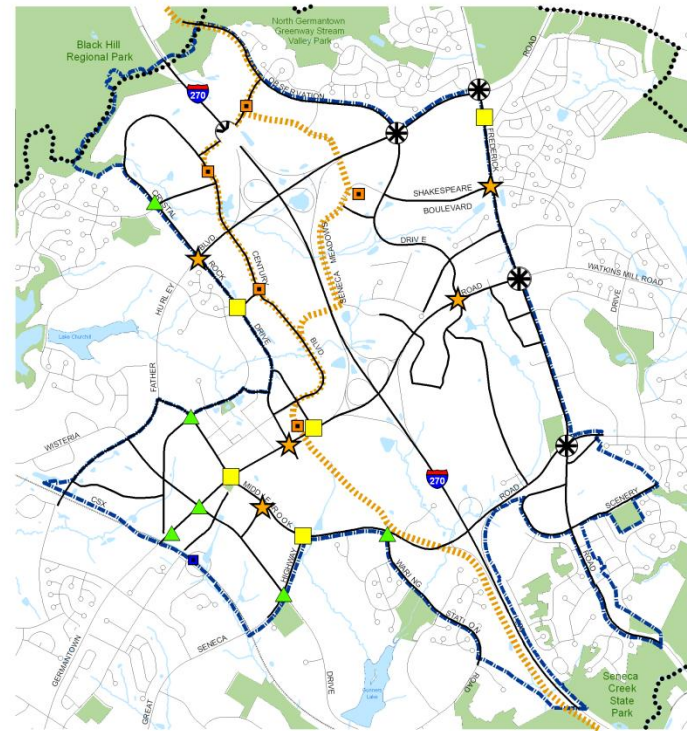
- Today
- End-state

3. LATR

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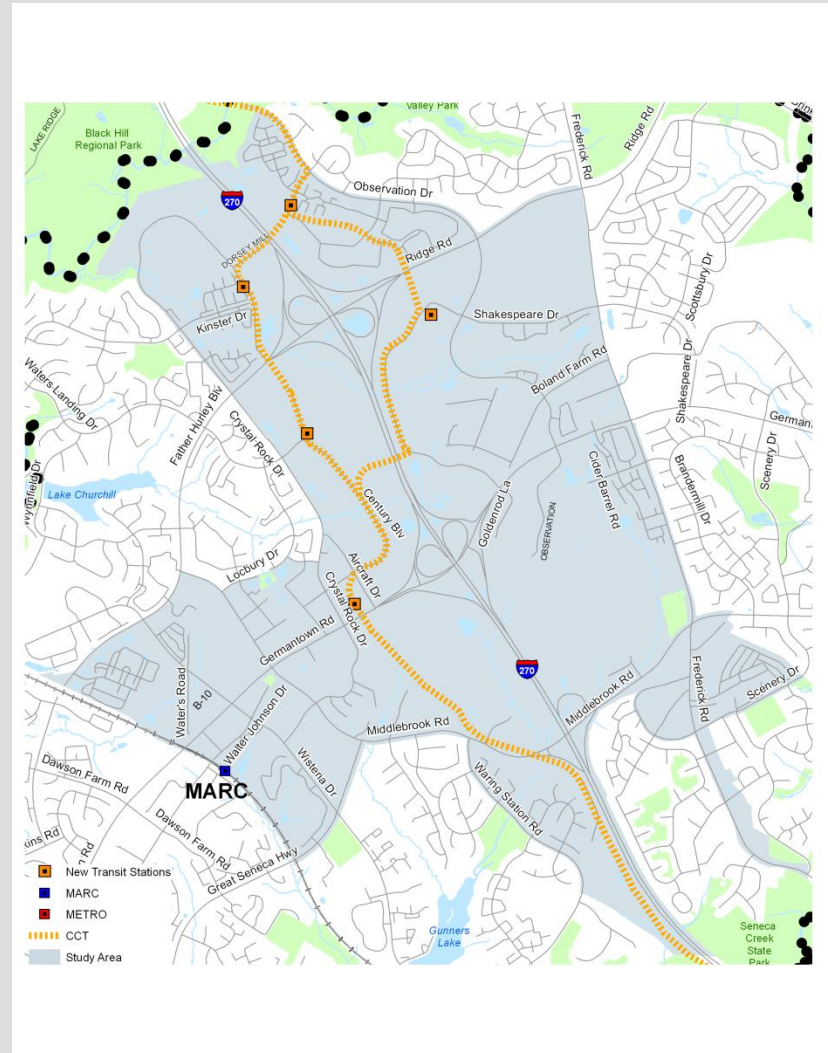
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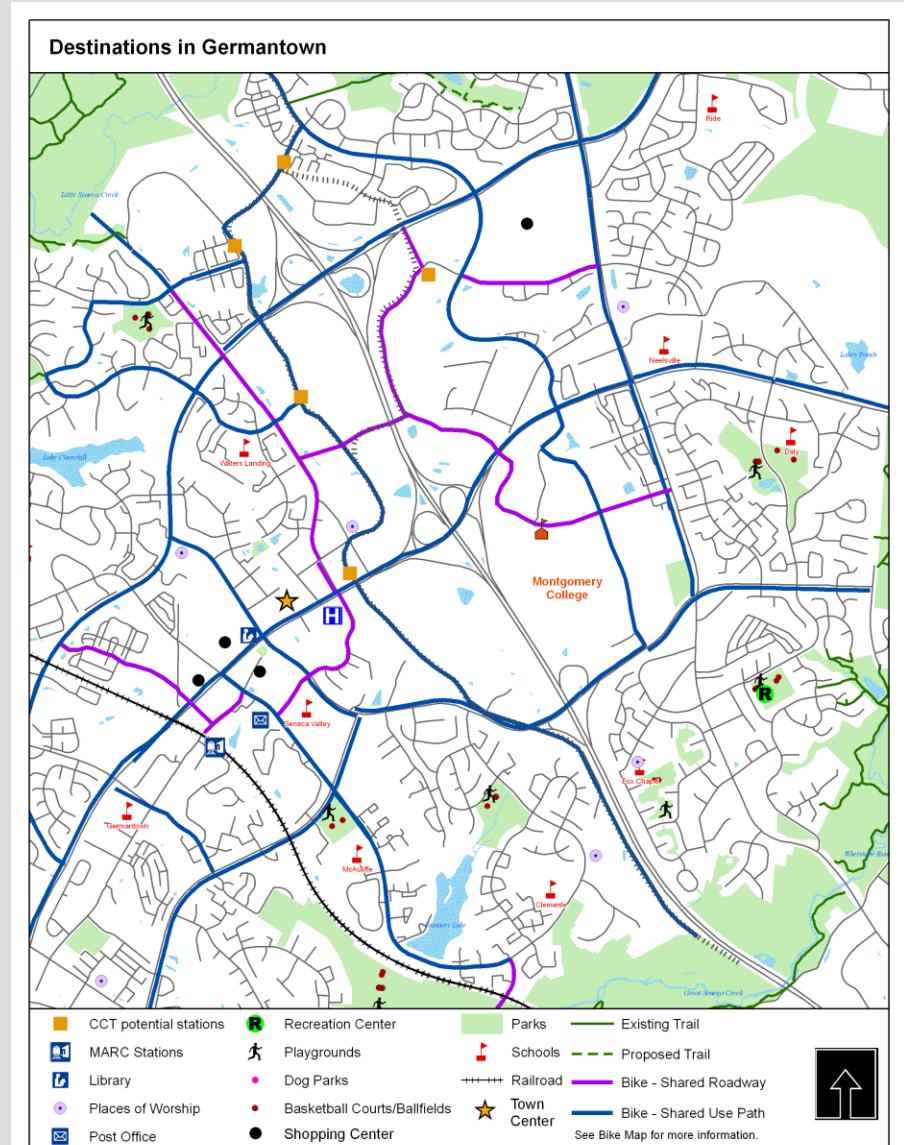
2. Corridor Cities Transitway

1. Mode (bus or rail)
 - Complete EA process
 - Final plan reflects LPA
2. Eastern leg
 - Town center connection
 - Second stage
 - ROW generally preserved
 - Details depend on mode
3. Multimodal connections
 - P&R at Dorsey Mill and Manekin
 - Adequate bus bays



3. Pedestrian / bicycle facilities

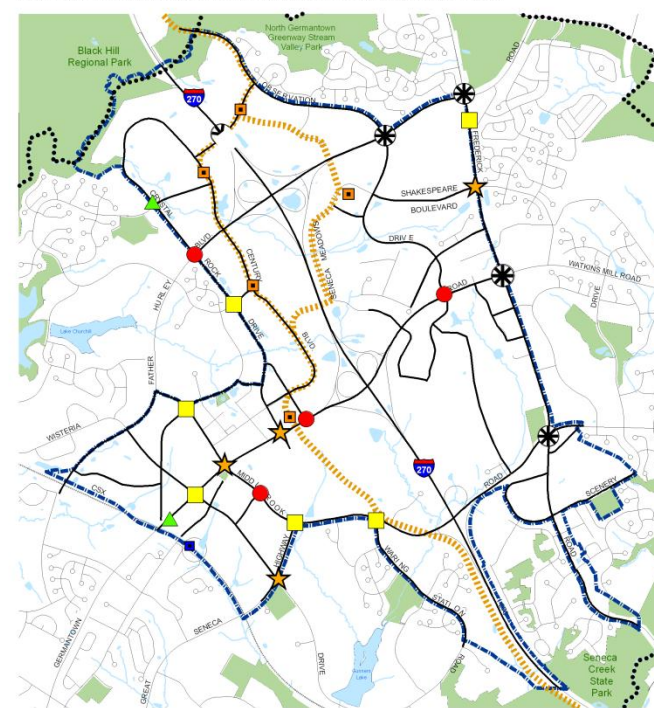
1. Build on 2005 CBFMP
2. Shared use paths
 - to community facilities
 - along major highways
3. On road connections
4. Road code coordination
5. Local pedestrian connections



5. Staging

1. Future worksession topic
2. Staging of CCT / I-270 not recommended:
 - Lack of Federal/State capital budget control
 - TOD should be able to precede CCT
 - APFO still applies at subdivision

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