



Presentation Comments and Questions

The community had a number of questions regarding the master plan process and operational issues in and around the MARC rail station areas.

The bullet points below are transcribed from the comments and questions received during that portion of the November 4th Community Open House.

- Check rental dollar numbers (more than .9%).
- Definition of the Boundary – How does it affect the plan?
- How do outside boundary influences affect the plan inside the boundary?
- Germantown and Boyds are very different.
 - Is more service to MARC driving this?
 - How do you deal with very different areas?
 - Plan should be different for both.
- What are the separate demographics for Boyds and Germantown?
- Will you be looking at bus and other transit into the MARC stations?
- Route 117 underpass – No sidewalks, so how does a pedestrian get through it?
- Take into consideration the historic Boyds station.
- Can we merge the two stations together?
- What are ridership numbers and capacity at each station? Probably not enough capacity.
- Can capacity be increased?
- Will CSX be at meetings?
- Can there be more double decker trains?
- People use other sites to park at Boyds.
- There is a plan for Boyds new station already recommended. Make sure to consider it.
- Will bicycles-friendly routes be included?
- Will access for Boyds residents be considered rather than just Clarksburg?
- Need to adjust parking so Clarksburg uses Boyds rather than Germantown.



1. What makes the Boyds and/or Germantown areas special?

Summary

The comments regarding what makes Boyds special emphasized the preservation of the historic railroad community and its location within the agricultural reserve. The Boyds Local Park and its hiking trail and the need to better accommodate the bicyclists that travel through the area were also noted.

The comments regarding what makes Germantown special also emphasized preservation of its historic district and individual historic sites, the need for green space and the need to improve bike facilities leading to the MARC station.

The flip chart comments emphasized many of the comments placed on both maps, but also suggested the potential for live/work mixed-use.

The bullet points below are transcribed from the comments received from the community on the maps and flip charts at Station 1 during the November 4th Community Open House.

Boyd Map

- Natural undeveloped Boyds Local Park (with hiking trail)
- Boyds is special as a rural residential community and the original TOD!!!
- No traffic lights
- Rural – low population and commercial density
- Agricultural Reserve surrounds it
- Keep our town rural and preserve our historic nature
- Boyds is a busy bike area – needs more bike parking for the bikes coming by MARC rail
- History
- Uninterrupted tracts of agricultural land for agricultural use
- Historic community with original historic features

Germantown Map

- Bike trails for Great Seneca Highway and Route 118 to MARC station
- Preserve and protect historic areas and resources – keep development on the other side of tracks
- Green spaces



Flip Chart Comments

- Walking, hiking trails are fantastic! However, traffic is much too fast.
- The link to the historic past
- Green spaces
- Potential for live/work mixed-use
- Jobs reserve
- Great neighborhoods



2. What would you like to change?

Summary

The comments regarding what would you like to change in Boyds emphasized the need for better connectivity with sidewalks and the need for traffic calming measures. Also, there were suggestions to expand the boundary south to include the Taylor Science Materials building site.

The comments regarding what would you like to change in Germantown also focused on connectivity issues for pedestrians, bicyclists and public transit users. Also, it was suggested that the boundary should be expanded to Middlebrook Road to incorporate Seneca Valley High School.

The flip chart comments emphasized a desire for increased MARC service, improved bicycle and pedestrian connections and potentially moving the Boyds MARC rail station to the industrial property east of its current location. One comment also suggested that Barnesville MARC should be considered during the planning process, since what happens at any of the upcounty stations affects the others.

The bullet points below are transcribed from the comments received from the community on the maps and flip charts at Station 2 during the November 4th Community Open House.

Boyds Map

- Sidewalks (within Boyds along portions of White Ground, Clopper, Barnesville and Clarksburg Roads)
- Traffic calming - Clarksburg Road through the park (Black Hill Regional Park area)
- Historic district – Barnesville Road
- Include Taylor Science Materials Center within the boundary
- Better Hoyles Mill trail connection through railroad underpass

Germantown Map

- Circulator from Town Center
- Increase bus routes to MARC
- Better pedestrian connections to station
- Design critical intersections for pedestrians
- Move the northern boundary of the Germantown MARC station area to Middlebrook Road in order to incorporate Seneca Valley High School
- Move the extension of Waters Road to Germantown Road up on the Capital Improvements Program (CIP) list



Flip Chart Comments

- More access to trains and parking in Boyds (lots of people upcounty drive down to Germantown to ensure parking availability)
- Utilization of County Ride One service as an option for relief of parking (overcrowded lots in Germantown)
- Access for Boyds residents who are outside of walking distance
- Speed on bridge over lake
- Questionable speed limit set at 30 mph (seems too low) for the bridge over lake
- Sidewalks in Boyds
- Comfortable with 30 mph limit on bridge
- Move train station to industrial zone
- Include Taylor School in study area
- Sidewalks Boyds (see map)
- Improve bicycle safety other than sharing existing lanes in Boyds
- In Germantown, bike lanes from Great Seneca Highway to MARC station
- Bicycle access along train track to Great Seneca Highway
- Consider Germantown/Boyds/Barnesville stations and ridership together - changes to one affects the other
- More trains, fares to be the same as Germantown



3. How can the MARC rail station areas be a catalyst for that change?

Summary

The comments regarding how the MARC rail station areas can serve as a catalyst echoed some of the same themes described in questions 1 and 2. There was talk of better connectivity in and around both stations. One comment expressed that the Boyds MARC station should have significantly more parking, and there should be shuttles between Boyds, Germantown and Clarksburg. Another comment suggested that Boyds needs a community gathering space/building. Finally, someone suggested that increased activity at the rail station will help to active the Boyds business area.

With Germantown, a community member suggested that the station parking areas should be made more compatible with the historic buildings with period lighting, fixtures and extensive landscaping.

The bullet points below are transcribed from the comments received from the community on the maps and flip charts at Station 3 during the November 4th Community Open House.

Boyds Map

- Bicycle friendly
- Sidewalks – yes on White Ground Road
- Distance to post office
- Pedestrian access will make station work better
- Grist Mill as a community center
- New MARC parking lot with 300 spaces (plus room for through running buses to Germantown and Clarksburg)

Germantown Map

- Connection/complete street
- Signalized intersection with pedestrian design at the intersection of Waters Road/Bowman Mill and Germantown Road
- Upton Bowman House/Pumphrey-Mateny House/FY 15 Bank


Flip Chart Comments

- Boyds has no town hall or central buildings (except Presbyterian church)
- In Boyds, a pleasant place to gather while you wait for the train could stimulate ridership (and get a few people off 270). A building with a roof, shelter from the cold



MARC Rail Communities Plan

Boys & Germantown
montgomeryplanning.org/marcrailplan

 The Montgomery County Planning Department

and heat. Benches, rural/local art, water fountain (check www.countrysideartisans.com)
Bookshelf for magazines/book exchange (like in Barnesville Post Office).

- Encourage use of bicycles, shuttle buses, carpooling to MARC stations
- Enhance community around stations by rebuilding historic buildings and making station parking areas more compatible with period lighting, fixtures and extensive landscaping
- All of the upcounty MARC stations should be considered together – ridership of one station (parking/traffic) affects the others (Germantown/Boys/Barnesville)
- Dickerson and Barnesville have no parking. All spaces are full. Riders may choose to go to Boys if capacity at Boys increases.
- Would people from Germantown drive to Boys with increased parking in Boys
- Possible to have a late MARC train for people who want to take train to DC to visit museums and National Mall sites.
- More active station promotes more active, thriving business area and makes Boys a “place”.



4. How do you envision the future of your communities?

Summary

The comments regarding the future of your communities focused on the unique character of each area, the importance of more connectivity and multiple modes of transportation, the preservation of the historic components of each community and the preservation of the Agricultural Reserve.

The bullet points below are transcribed from the comments received from the community on the maps and flip charts at Station 3 during the November 4th Community Open House.

Boyd Map

- More stores retail (coffee shops, more business). Walkable
- Preserve historic rural character
- Walkability
- Keep Boyd Post Office
- Improve pedestrian and bicycle connectivity to Germantown and Clarksburg and within Boyd
- Sidewalks/Bike Access
- More retail
- Traffic circle at the intersection of Barnesville and Clarksburg Roads
- Widen underpass under railroad tracks
- Boyd Local Park with playground

Germantown Map

- Connectivity to Town Center
- Boyd remain rural
- Traffic relief for Frederick/Clarksburg commuters
- Preserve Agricultural Reserve
- Kiss and Ride for Germantown MARC
- Keep a post office at Boyd



Flip Chart Comments

- Cabin Branch will have a bike trail. Need to link to it – to Boyds and to park
- My hope for Boyds is that it keep its rural “home in the country” character in spite of Cabin Branch. I hope that Germantown continues to be multi-ethnic, multi-cultural, creative/arts hub with a cool urban vibe.
- Need sidewalks in and around Boyds - Can we get sidewalks in historic area?
- Germantown – more jobs, more connectivity, more transit options and a fix for I-270
- More sidewalks and bike paths
- Getting to train stations without sitting in traffic, limiting driving distances and cars on the road should be the goal.
- Snow removal on sidewalks on Route 118 and Great Seneca Highway. Protection of historic resources.
- More trains
- Germantown – need to connect neighborhoods. They seem isolated now (i.e. pedestrians and bikes)
- Germantown walkability means – pleasant things to see and experience and safe and convenient