

Appendix A

Intersection Turning Movement Count Data

**Intersection Turning Movement
Counts: Congressional Lane & MD 355
[Pedestrians & Vehicles]**

MEAD & HUNT

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

443-741-3500

Weather:
Counted By:
Town:
Country

File Name : md 355 at congressional In
Site Code : 00000000
Start Date : 9/20/2022
Page No : 1

Groups Printed- VEHS&PEDS

	MD 355 From North					ENT TO SHOPPING CENTER From East					MD 355 From South					CONGRESSIONAL LN From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	127	2	0	129	0	0	0	1	1	3	55	1	5	64	4	0	6	0	10	204
06:15 AM	2	160	10	0	172	0	0	0	0	0	2	52	0	2	56	4	1	9	1	15	243
06:30 AM	0	202	9	0	211	1	0	0	1	2	3	65	0	1	69	13	0	3	0	16	298
06:45 AM	1	244	17	1	263	1	0	1	2	4	6	84	0	2	92	7	0	9	0	16	375
Total	3	733	38	1	775	2	0	1	4	7	14	256	1	10	281	28	1	27	1	57	1120
07:00 AM	1	283	28	0	312	1	0	0	3	4	6	96	0	0	102	10	1	11	2	24	442
07:15 AM	1	342	25	0	368	1	0	0	0	1	7	112	0	0	119	11	0	20	1	32	520
07:30 AM	0	381	34	1	416	2	1	0	3	6	7	141	0	0	148	15	1	9	0	25	595
07:45 AM	2	455	51	0	508	1	0	1	0	2	11	163	1	0	175	37	2	12	0	51	736
Total	4	1461	138	1	1604	5	1	1	6	13	31	512	1	0	544	73	4	52	3	132	2293
08:00 AM	0	384	54	2	440	1	0	2	1	4	13	156	0	0	169	26	0	13	5	44	657
08:15 AM	3	403	41	1	448	2	0	1	2	5	15	175	3	0	193	39	1	18	2	60	706
08:30 AM	4	375	52	0	431	3	1	3	1	8	22	187	2	0	211	27	2	21	1	51	701
08:45 AM	3	417	65	1	486	1	2	3	2	8	24	198	4	0	226	39	0	27	4	70	790
Total	10	1579	212	4	1805	7	3	9	6	25	74	716	9	0	799	131	3	79	12	225	2854
09:00 AM	3	397	43	0	443	3	2	0	2	7	22	193	2	1	218	33	1	29	0	63	731
09:15 AM	6	390	38	0	434	2	0	4	1	7	18	186	1	0	205	30	4	30	0	64	710
09:30 AM	8	293	35	1	337	5	1	1	2	9	24	172	0	1	197	25	1	16	4	46	589
09:45 AM	12	279	28	12	331	10	0	4	5	19	25	183	3	0	211	41	2	22	3	68	629
Total	29	1359	144	13	1545	20	3	9	10	42	89	734	6	2	831	129	8	97	7	241	2659
10:00 AM	6	275	37	1	319	5	4	5	0	14	26	235	2	1	264	40	3	17	2	62	659
10:15 AM	7	276	33	3	319	6	2	3	2	13	23	201	0	0	224	36	3	24	3	66	622
10:30 AM	8	285	31	0	324	12	2	2	0	16	28	196	8	0	232	46	2	24	2	74	646
10:45 AM	7	265	46	1	319	10	6	6	1	23	26	215	1	1	243	56	4	35	7	102	687
Total	28	1101	147	5	1281	33	14	16	3	66	103	847	11	2	963	178	12	100	14	304	2614
11:00 AM	4	292	46	0	342	9	5	6	1	21	30	249	6	0	285	45	2	27	1	75	723
11:15 AM	4	360	34	0	398	13	9	3	1	26	24	236	0	0	260	40	4	17	6	67	751
11:30 AM	11	277	38	2	328	16	3	2	1	22	24	276	5	0	305	60	4	23	5	92	747
11:45 AM	8	380	33	0	421	14	6	3	0	23	18	275	6	0	299	60	3	29	2	94	837
Total	27	1309	151	2	1489	52	23	14	3	92	96	1036	17	0	1149	205	13	96	14	328	3058
12:00 PM	19	327	51	5	402	17	1	7	1	26	32	281	3	0	316	60	1	28	6	95	839
12:15 PM	8	332	40	1	381	18	4	6	4	32	21	292	5	0	318	80	5	38	1	124	855
12:30 PM	7	323	44	0	374	22	4	5	1	32	30	317	9	0	356	58	5	33	0	96	858
12:45 PM	8	330	34	0	372	20	4	9	1	34	32	297	3	1	333	60	2	19	5	86	825
Total	42	1312	169	6	1529	77	13	27	7	124	115	1187	20	1	1323	258	13	118	12	401	3377
01:00 PM	6	366	42	1	415	12	5	6	1	24	37	296	4	0	337	68	5	28	5	106	882
01:15 PM	4	343	38	1	386	10	2	5	0	17	26	264	2	0	292	44	4	22	3	73	768
01:30 PM	6	318	48	0	372	20	11	2	0	33	30	327	1	0	358	47	5	35	2	89	852
01:45 PM	12	294	50	0	356	18	2	3	0	23	29	271	4	0	304	89	10	29	0	128	811
Total	28	1321	178	2	1529	60	20	16	1	97	122	1158	11	0	1291	248	24	114	10	396	3313
02:00 PM	4	275	36	2	317	11	4	5	2	22	30	294	1	0	325	62	3	34	2	101	765
02:15 PM	8	316	50	1	375	16	4	4	2	26	33	333	4	0	370	63	1	31	1	96	867

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Groups Printed- VEHS&PEDS

	MD 355 From North					ENT TO SHOPPING CENTER From East					MD 355 From South					CONGRESSIONAL LN From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:30 PM	5	276	41	0	322	13	7	2	3	25	29	354	2	0	385	45	4	25	4	78	810
02:45 PM	12	294	56	4	366	18	5	3	2	28	33	314	6	0	353	48	3	32	7	90	837
Total	29	1161	183	7	1380	58	20	14	9	101	125	1295	13	0	1433	218	11	122	14	365	3279
03:00 PM	9	301	43	2	355	13	8	3	1	25	28	348	3	0	379	68	1	32	2	103	862
03:15 PM	5	352	59	8	424	26	6	5	2	39	37	310	2	0	349	46	4	40	11	101	913
03:30 PM	8	317	54	1	380	18	9	2	1	30	37	335	2	0	374	57	1	36	4	98	882
03:45 PM	7	296	28	3	334	12	7	4	2	25	28	326	4	0	358	47	2	33	9	91	808
Total	29	1266	184	14	1493	69	30	14	6	119	130	1319	11	0	1460	218	8	141	26	393	3465
04:00 PM	7	341	42	1	391	15	7	6	2	30	31	354	1	0	386	59	3	36	5	103	910
04:15 PM	4	361	52	7	424	13	4	4	5	26	39	351	2	0	392	67	2	28	10	107	949
04:30 PM	7	287	35	3	332	16	4	4	4	28	38	343	4	0	385	66	3	36	6	111	856
04:45 PM	7	357	41	2	407	15	7	11	2	35	31	352	6	0	389	76	6	37	6	125	956
Total	25	1346	170	13	1554	59	22	25	13	119	139	1400	13	0	1552	268	14	137	27	446	3671
05:00 PM	9	337	60	4	410	14	5	5	5	29	34	400	3	0	437	95	1	33	9	138	1014
05:15 PM	7	371	53	5	436	15	8	5	2	30	34	348	14	0	396	65	2	38	0	105	967
05:30 PM	4	314	47	8	373	18	5	11	10	44	37	389	4	0	430	67	1	30	2	100	947
05:45 PM	3	334	49	2	388	11	3	3	4	21	36	385	3	0	424	85	7	28	4	124	957
Total	23	1356	209	19	1607	58	21	24	21	124	141	1522	24	0	1687	312	11	129	15	467	3885
Grand Total	277	15304	1923	87	17591	500	170	170	89	929	1179	11982	137	15	13313	2266	122	1212	155	3755	35588
Apprch %	1.6	87	10.9	0.5		53.8	18.3	18.3	9.6		8.9	90	1	0.1		60.3	3.2	32.3	4.1		
Total %	0.8	43	5.4	0.2	49.4	1.4	0.5	0.5	0.3	2.6	3.3	33.7	0.4	0	37.4	6.4	0.3	3.4	0.4	10.6	

MEAD & HUNT

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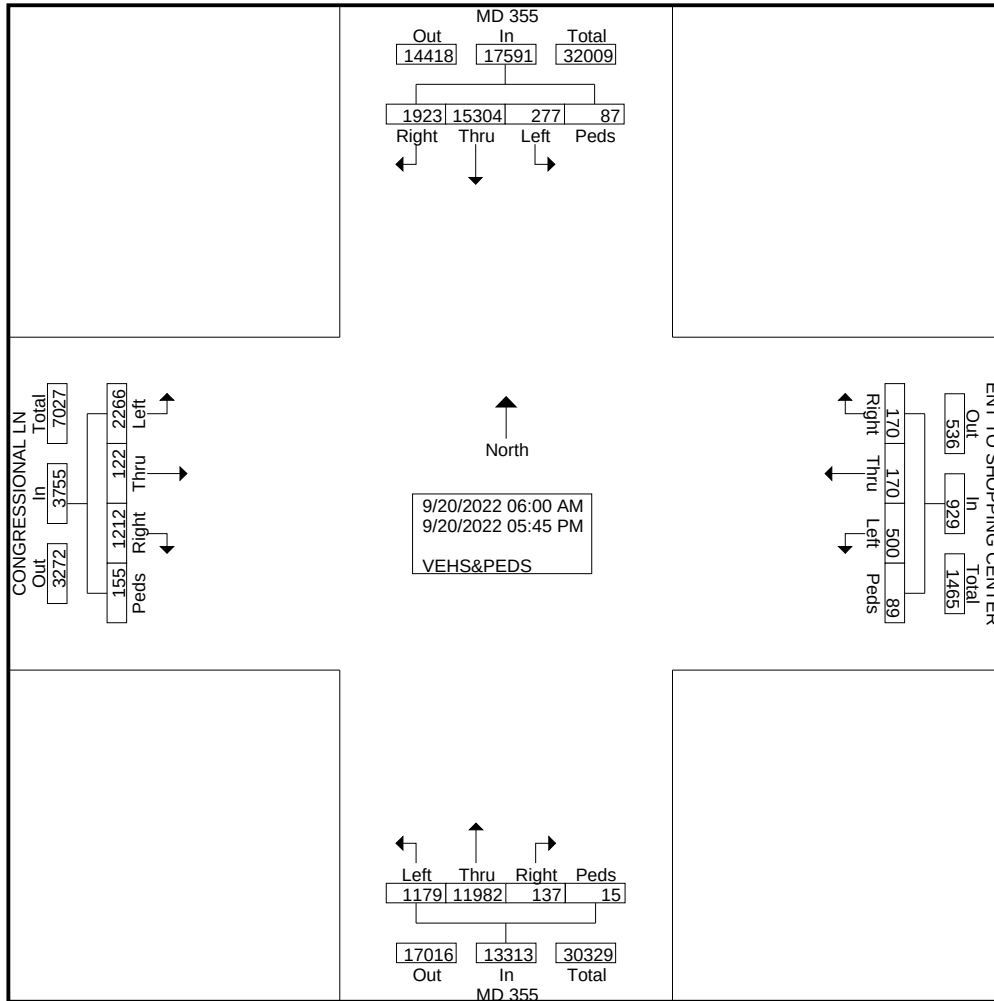
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MEAD & HUNT

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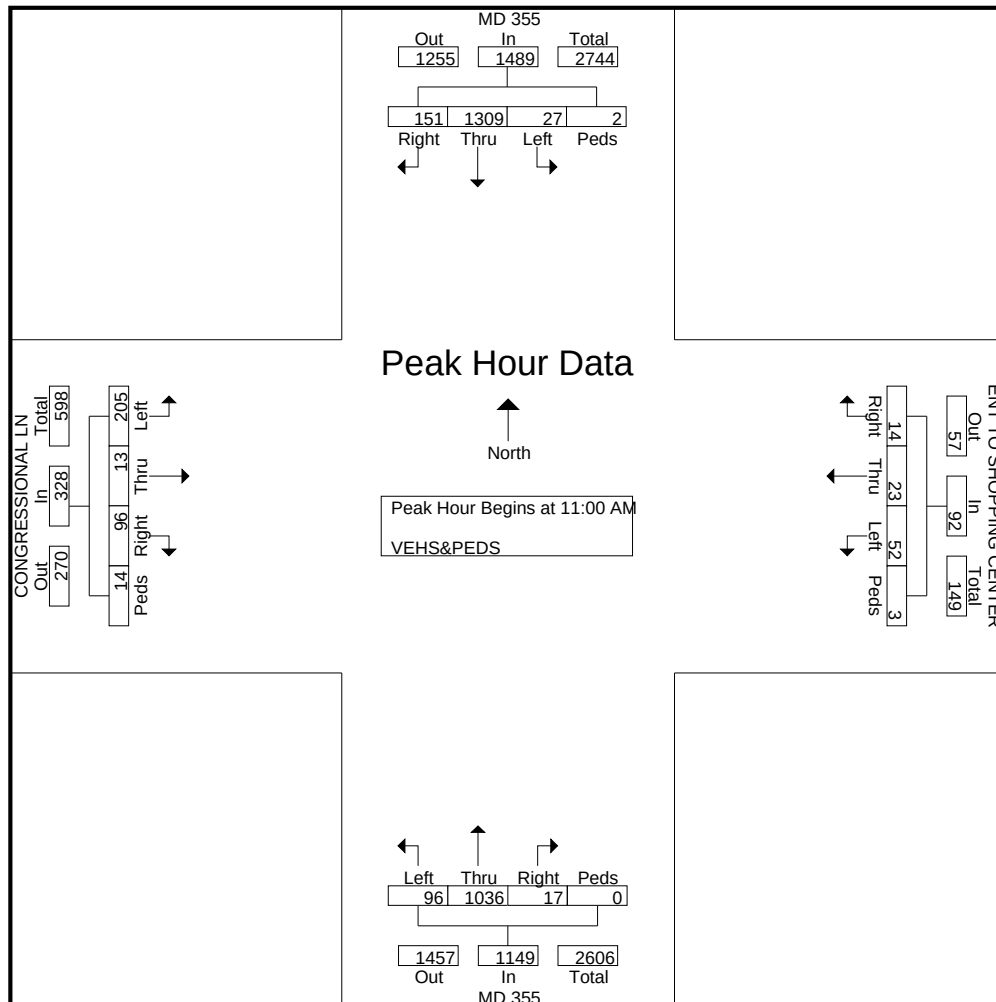
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	4	292	46	0	342	9	5	6	1	21	30	249	6	0	285	45	2	27	1	75	723
11:15 AM	4	360	34	0	398	13	9	3	1	26	24	236	0	0	260	40	4	17	6	67	751
11:30 AM	11	277	38	2	328	16	3	2	1	22	24	276	5	0	305	60	4	23	5	92	747
11:45 AM	8	380	33	0	421	14	6	3	0	23	18	275	6	0	299	60	3	29	2	94	837
Total Volume	27	1309	151	2	1489	52	23	14	3	92	96	1036	17	0	1149	205	13	96	14	328	3058
% App. Total	1.8	87.9	10.1	0.1		56.5	25	15.2	3.3		8.4	90.2	1.5	0		62.5	4	29.3	4.3		
PHF	.614	.861	.821	.250	.884	.813	.639	.583	.750	.885	.800	.938	.708	.000	.942	.854	.813	.828	.583	.872	.913



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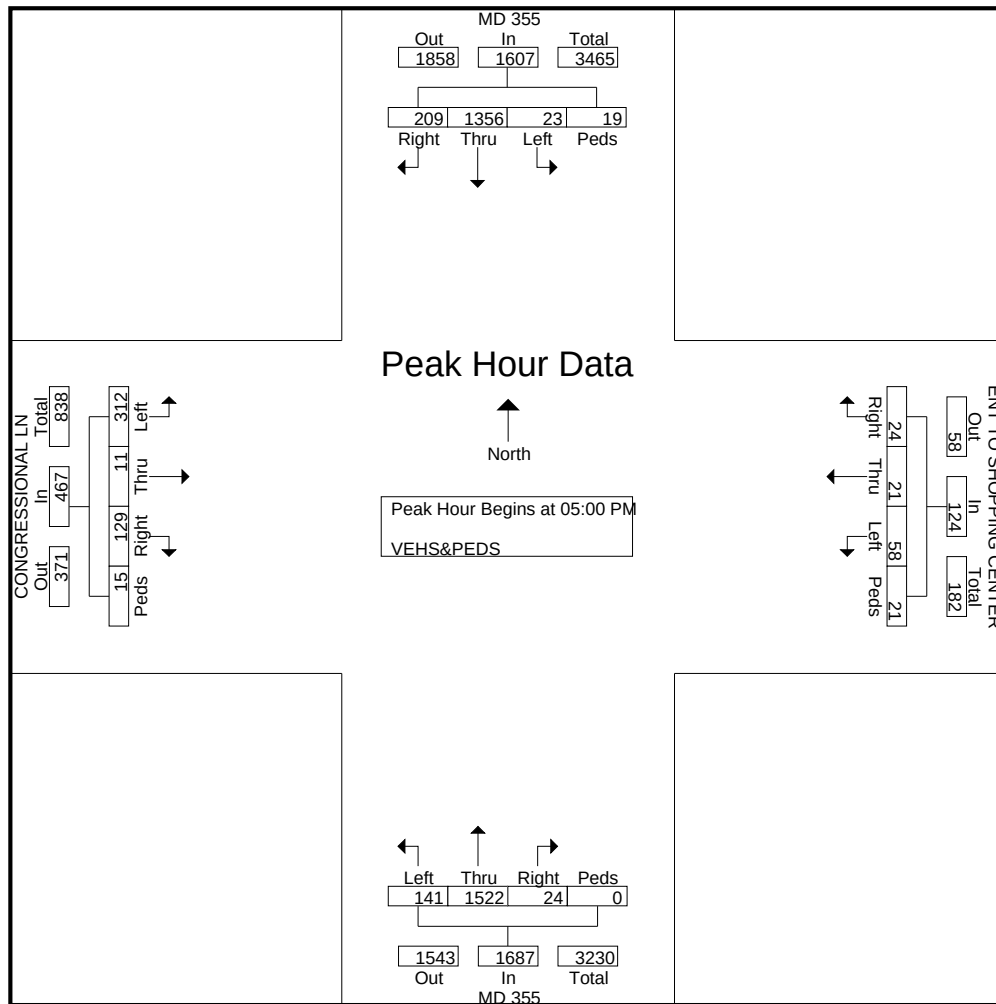
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	MD 355 From North					ENT TO SHOPPING CENTER From East					MD 355 From South					CONGRESSIONAL LN From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	9	337	60	4	410	14	5	5	5	29	34	400	3	0	437	95	1	33	9	138	1014
05:15 PM	7	371	53	5	436	15	8	5	2	30	34	348	14	0	396	65	2	38	0	105	967
05:30 PM	4	314	47	8	373	18	5	11	10	44	37	389	4	0	430	67	1	30	2	100	947
05:45 PM	3	334	49	2	388	11	3	3	4	21	36	385	3	0	424	85	7	28	4	124	957
Total Volume	23	1356	209	19	1607	58	21	24	21	124	141	1522	24	0	1687	312	11	129	15	467	3885
% App. Total	1.4	84.4	13	1.2		46.8	16.9	19.4	16.9		8.4	90.2	1.4	0		66.8	2.4	27.6	3.2		
PHF	.639	.914	.871	.594	.921	.806	.656	.545	.525	.705	.953	.951	.429	.000	.965	.821	.393	.849	.417	.846	.958



Intersection Turning Movement Counts:
Congressional Lane & MD 355
U-Turns

MEAD & HUNT

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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
09:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
09:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
09:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
10:00 AM	8	0	0	0	8	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	10
10:15 AM	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	7
10:30 AM	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
10:45 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	22	0	0	0	22	0	0	0	0	0	5	0	0	0	5	0	0	0	1	1	28
11:00 AM	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9
11:15 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
11:30 AM	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	8
11:45 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	16	0	0	0	16	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	24
12:00 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15 PM	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9
12:30 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
12:45 PM	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9
Total	21	0	0	0	21	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	27
01:00 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
01:15 PM	8	0	0	0	8	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	10
01:30 PM	8	0	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
01:45 PM	10	0	0	0	10	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	12
Total	29	0	0	0	29	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	38
02:00 PM	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	9	0	0	0	9	0	0	0	0	0	4	0	0	0	4	0	0	0	1	1	14
02:45 PM	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Total	30	0	0	0	30	0	0	0	0	0	5	0	0	0	5	0	0	0	1	1	36

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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
03:15 PM	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	12
03:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
03:45 PM	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	12
Total	21	0	0	0	21	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	44
04:00 PM	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
04:15 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
04:30 PM	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
04:45 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
Total	20	0	0	0	20	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	34
05:00 PM	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11
05:15 PM	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
05:30 PM	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	8
05:45 PM	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Total	26	0	0	0	26	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	33
Grand Total	196	0	0	0	196	0	0	0	0	0	87	0	0	0	87	0	0	0	2	2	285
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	100		
Total %	68.8	0	0	0	68.8	0	0	0	0	0	30.5	0	0	0	30.5	0	0	0	0.7	0.7	

MEAD & HUNT

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

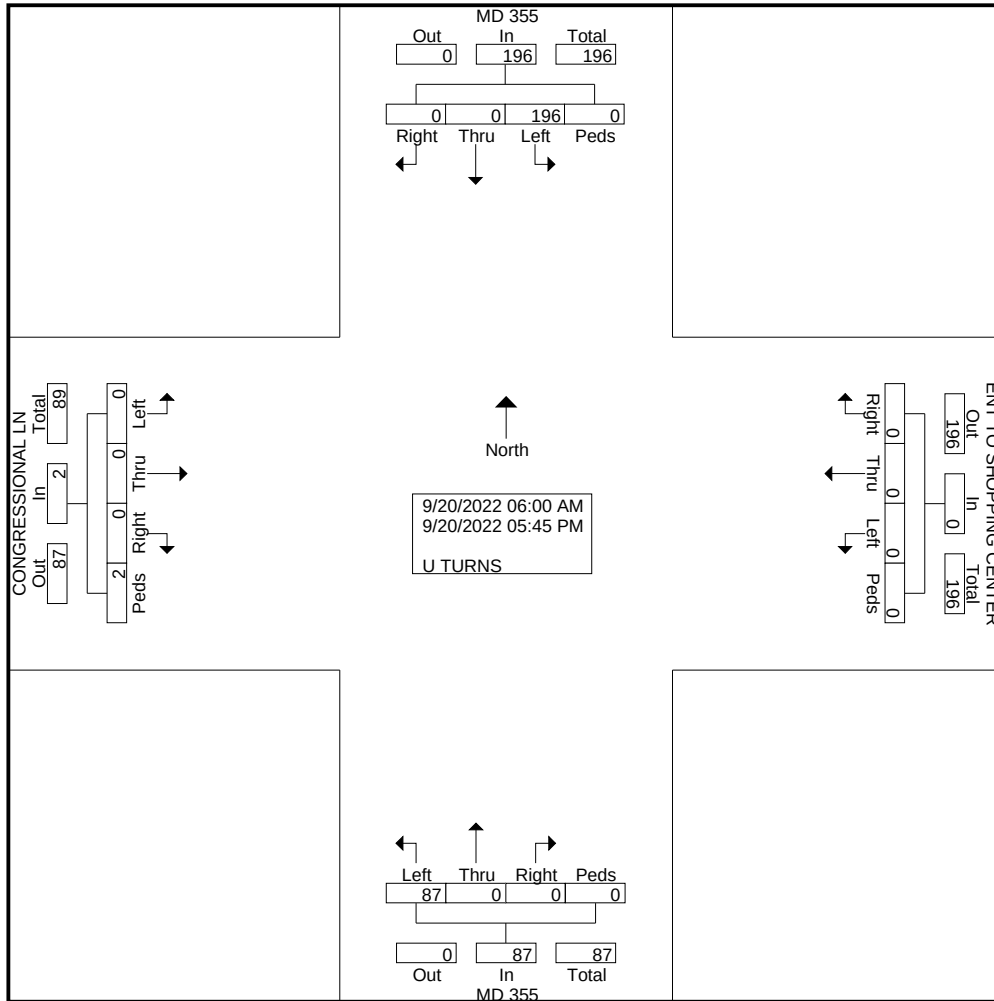
443-741-3500

File Name : md 355 at congressional In

Site Code : 00000000

Start Date : 9/20/2022

Page No : 3



Intersection Turning Movement Counts:
Congressional Lane & MD 355
[Bicycles]

MEAD & HUNT

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

443-741-3500

Weather:
Counted By:
Town:
Country

File Name : md 355 at congressional In
Site Code : 00000000
Start Date : 9/20/2022
Page No : 1

Groups Printed- BICYCLES

	MD 355 From North					ENT TO SHOPPING CENTER From East					MD 355 From South					CONGRESSIONAL LN From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
*** BREAK ***																					
08:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	2	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
09:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
09:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
*** BREAK ***																					
Total	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	6
10:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
10:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	1	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	4
*** BREAK ***																					
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
01:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0	6
02:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	5	5	0	1	0	0	1	0	0	0	0	0	7

MEAD & HUNT

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

443-741-3500

File Name : md 355 at congressional In

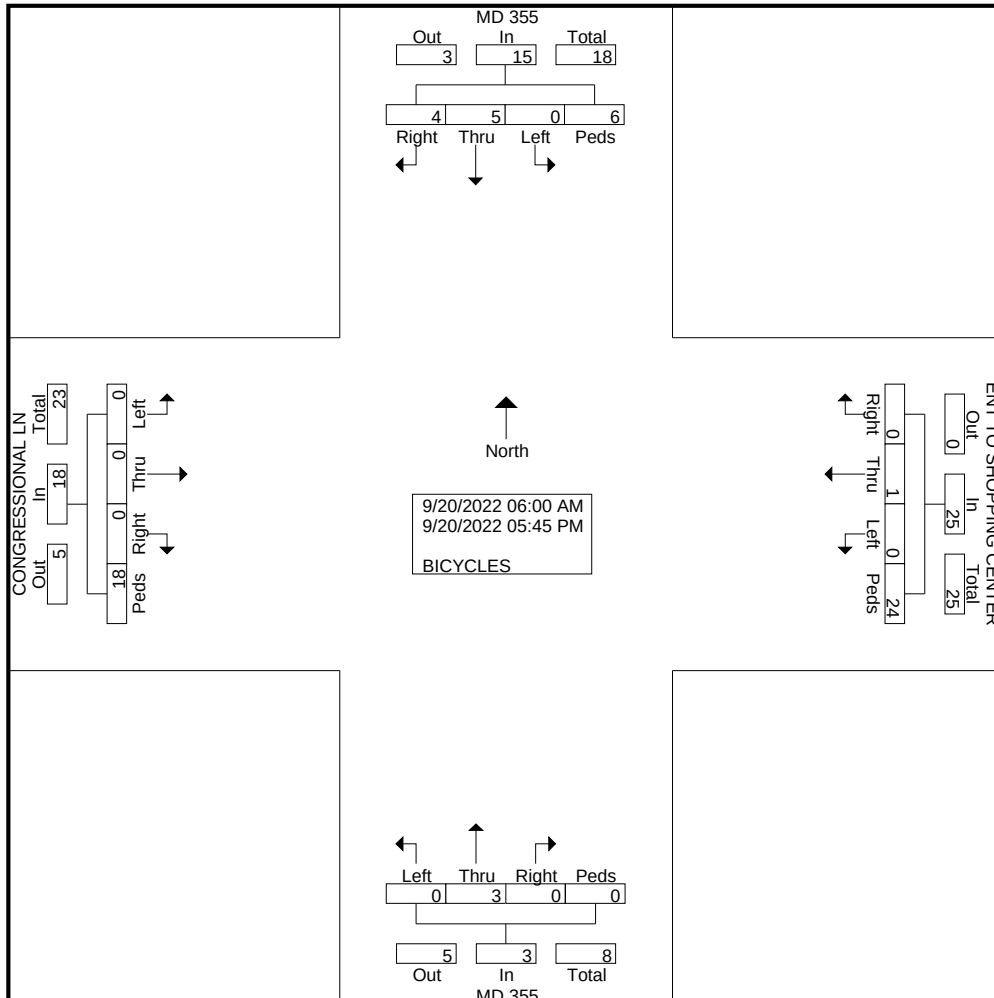
Site Code : 00000000

Start Date : 9/20/2022

Page No : 2

Groups Printed- BICYCLES

	MD 355 From North					ENT TO SHOPPING CENTER From East					MD 355 From South					CONGRESSIONAL LN From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
03:15 PM	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
*** BREAK ***																					
03:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	7
04:00 PM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	4
04:15 PM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	2	0	1	0	4	5	0	0	0	0	0	0	0	0	4	4	11
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	5	4	6	15	0	1	0	24	25	0	3	0	0	3	0	0	0	18	18	61
Apprch %	0	33.3	26.7	40		0	4	0	96		0	100	0	0		0	0	0	100		
Total %	0	8.2	6.6	9.8	24.6	0	1.6	0	39.3	41	0	4.9	0	0	4.9	0	0	0	29.5	29.5	



Intersection Turning Movement Counts: Congressional Lane & E Jefferson Street

	E.Jefferson St From North				Congressional Lane (From 355) From East				E.Jefferson St From South				Congressional Lane From West			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	1	3	5	4	3	13	16	4	11	1	6	3	5	10	1	3
7:15:00 AM	1	7	10	1	2	9	9	2	3	4	6	1	4	8	0	2
7:30:00 AM	1	2	6	2	9	13	21	2	8	3	6	4	2	7	0	7
7:45:00 AM	1	5	13	2	14	21	23	4	21	3	10	0	4	18	0	1
8:00:00 AM	1	4	15	3	10	19	30	2	16	4	15	0	6	17	0	1
8:15:00 AM	2	5	14	0	9	18	37	2	26	3	10	1	3	5	0	0
8:30:00 AM	0	10	16	2	6	16	29	1	29	8	14	0	4	16	0	0
8:45:00 AM	1	10	18	2	9	11	29	2	22	12	11	4	3	10	0	2
9:00:00 AM	1	8	19	2	8	20	27	1	37	14	5	2	4	19	2	2
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	2	4	10	5	13	28	41	4	61	7	14	1	2	14	2	26
4:15:00 PM	3	3	6	6	10	26	38	12	52	6	13	2	2	15	0	5
4:30:00 PM	3	9	13	6	8	26	49	8	63	14	10	2	2	15	0	5
4:45:00 PM	2	6	8	1	11	37	46	2	70	13	10	2	2	11	1	6
5:00:00 PM	1	3	5	5	7	17	46	2	47	7	15	4	1	9	0	6
5:15:00 PM	2	4	7	5	6	23	42	1	71	6	22	6	2	12	0	6
5:30:00 PM	2	8	7	0	9	25	48	7	58	7	16	4	3	16	1	1
5:45:00 PM	6	10	13	9	12	34	59	6	63	7	18	5	3	22	1	9
6:00:00 PM	1	4	12	4	16	22	42	10	72	14	18	4	4	14	0	4

Intersection Turning Movement Counts: Congressional Lane & Rollins Avenue

	Congressional Ln From North				Rollins Ave (From 355) From East				Congressional Ln From South				Rollins Ave From West			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	16	3	12	3	1	3	1	0	2	1	1	2	0	3	5	13
7:15:00 AM	21	6	7	2	1	1	0	0	1	0	2	0	0	5	2	4
7:30:00 AM	8	3	8	9	1	3	0	4	3	1	0	5	0	5	1	11
7:45:00 AM	45	9	12	5	1	1	1	0	6	0	0	2	1	6	3	2
8:00:00 AM	22	10	6	3	0	4	1	1	3	2	1	1	0	5	4	3
8:15:00 AM	14	5	13	3	1	5	0	1	0	1	0	1	0	2	5	4
8:30:00 AM	22	6	10	3	1	0	1	1	2	4	0	1	0	1	2	5
8:45:00 AM	12	6	13	0	2	5	3	1	5	1	1	1	0	4	3	4
9:00:00 AM	20	9	10	3	2	6	1	2	2	4	2	2	0	1	3	3
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	16	3	6	3	4	12	3	5	1	4	0	12	0	7	6	17
4:15:00 PM	23	6	8	1	4	9	0	3	2	3	0	2	0	6	4	2
4:30:00 PM	25	13	6	3	4	9	7	0	3	1	1	3	1	11	6	3
4:45:00 PM	22	16	7	4	2	6	2	3	6	4	1	4	0	4	1	13
5:00:00 PM	24	8	11	4	7	9	4	2	1	6	0	2	0	3	6	5
5:15:00 PM	36	13	7	2	8	9	2	0	1	7	0	1	0	5	1	9
5:30:00 PM	18	18	5	4	8	10	3	3	2	4	0	3	0	3	3	7
5:45:00 PM	37	12	10	3	6	11	6	3	1	3	0	2	0	5	4	9
6:00:00 PM	25	12	12	6	6	5	3	1	2	6	0	7	0	1	6	5

Appendix B

Synchro HCM and SimTraffic Queuing Reports

Existing Conditions AM HCM Reports

HCM Unsignalized Intersection Capacity Analysis

1: Lorraine Dr/Congressional Ln & Rollins Ave

11/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	14	1	3	10	3	1	7	11	41	30	103
Future Volume (vph)	14	14	1	3	10	3	1	7	11	41	30	103
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	20	20	1	4	14	4	1	10	16	59	43	147
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	41	22	27	249								
Volume Left (vph)	20	4	1	59								
Volume Right (vph)	1	4	16	147								
Hadj (s)	0.12	-0.04	-0.31	-0.27								
Departure Headway (s)	4.6	4.5	4.0	3.8								
Degree Utilization, x	0.05	0.03	0.03	0.26								
Capacity (veh/h)	726	745	873	929								
Control Delay (s)	7.9	7.6	7.1	8.2								
Approach Delay (s)	7.9	7.6	7.1	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			31.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: E Jefferson St & Congressional Ln

11/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	50	14	122	65	32	40	37	114	67	33	4
Future Volume (vph)	2	50	14	122	65	32	40	37	114	67	33	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	57	16	139	74	36	45	42	130	76	38	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	75	249	217	119								
Volume Left (vph)	2	139	45	76								
Volume Right (vph)	16	36	130	5								
Hadj (s)	-0.09	0.06	-0.28	0.14								
Departure Headway (s)	5.0	4.9	4.6	5.2								
Degree Utilization, x	0.10	0.34	0.28	0.17								
Capacity (veh/h)	649	690	730	641								
Control Delay (s)	8.6	10.4	9.4	9.2								
Approach Delay (s)	8.6	10.4	9.4	9.2								
Approach LOS	A	B	A	A								
Intersection Summary												
Delay			9.6									
Level of Service			A									
Intersection Capacity Utilization			39.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

3: Rockville Pk (MD 355) & Congressional Ln/Shopping Center Ent

11/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 	 	 	  		 	   	 
Traffic Volume (vph)	131	3	79	7	3	9	74	716	9	10	1579	212
Future Volume (vph)	131	3	79	7	3	9	74	716	9	10	1579	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98			1.00	0.98	1.00	1.00		1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1565			1797	1554	1770	5073		1766	5085	1484
Flt Permitted	0.95	1.00			0.96	1.00	0.09	1.00		0.34	1.00	1.00
Satd. Flow (perm)	3433	1565			1797	1554	177	5073		623	5085	1484
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	146	3	88	8	3	10	82	796	10	11	1754	236
RTOR Reduction (vph)	0	81	0	0	0	10	0	1	0	0	0	59
Lane Group Flow (vph)	146	10	0	0	11	0	82	805	0	11	1754	177
Confl. Peds. (#/hr)	4					4	12		6	6		12
Confl. Bikes (#/hr)			2									2
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6			2		2
Actuated Green, G (s)	11.3	11.3			4.3	4.3	116.9	109.5		106.1	103.7	103.7
Effective Green, g (s)	11.3	11.3			4.3	4.3	116.9	109.5		106.1	103.7	103.7
Actuated g/C Ratio	0.08	0.08			0.03	0.03	0.78	0.73		0.71	0.69	0.69
Clearance Time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	258	117			51	44	225	3703		458	3515	1025
v/s Ratio Prot	c0.04	0.01			c0.01		c0.02	0.16		0.00	c0.34	
v/s Ratio Perm						0.00	0.26			0.02		0.12
v/c Ratio	0.57	0.08			0.22	0.01	0.36	0.22		0.02	0.50	0.17
Uniform Delay, d1	67.0	64.5			71.2	70.8	7.1	6.5		6.5	10.9	8.1
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.8	0.3			2.1	0.1	1.0	0.1		0.0	0.5	0.4
Delay (s)	69.8	64.8			73.3	70.8	8.1	6.6		6.5	11.4	8.5
Level of Service	E	E			E	E	A	A		A	B	A
Approach Delay (s)		67.9			72.1			6.8			11.0	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay		14.5										B
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		150.0								22.5		
Intersection Capacity Utilization		58.8%										B
Analysis Period (min)		15										
c Critical Lane Group												

Existing Conditions AM Queuing Reports

Queuing and Blocking Report
Existing Consitions

11/21/2024

Intersection: 1: Lorraine Dr/Congressional Ln & Rollins Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	43	37	34	88
Average Queue (ft)	19	13	15	45
95th Queue (ft)	44	37	39	69
Link Distance (ft)	430	509	332	1505
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: E Jefferson St & Congressional Ln

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	85	91	62
Average Queue (ft)	30	47	37	29
95th Queue (ft)	49	72	67	49
Link Distance (ft)	1505	1020	366	327
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Existing Consitions

11/21/2024

Intersection: 3: Rockville Pk (MD 355) & Congressional Ln/Shopping Center Ent

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	LT	R	L	T	T	TR	L	T	T
Maximum Queue (ft)	108	105	82	58	28	127	192	186	80	114	355	334
Average Queue (ft)	63	57	35	12	7	44	75	43	11	11	152	123
95th Queue (ft)	101	99	64	39	26	90	152	119	47	64	291	258
Link Distance (ft)	1020			382	382		938	938	938		816	816
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)		300	300			175				150		
Storage Blk Time (%)						0	0				7	
Queuing Penalty (veh)						0	0				1	

Intersection: 3: Rockville Pk (MD 355) & Congressional Ln/Shopping Center Ent

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	240	50
Average Queue (ft)	57	5
95th Queue (ft)	169	28
Link Distance (ft)	816	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Network Summary

Network wide Queuing Penalty: 1

Existing Conditions PM HCM Reports

HCM Unsignalized Intersection Capacity Analysis

1: Lorraine Dr/Congressional Ln & Rollins Ave

11/21/2024

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	14	16	0	29	39	15	0	20	5	33	51	115								
Future Volume (vph)	14	16	0	29	39	15	0	20	5	33	51	115								
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89								
Hourly flow rate (vph)	16	18	0	33	44	17	0	22	6	37	57	129								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	34	94	28	223																
Volume Left (vph)	16	33	0	37																
Volume Right (vph)	0	17	6	129																
Hadj (s)	0.13	0.00	-0.09	-0.28																
Departure Headway (s)	4.7	4.5	4.3	4.0																
Degree Utilization, x	0.04	0.12	0.03	0.25																
Capacity (veh/h)	715	753	788	884																
Control Delay (s)	7.9	8.1	7.5	8.2																
Approach Delay (s)	7.9	8.1	7.5	8.2																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			8.1																	
Level of Service			A																	
Intersection Capacity Utilization			34.7%	ICU Level of Service						A										
Analysis Period (min)			15																	

HCM Unsignalized Intersection Capacity Analysis

2: E Jefferson St & Congressional Ln

11/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	64	12	191	104	43	74	34	264	39	26	11
Future Volume (vph)	2	64	12	191	104	43	74	34	264	39	26	11
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	74	14	220	120	49	85	39	303	45	30	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	90	389	427	88								
Volume Left (vph)	2	220	85	45								
Volume Right (vph)	14	49	303	13								
Hadj (s)	-0.05	0.07	-0.35	0.05								
Departure Headway (s)	6.0	5.5	5.1	6.1								
Degree Utilization, x	0.15	0.60	0.61	0.15								
Capacity (veh/h)	520	616	667	506								
Control Delay (s)	10.0	16.5	15.6	10.1								
Approach Delay (s)	10.0	16.5	15.6	10.1								
Approach LOS	B	C	C	B								
Intersection Summary												
Delay			15.0									
Level of Service			B									
Intersection Capacity Utilization			56.7%	ICU Level of Service				B				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

3: Rockville Pk (MD 355) & Congressional Ln/Shopping Center Ent

11/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	11	129	58	21	24	141	1522	24	23	1356	209
Future Volume (vph)	312	11	129	58	21	24	141	1522	24	23	1356	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.99			1.00	0.96	1.00	1.00		1.00	1.00	0.93
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.86			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1581			1797	1515	1770	5066		1769	5085	1467
Flt Permitted	0.95	1.00			0.96	1.00	0.13	1.00		0.12	1.00	1.00
Satd. Flow (perm)	3433	1581			1797	1515	240	5066		225	5085	1467
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	325	11	134	60	22	25	147	1585	25	24	1412	218
RTOR Reduction (vph)	0	119	0	0	0	23	0	1	0	0	0	82
Lane Group Flow (vph)	325	26	0	0	82	2	147	1609	0	24	1413	136
Confl. Peds. (#/hr)	19					19	15		21	21		15
Confl. Bikes (#/hr)			2									2
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6			2		2
Actuated Green, G (s)	17.3	17.3			12.2	12.2	103.0	94.1		90.2	86.3	86.3
Effective Green, g (s)	17.3	17.3			12.2	12.2	103.0	94.1		90.2	86.3	86.3
Actuated g/C Ratio	0.12	0.12			0.08	0.08	0.69	0.63		0.60	0.58	0.58
Clearance Time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	395	182			146	123	284	3178		175	2925	844
v/s Ratio Prot	c0.09	0.02			c0.05		c0.04	0.32		0.00	0.28	
v/s Ratio Perm						0.00	c0.32			0.08		0.09
v/c Ratio	0.82	0.15			0.56	0.02	0.52	0.51		0.14	0.48	0.16
Uniform Delay, d1	64.9	59.7			66.3	63.4	11.8	15.3		12.8	18.7	14.9
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.0	0.4			4.9	0.1	1.6	0.6		0.4	0.6	0.4
Delay (s)	77.8	60.1			71.2	63.4	13.4	15.8		13.2	19.3	15.3
Level of Service	E	E			E	E	B	B		B	B	B
Approach Delay (s)		72.3			69.4			15.6			18.7	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			25.0									
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			74.6%									
Analysis Period (min)			15									
c Critical Lane Group												

Existing Conditions PM Queuing Reports

Queuing and Blocking Report
Existing PM

11/21/2024

Intersection: 1: Lorraine Dr/Congressional Ln & Rollins Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	58	24	72
Average Queue (ft)	18	34	12	50
95th Queue (ft)	41	65	35	79
Link Distance (ft)	430	509	332	1505
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: E Jefferson St & Congressional Ln

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	114	100	47
Average Queue (ft)	26	69	63	27
95th Queue (ft)	49	125	108	53
Link Distance (ft)	1505	1020	366	327
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Existing PM

11/21/2024

Intersection: 3: Rockville Pk (MD 355) & Congressional Ln/Shopping Center Ent

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	LT	R	L	T	T	TR	L	T	T
Maximum Queue (ft)	204	192	81	115	27	198	336	344	272	113	340	298
Average Queue (ft)	140	120	51	69	13	95	261	231	152	29	256	211
95th Queue (ft)	263	212	91	141	35	207	396	383	312	121	378	337
Link Distance (ft)	1020			382	382		938	938	938		816	816
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)		300	300			175				150		
Storage Blk Time (%)	1	0				0	16				25	
Queuing Penalty (veh)	3	0				0	22				6	

Intersection: 3: Rockville Pk (MD 355) & Congressional Ln/Shopping Center Ent

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	230	32
Average Queue (ft)	138	10
95th Queue (ft)	250	46
Link Distance (ft)	816	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		250
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

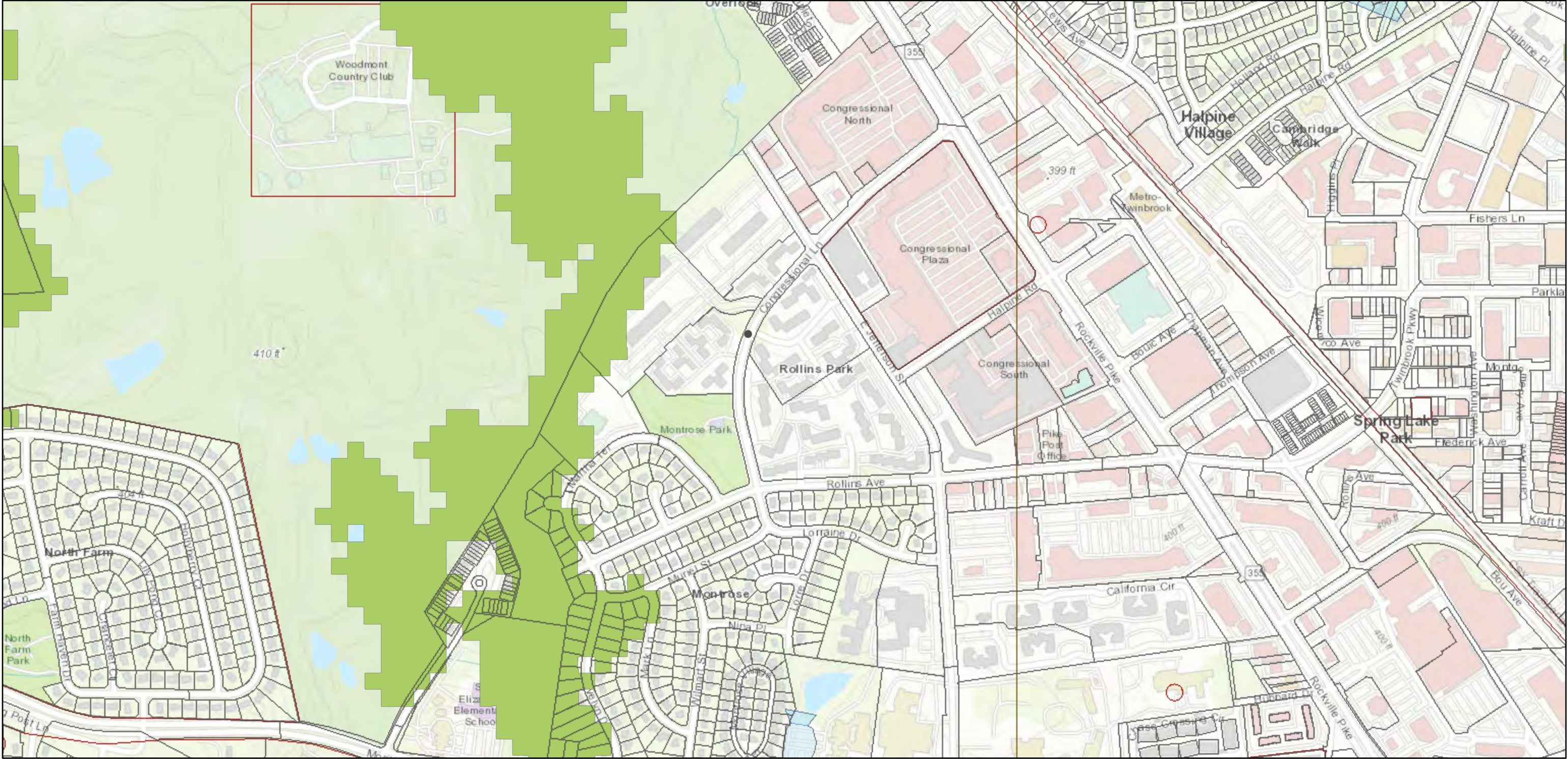
Network Summary

Network wide Queuing Penalty: 32

Appendix C

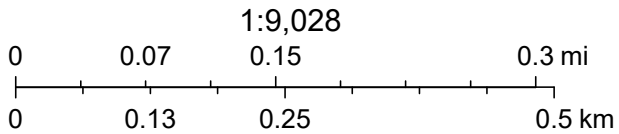
MERLIN Map

MERLIN Online



11/1/2024, 11:25:33 AM

- | | | | | |
|-----------------------------------|-----------------------------------|--|---------------------------------|---|
| Parcel Boundaries | Effective FEMA Floodplain | Natural Heritage Areas | structure | cross connector / vegetated |
| Preliminary FEMA Floodplain | 100 Year Floodplain (1% Chance) | Waterfowl Areas | vegetated | structure |
| 100 Year Floodplain (1% Chance) | 500 Year Floodplain (0.2% Chance) | Sensitive Species Project Review Areas | waters edge | vegetated |
| 500 Year Floodplain (0.2% Chance) | Floodway (1% Chance) | MD Amphibian and Reptile Atlas Grid | Coastal Bays Terrapin Habitat | waters edge |
| Floodway (1% Chance) | Upland (Zone X) | Coastal Bays Horseshoe Crab Habitat | Chesapeake Bay Terrapin Habitat | Fish Blockage Locations |
| Upland (Zone X) | Forest Interior Dwelling Species | Chesapeake Bay Horseshoe Crab Habitat | beach | Maryland Inventory of Historic Properties |
| | Coastal Bays Shorebirds | beach | cross connector | |



MD iMAP, MDP, SDAT, MD iMAP, MDP, MHT, MD iMAP, DNR, MD iMAP, MDE, City of Rockville, MD, MNCPPC, VITA, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

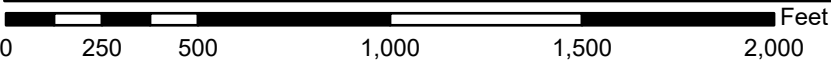
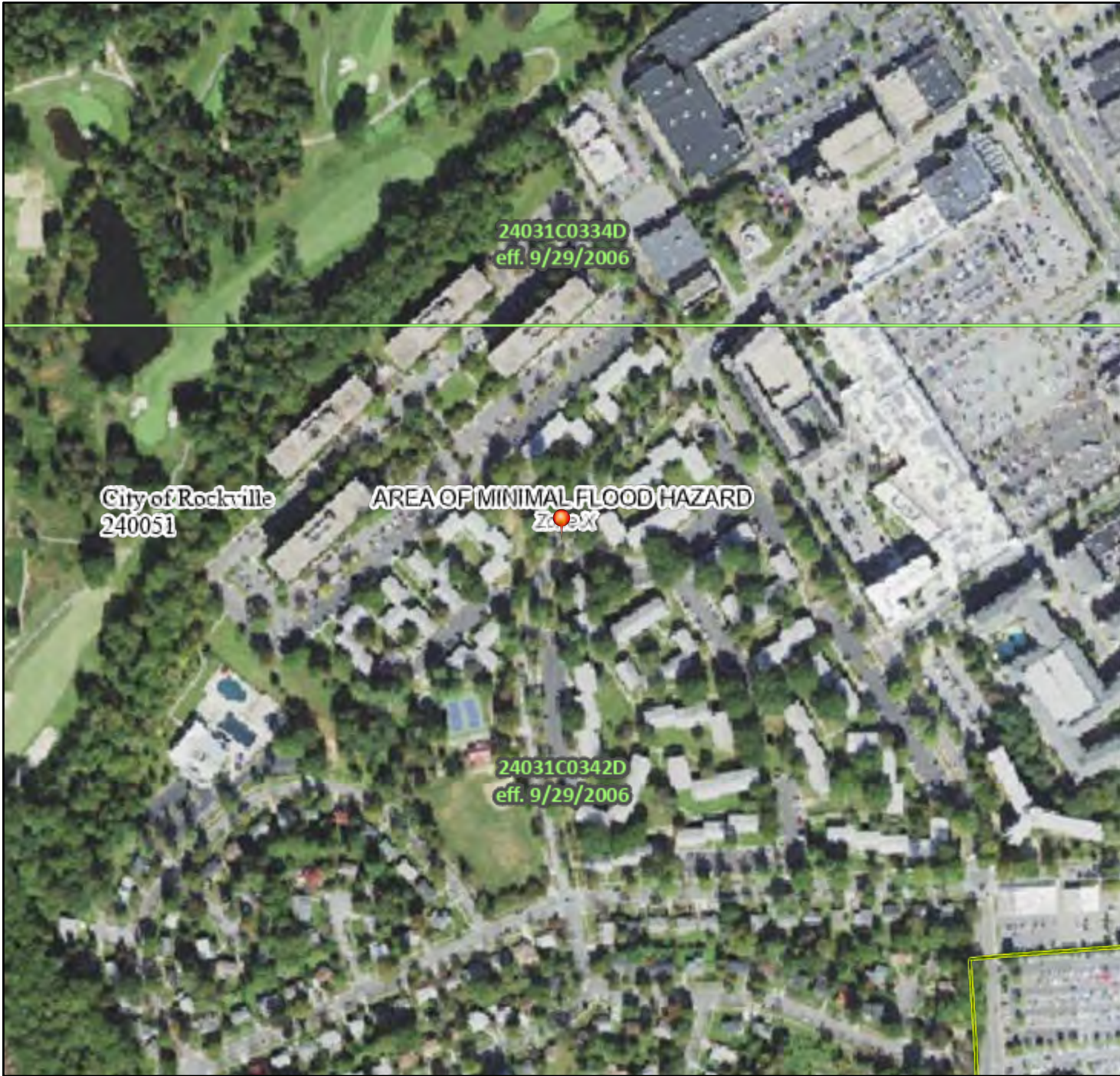
Appendix D

FIRMette Congressional Lane

National Flood Hazard Layer FIRMMette



77°8'8"W 39°3'53"N



1:6,000

77°7'30"W 39°3'25"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

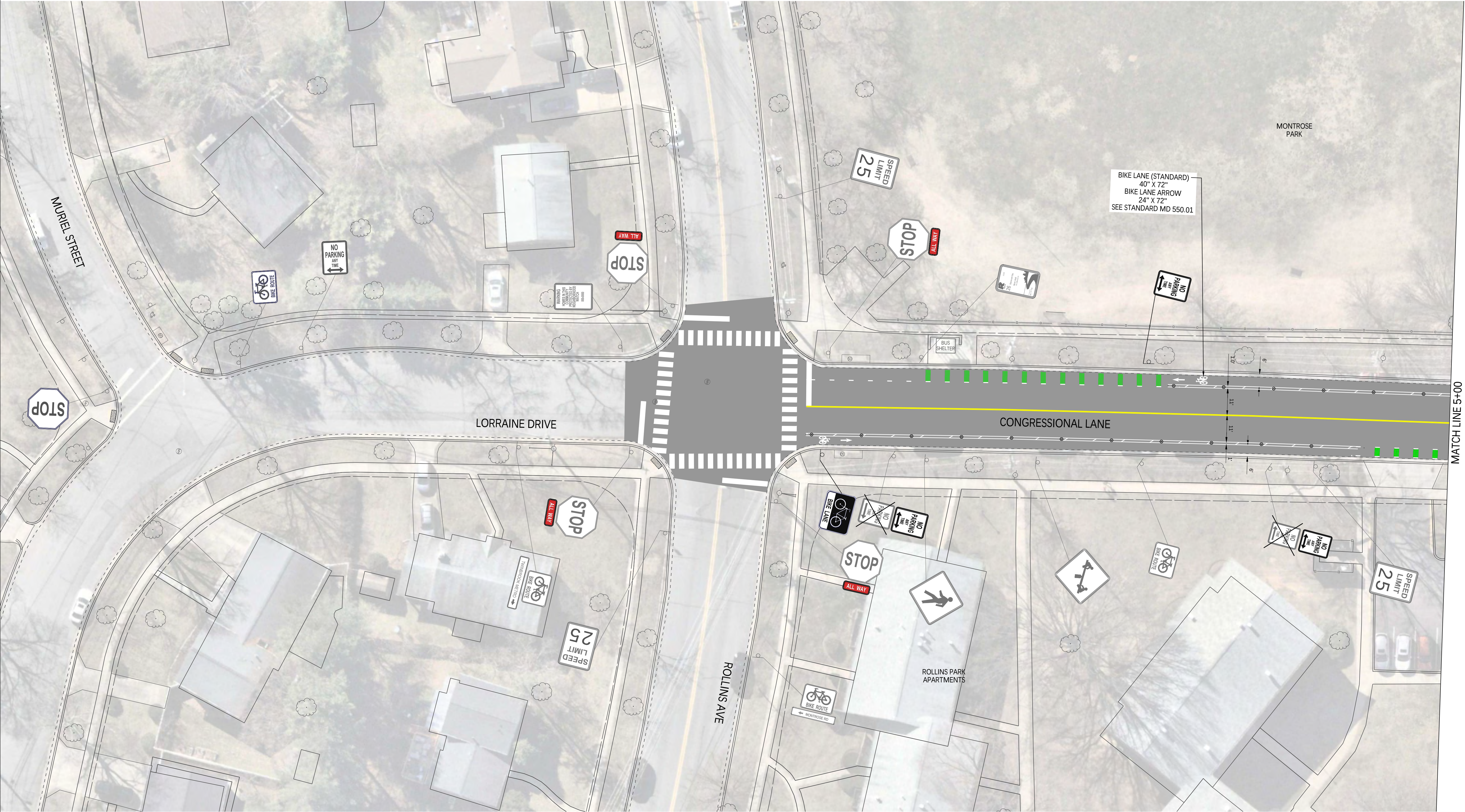
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **11/1/2024 at 3:45 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Appendix E

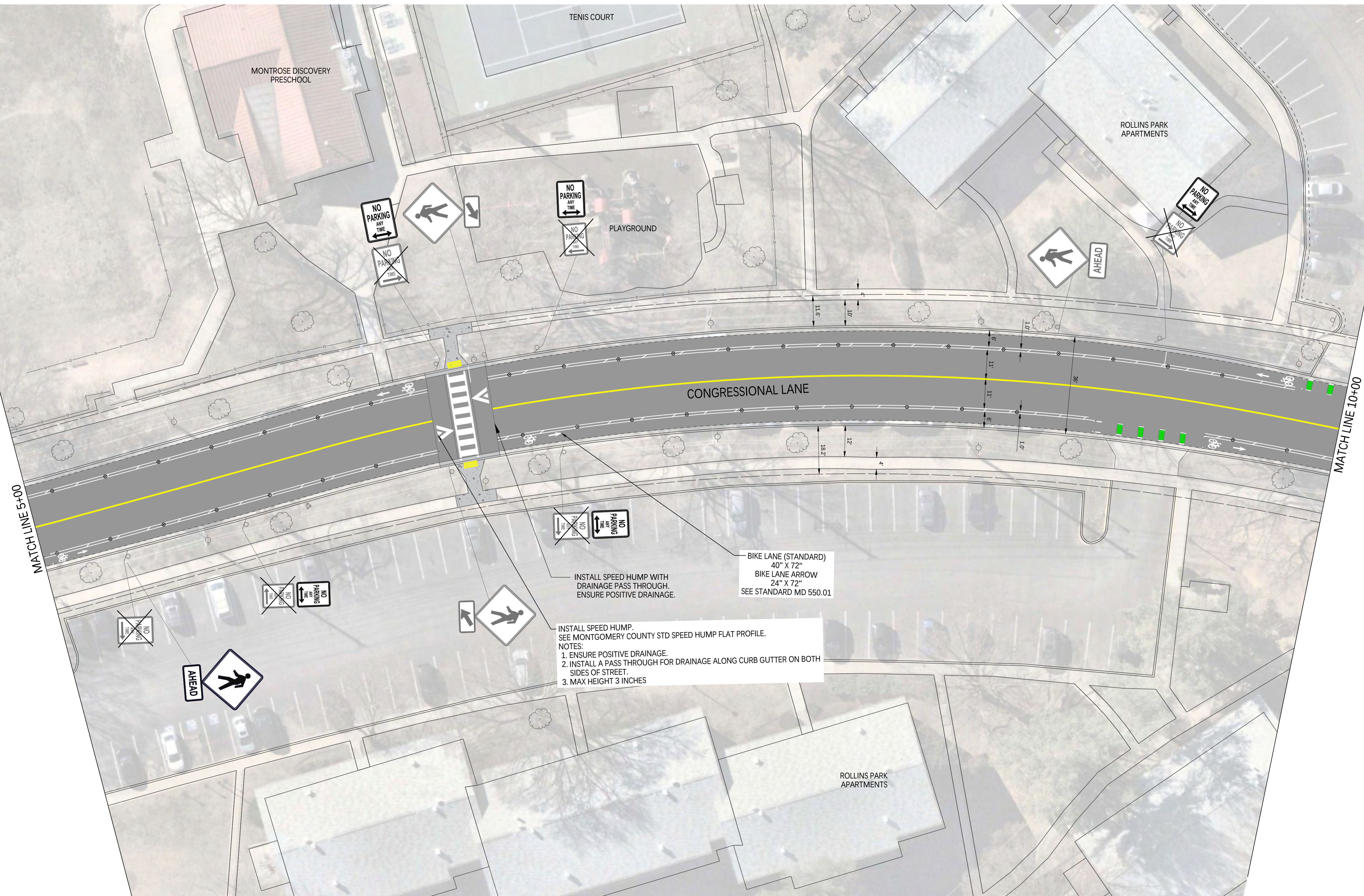
Concept Plans

Concept Alternative 1

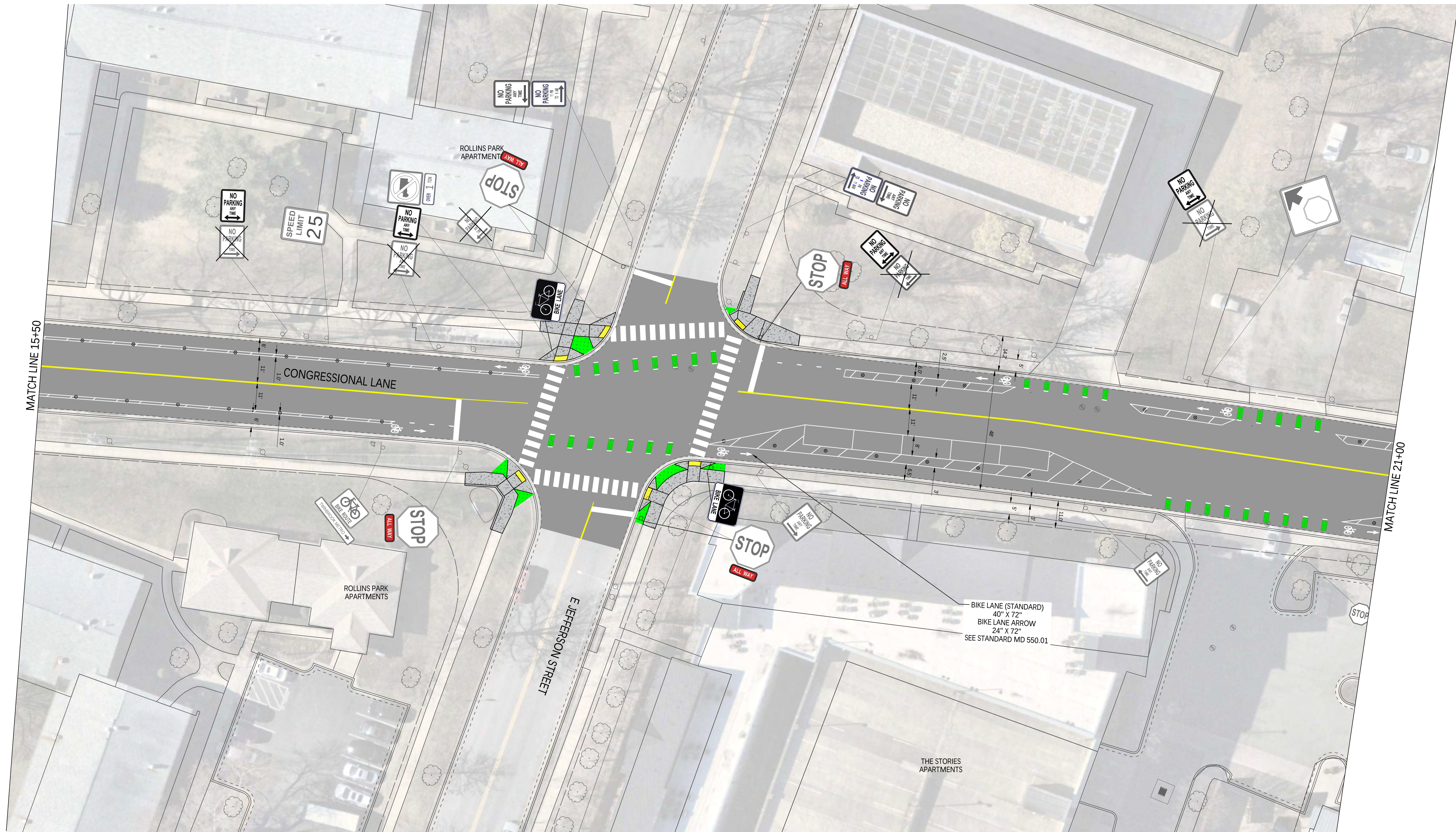
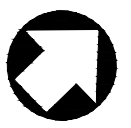


CONGRESSIONAL LANE

Scale 1"=20'
Not for Construction
Concept Design Plans
Sheet No. 1 of 6

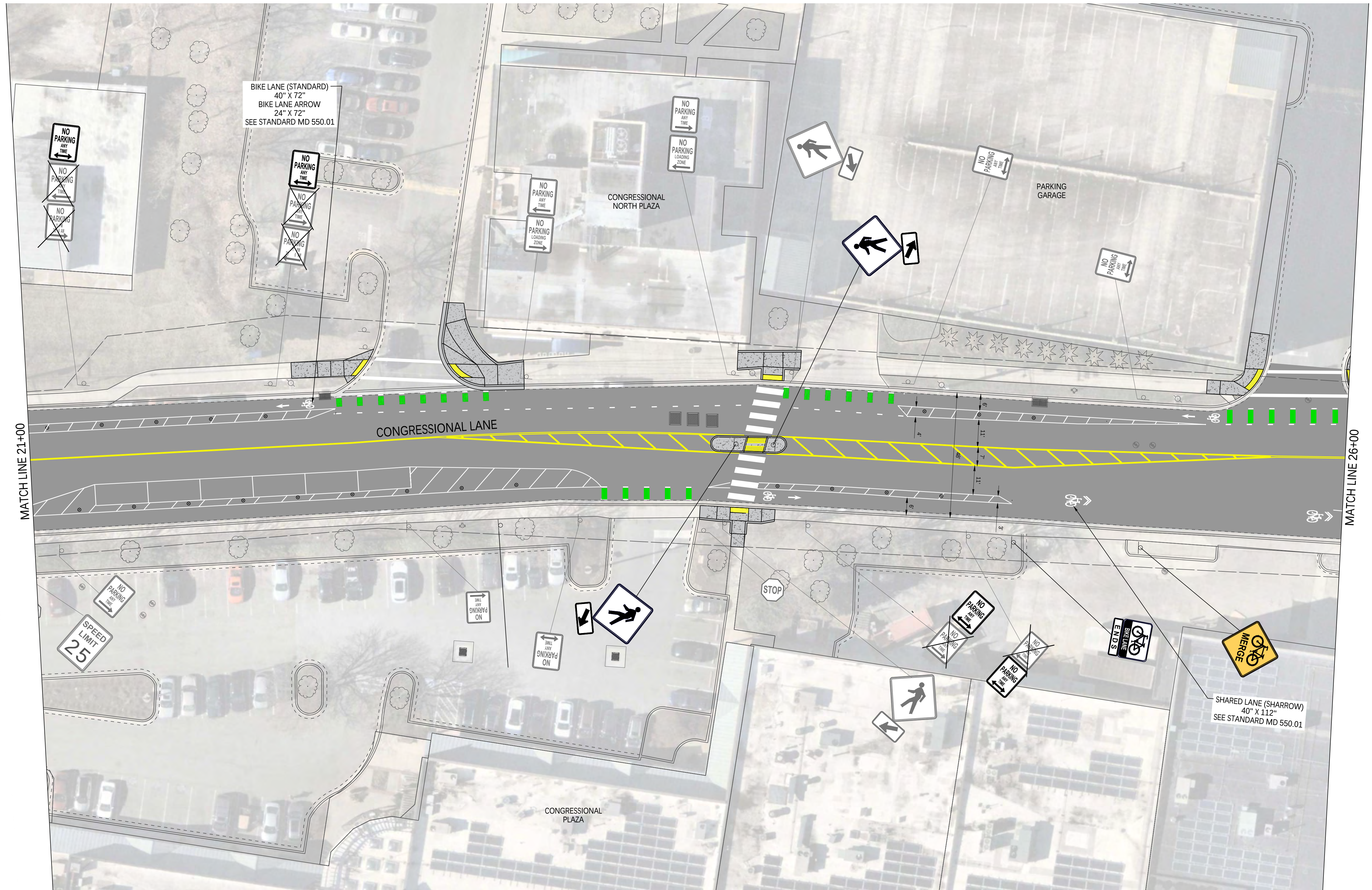


CONGRESSIONAL LANE



CONGRESSIONAL LANE

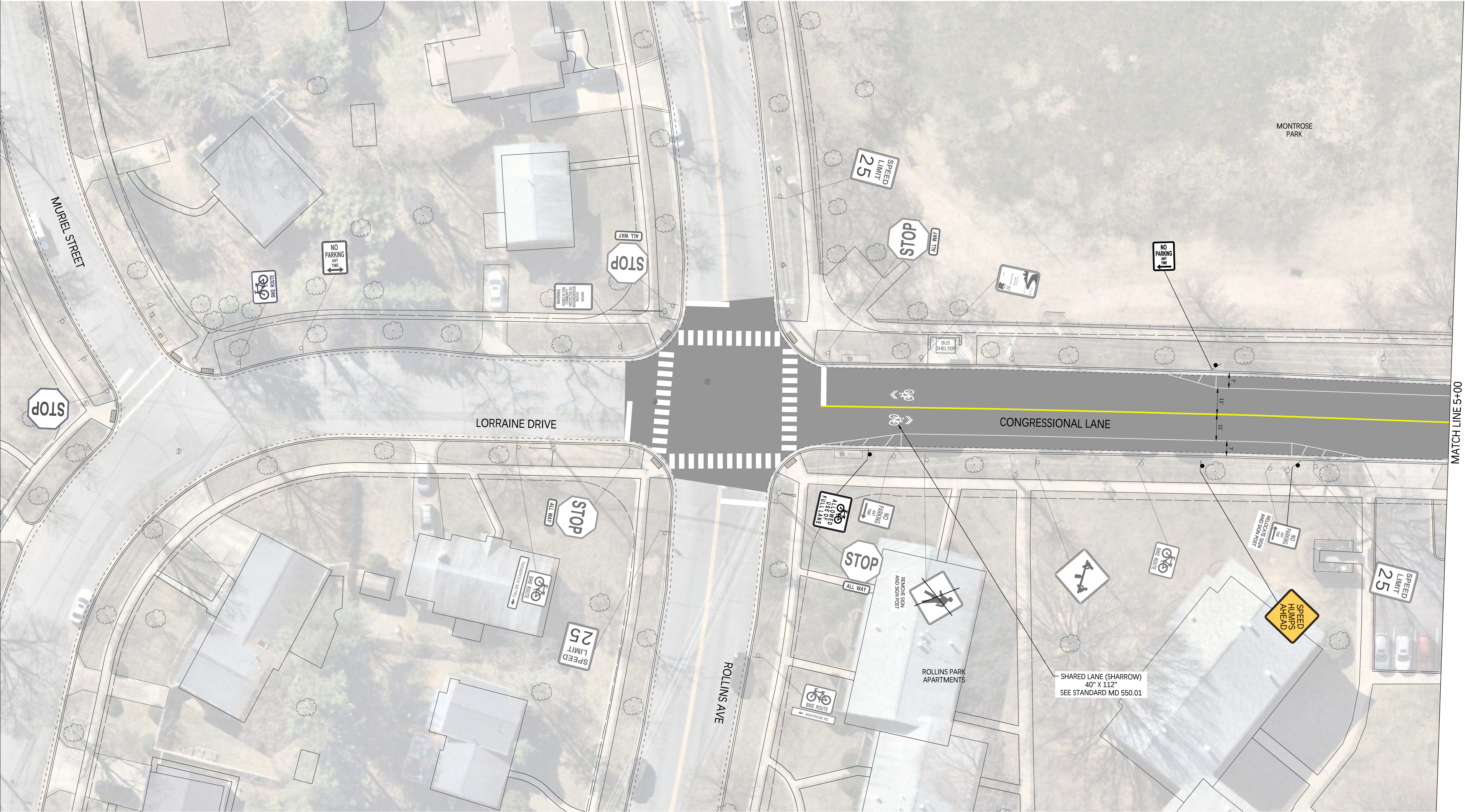
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Not for Construction
Concept Design Plans
Sheet No. 4 of 6



CONGRESSIONAL LANE



Concept Alternative 2

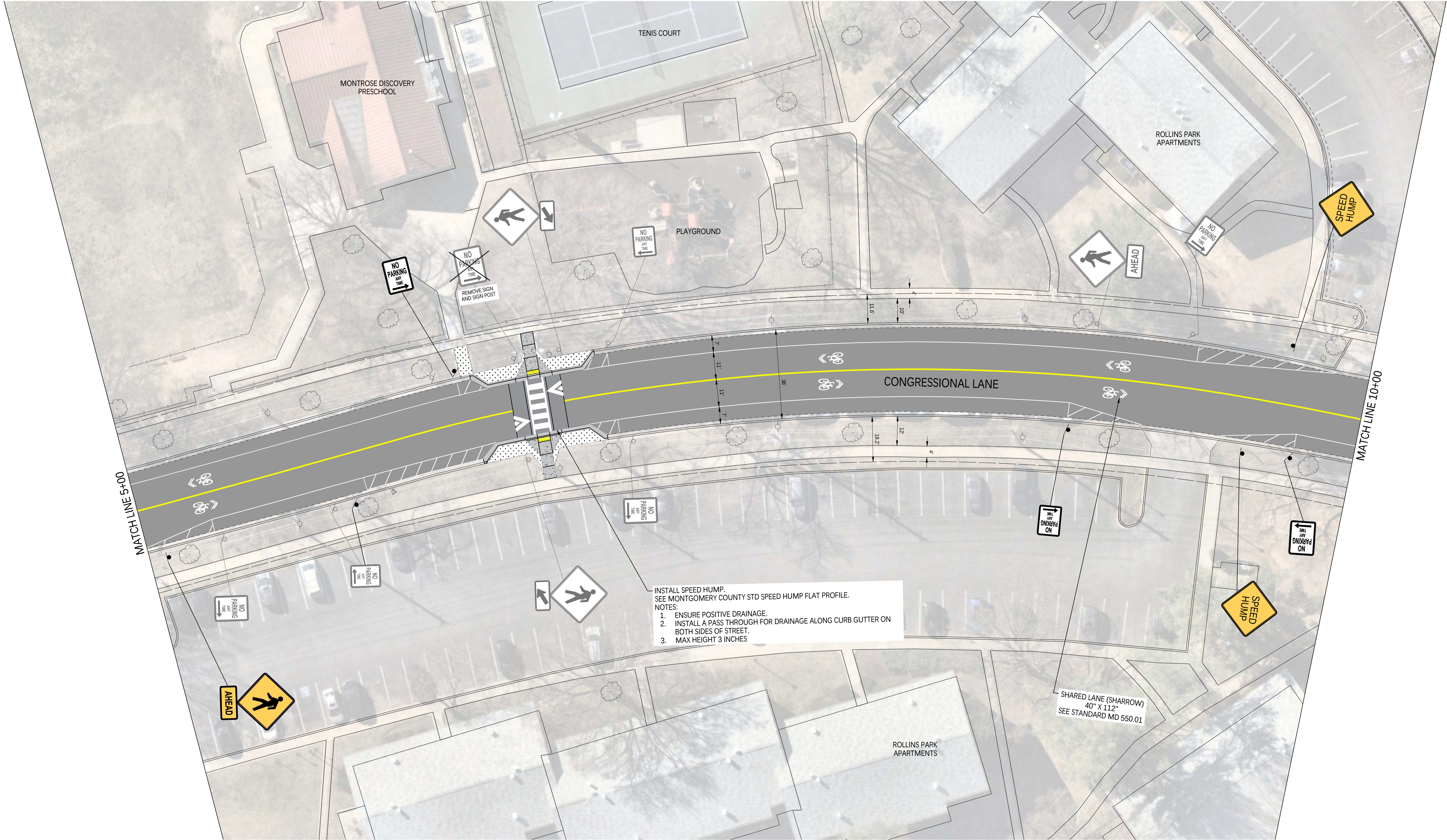


CONGRESSIONAL LANE

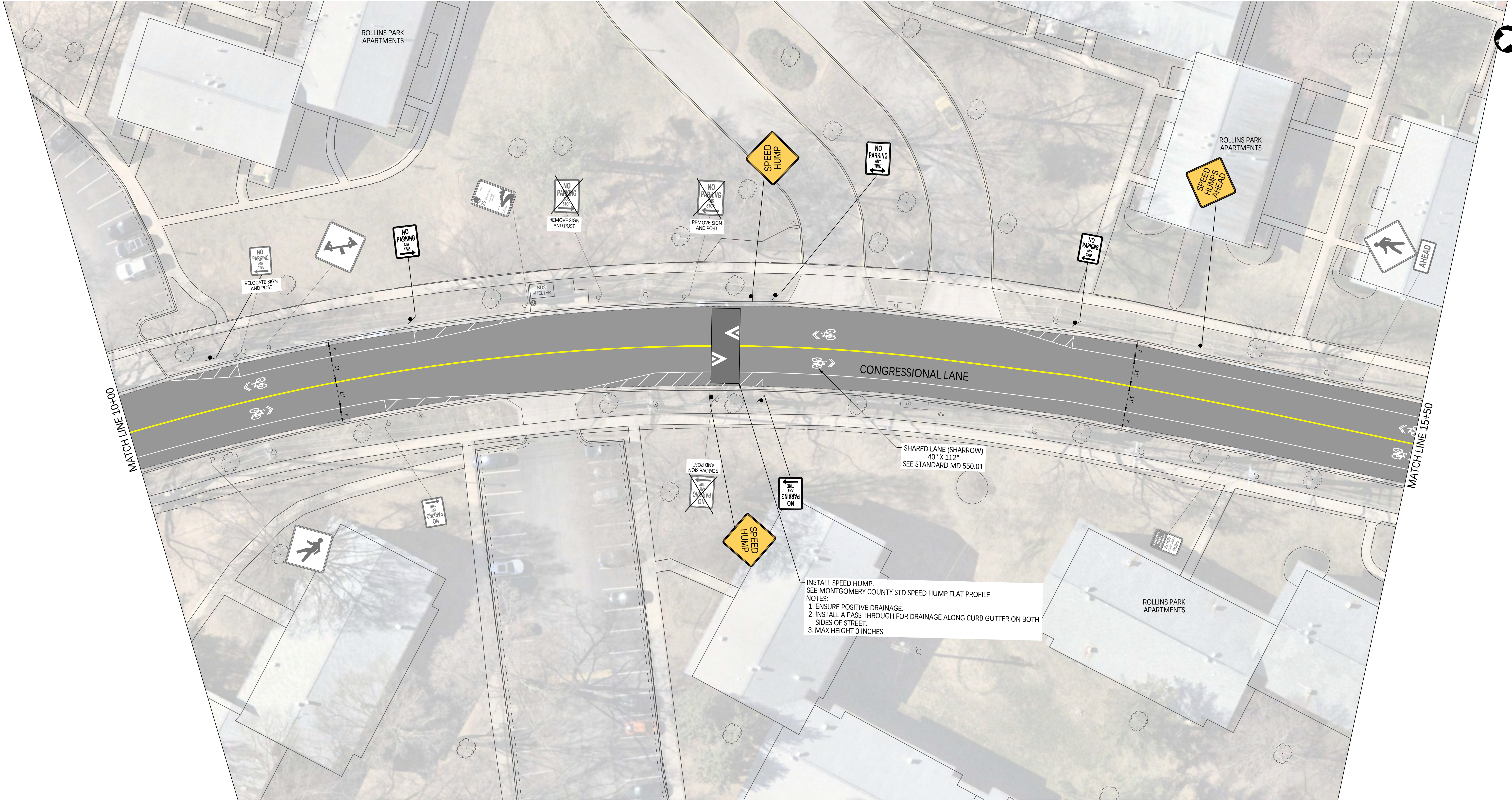
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Not for Construction
Concept Design Plans
Sheet No. 1 of 6

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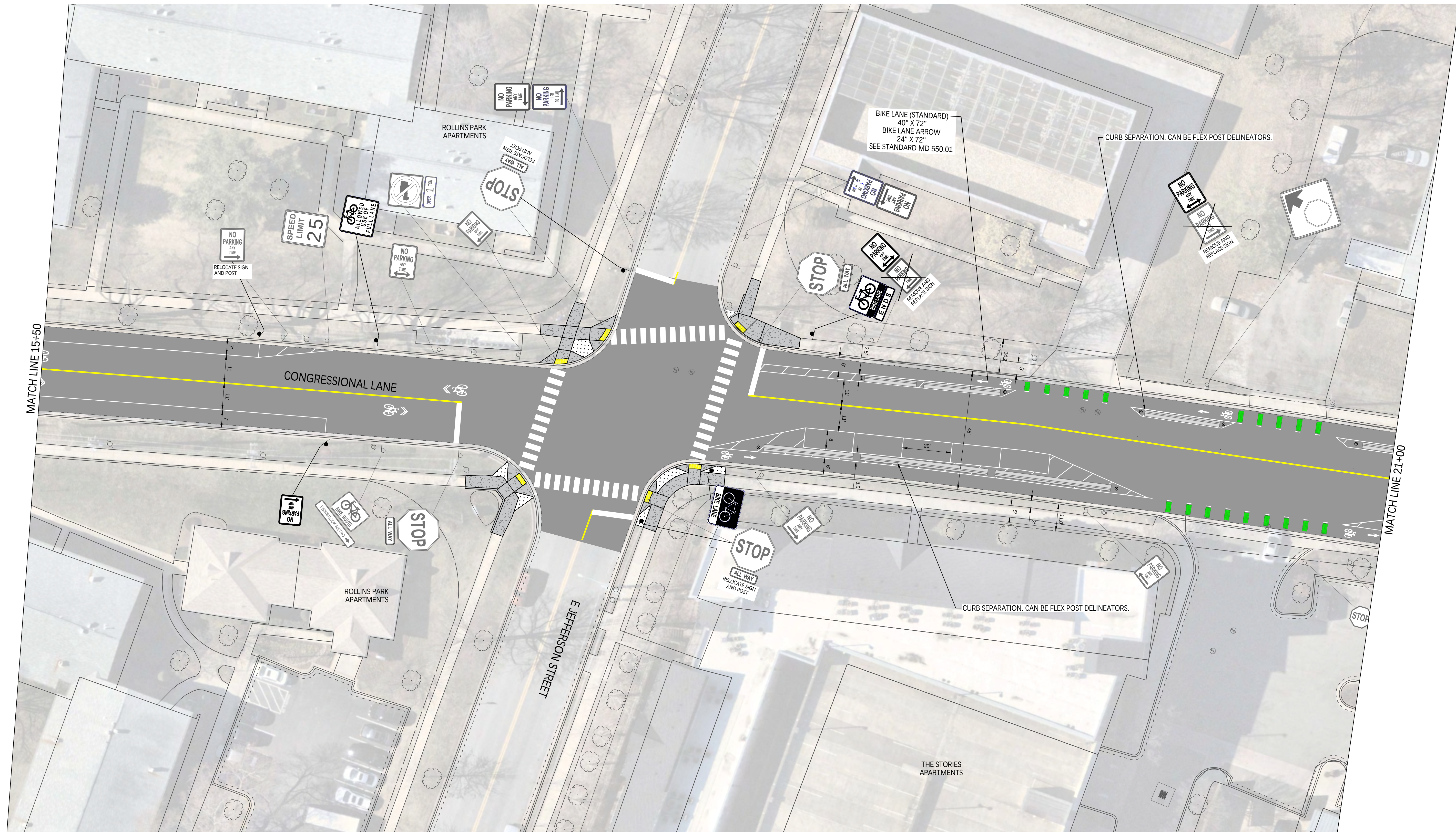
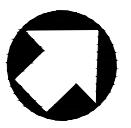




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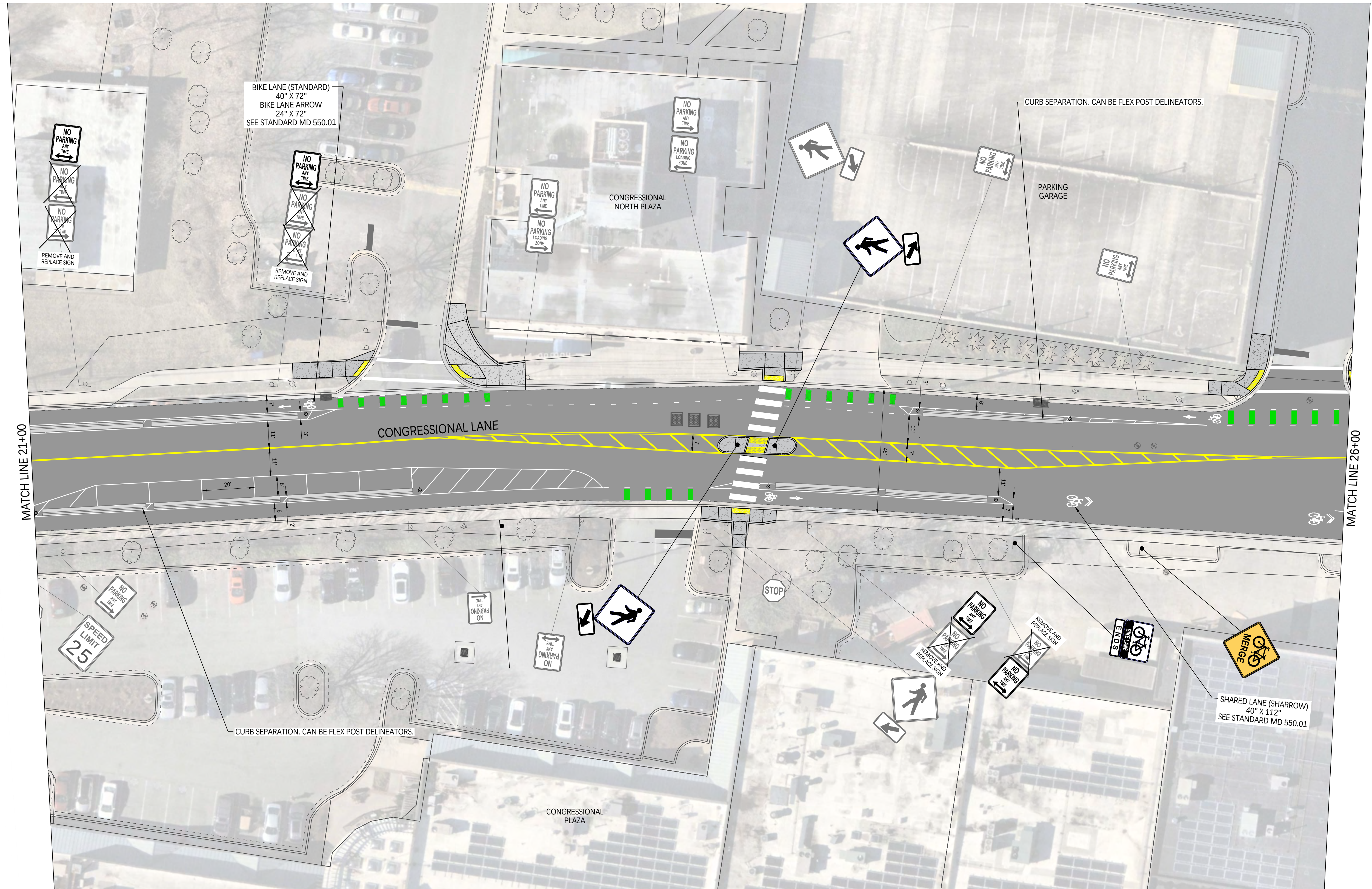


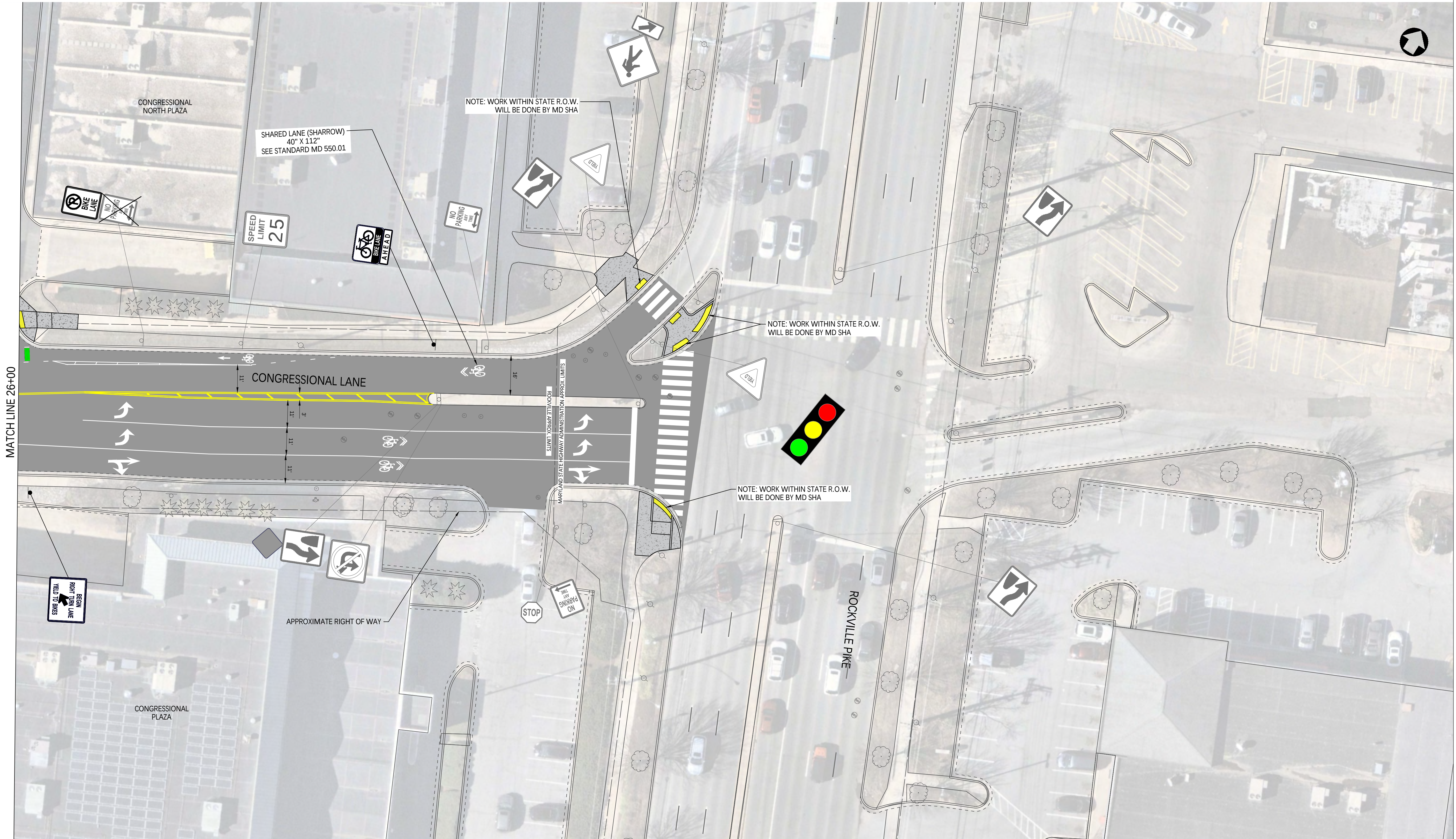
CONGRESSIONAL LANE



CONGRESSIONAL LANE

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Not for Construction
Concept Design Plans
Sheet No. 4 of 6

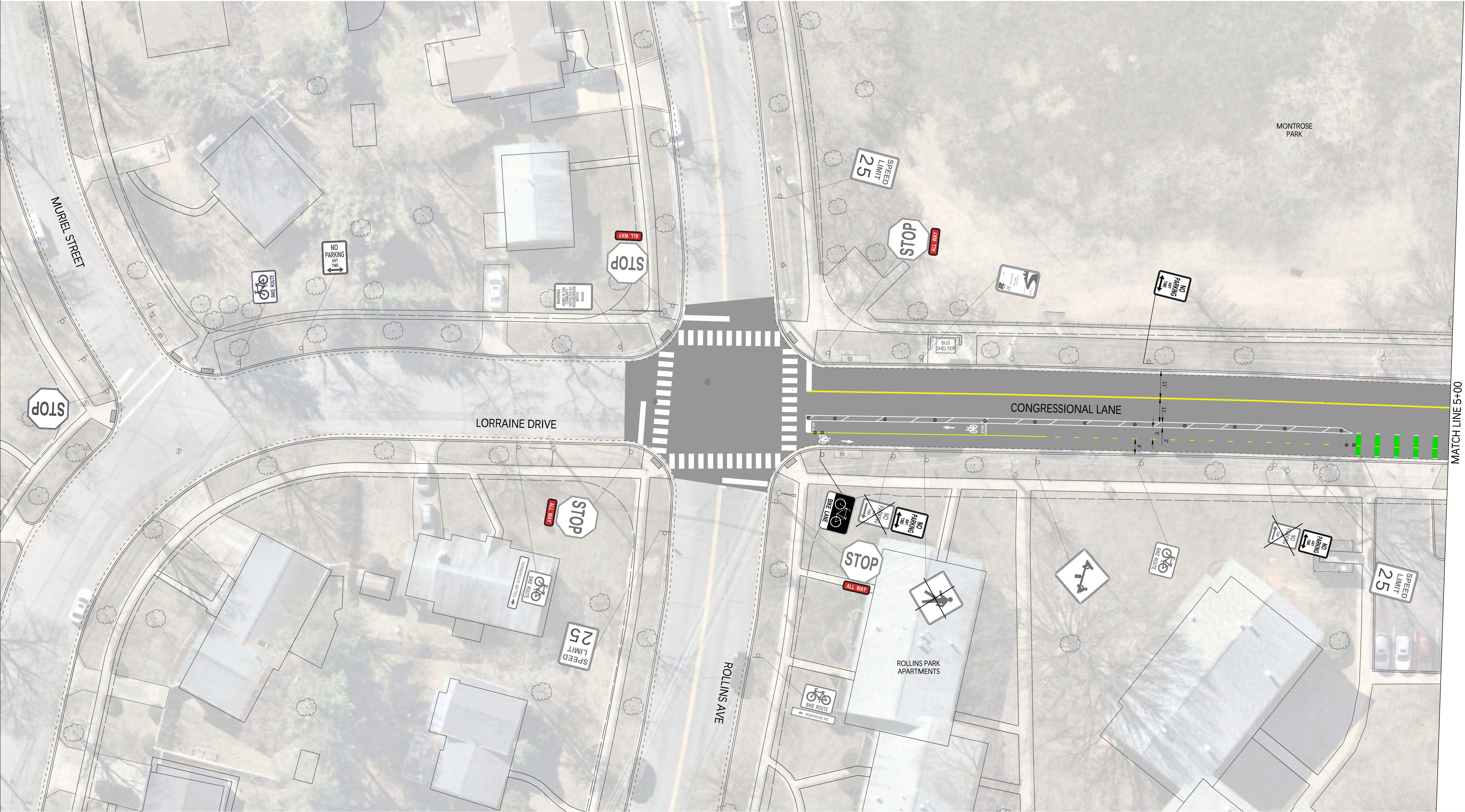




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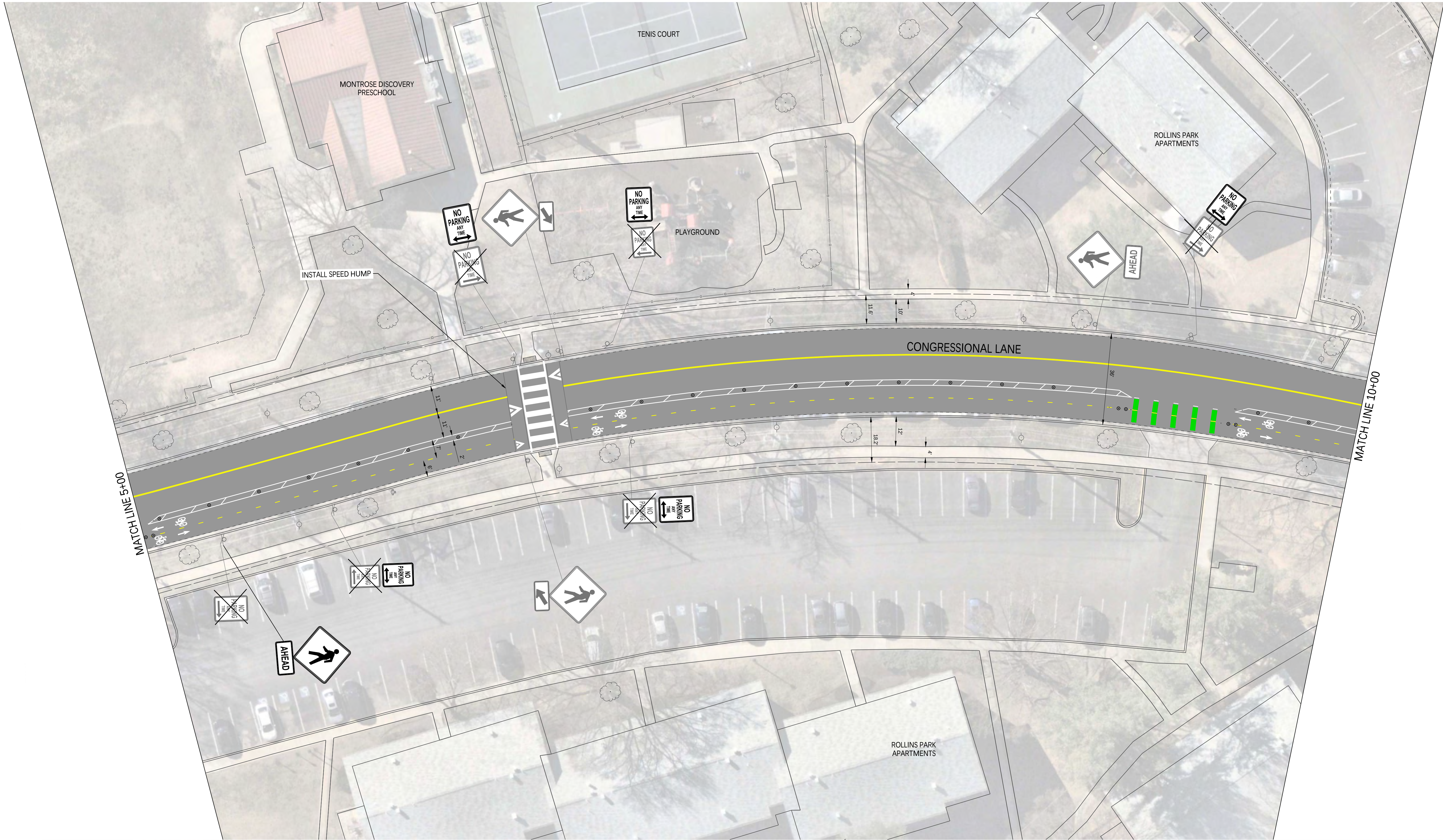
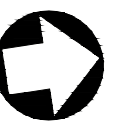
Concept Alternative 3



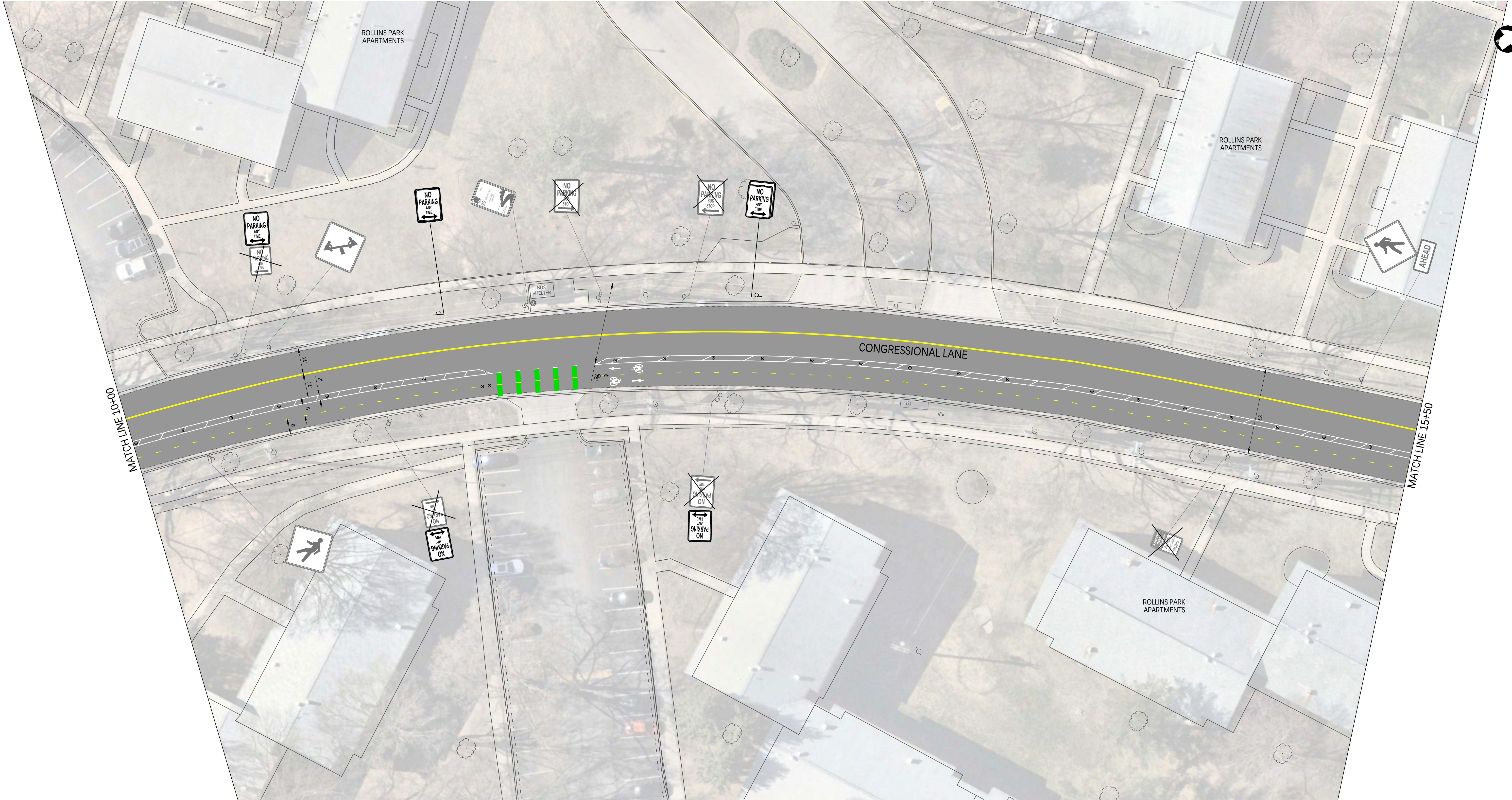
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Concept Design Plans
Sheet No. 1 of 6

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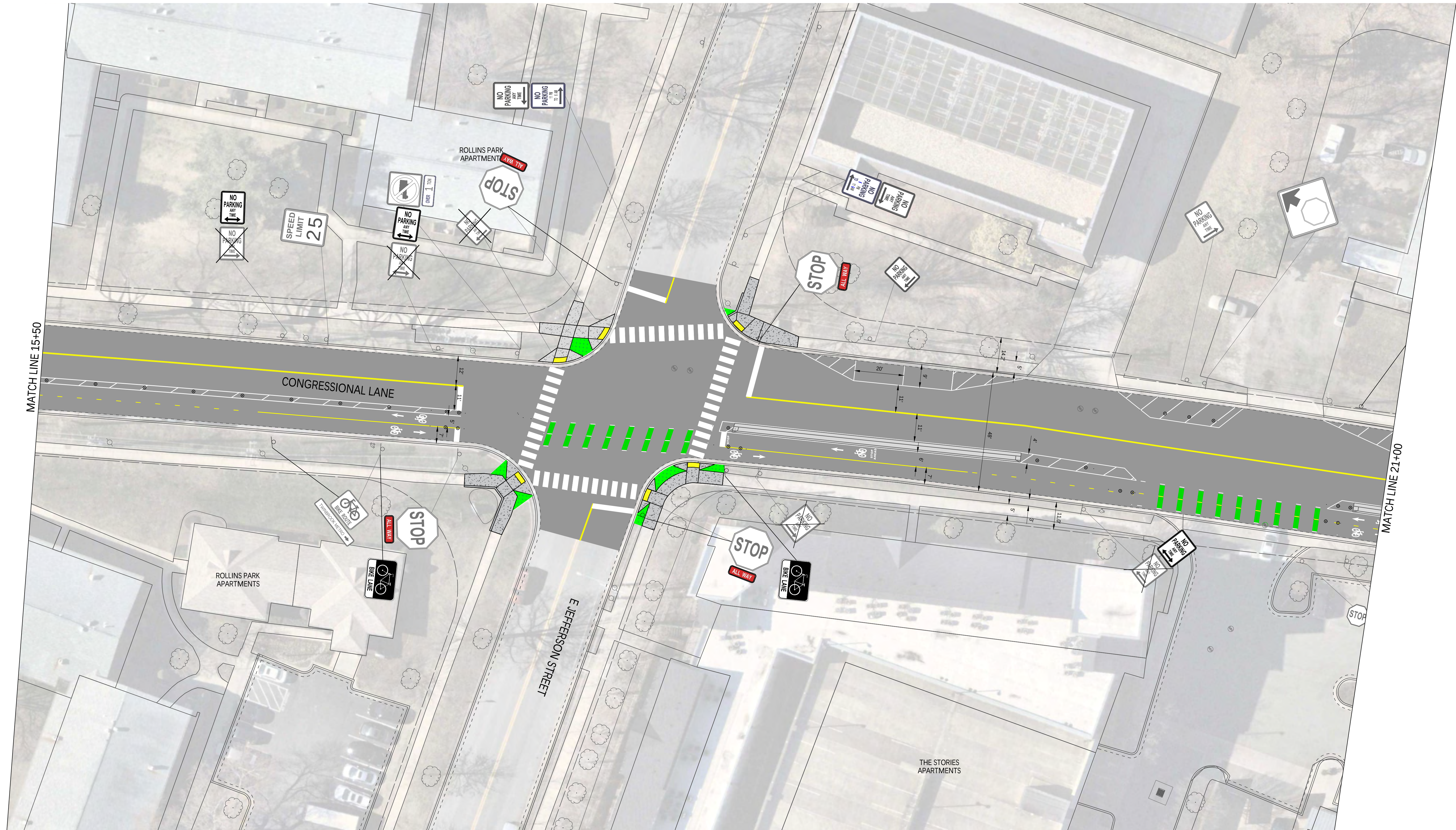
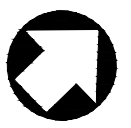


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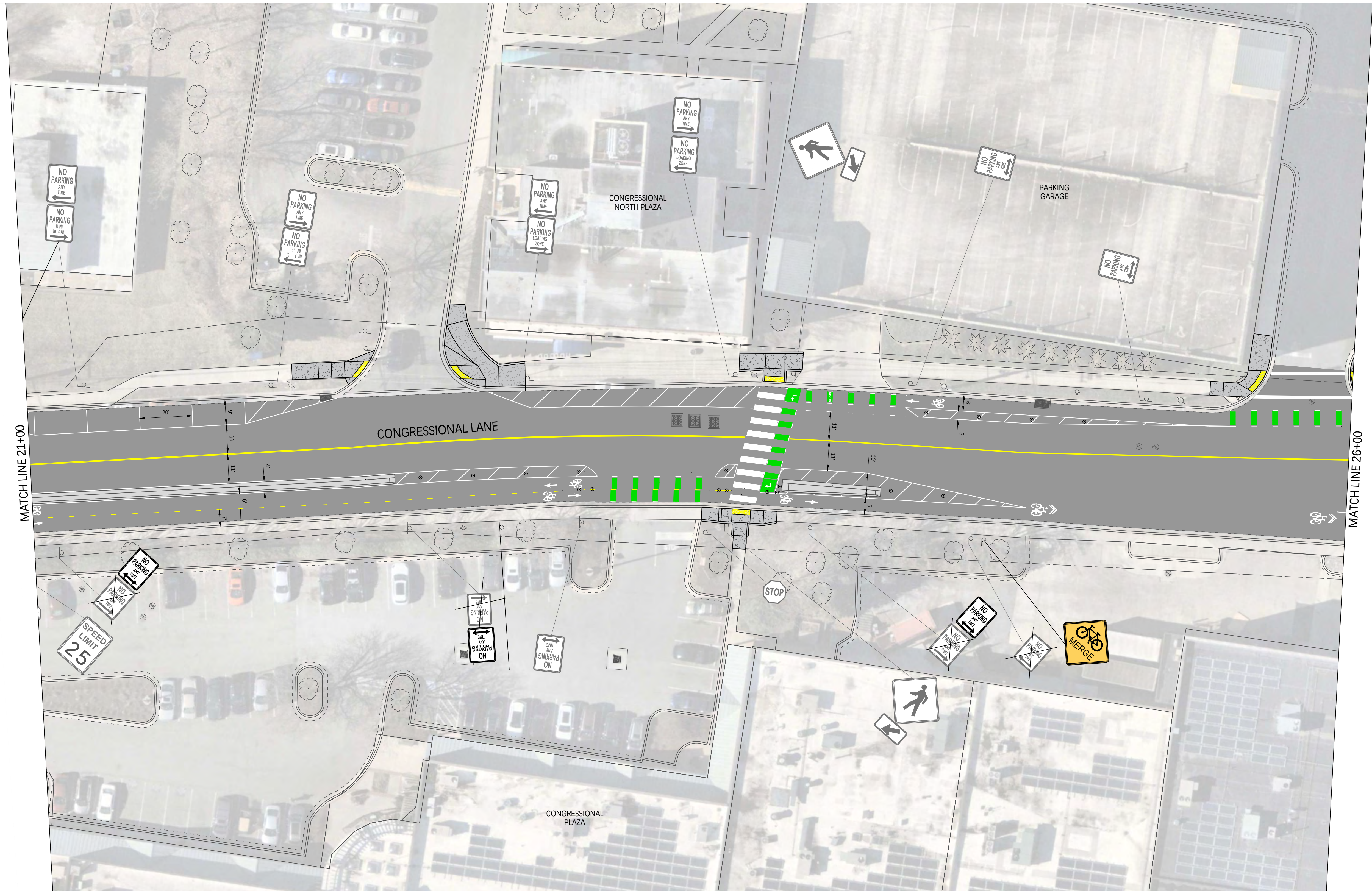
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Concept Design Plans
Sheet No. 3 of 6



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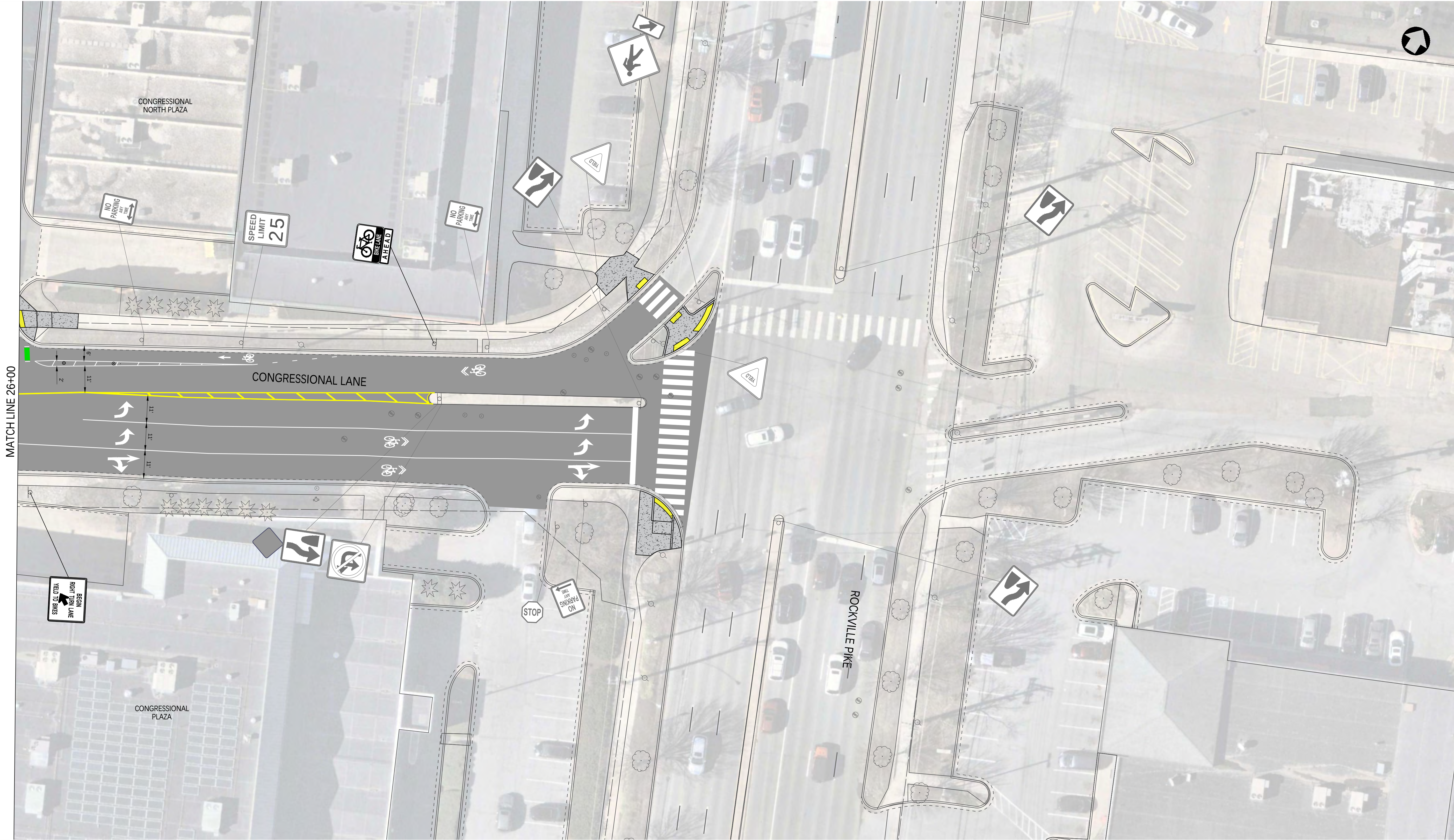
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Concept Design Plans
Sheet No. 4 of 6



CONGRESSIONAL LANE

Scale 1"=20'
Not for Construction
Concept Design Plans
Sheet No. 5 of 6

MD 355 Intersection Improvement



CONGRESSIONAL LANE

Scale 1"=20'
Not for Construction
Concept Design Plans
Sheet No. 6 of 6

Appendix F

Construction Cost Estimates

Concept 1 – Buffered Bicycle Lanes

	Congressional Lane			Alternative: 1	
Item No.		Unit Type	Unit Price		
				UNITS	Cost
0001	Removal of Striping	LF	\$1.10	6,605	\$7,265.50
0002	Removal of Thermoplastic	SF	\$3.00	0	\$0.00
0003	Solid Double Yellow	LF	\$3.20	6,020	\$19,264.00
0004	Single Yellow Skip	LF	\$1.00	0	\$0.00
0005	Single White Skip	LF	\$1.00	936	\$936.07
0006	Single solid White	LF	\$1.50	8,020	\$12,030.00
0007	Green Bike Lane (Thermoplastic)	SF	\$20.00	1,220	\$24,400.00
0008	Green BL Symbol	EA	\$575.00	0	\$0.00
0009	Green BL Arrow	EA	\$575.00	0	\$0.00
0010	Green BL STOP	EA	\$575.00	0	\$0.00
0011	Bike Lane Symbol	EA	\$250.00	22	\$5,500.00
0012	BL Arrow	EA	\$150.00	0	\$0.00
0013	Bike Lane Green (Roll-On)	SF	\$14.10	0	\$0.00
0014	Pedestrian Khaki	SF	\$4.57	0	\$0.00
0015	LTL/RTL Arrow	EA	\$130.00	6	\$780.00
0016	Stop Bar /Crosswalk	SF	\$3.65	2,226	\$8,124.90
0017	Speed Hump	SF	\$25.00	928	\$23,200.00
0018	Signage	EA	\$200.00	34	\$6,800.00
0019	Delineator	EA	\$85.00	156	\$13,260.00
0020	Bikeways Separator Concrete Curb(Pre-Cast)	LF	\$35.00	0	\$0.00
0021	Bikeways Separator Concrete Curb(Cast-in-Place)	LF	\$55.00	0	\$0.00
0022	ADA Ramps	EA	\$3,200.00	17	\$54,400.00
0023	Curb & Gutter	LF	\$42.00	306	\$12,852.00
				Sub TOTAL	\$188,812.47
	Design & Permitting	LUMP	10%		\$18,881.25
	Environmental	LUMP	10%		\$18,881.25
	Construction Management	LUMP	10%		\$18,881.25
	Contingency	LUMP	25%		\$47,203.12
				Total =	\$292,659.32

Concept 2 – Shared Roadway and Buffered Bicycle Lanes

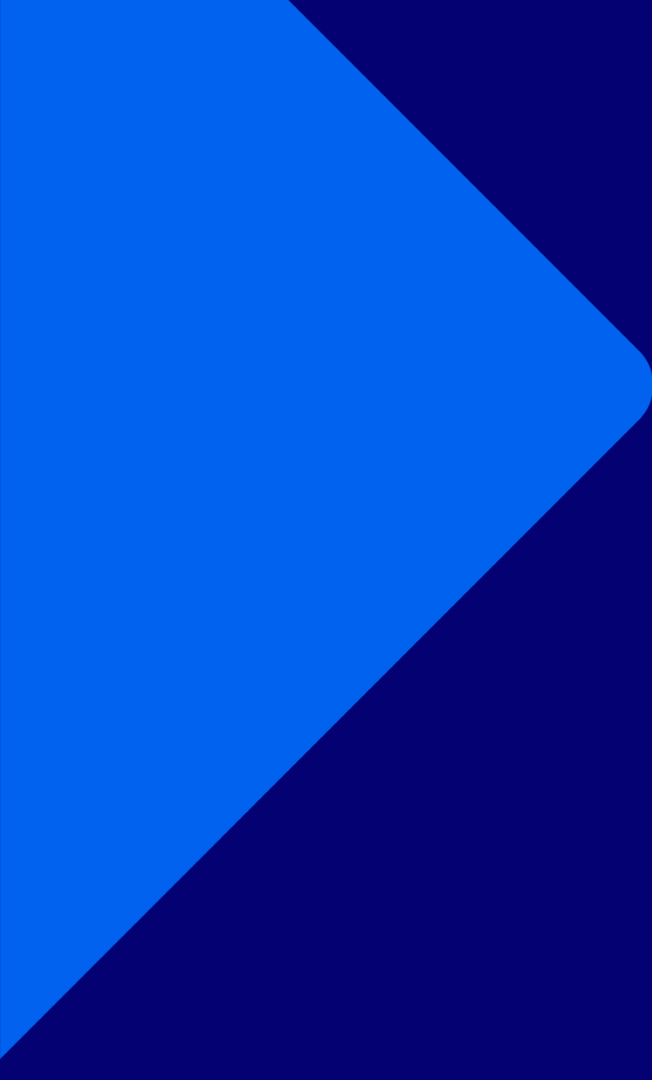
	Congressional Lane			Alternative: 2	
Item No.		Unit Type	Unit Price		
				UNITS	Cost
0001	Removal of Striping	LF	\$1.10	6,675	\$7,342.50
0002	Removal of Thermoplastic	SF	\$3.00	0	\$0.00
0003	Solid Double Yellow	LF	\$3.20	5,806	\$18,579.20
0004	Single Yellow Skip	LF	\$1.00	0	\$0.00
0005	Single White Skip	LF	\$1.00	232	\$232.00
0006	Single solid White	LF	\$1.50	5,557	\$8,335.50
0007	Green Bike Lane (Thermoplastic)	SF	\$20.00	440	\$8,800.00
0008	Green BL Symbol	EA	\$575.00	0	\$0.00
0009	Green BL Arrow	EA	\$575.00	0	\$0.00
0010	Green BL STOP	EA	\$575.00	0	\$0.00
0011	Bike Lane Symbol	EA	\$250.00	29	\$7,250.00
0012	BL Arrow	EA	\$150.00	0	\$0.00
0013	Bike Lane Green (Roll-On)	SF	\$14.10	0	\$0.00
0014	Pedestrian Khaki	SF	\$4.57	0	\$0.00
0015	LTL/RTL Arrow	EA	\$130.00	6	\$780.00
0016	Stop Bar /Crosswalk	SF	\$3.65	2,188	\$7,986.20
0017	Speed Hump	SF	\$25.00	1,312	\$32,800.00
0018	Signage	EA	\$200.00	33	\$6,600.00
0019	Delineator	EA	\$85.00	14	\$1,190.00
0020	Bikeways Separator Concrete Curb(Pre-Cast)	LF	\$35.00	0	\$0.00
0021	Bikeways Separator Concrete Curb(Cast-in-Place)	LF	\$55.00	635	\$34,925.00
0022	ADA Ramps	EA	\$3,200.00	17	\$54,400.00
0023	Curb & Gutter	LF	\$42.00	306	\$12,852.00
				Sub TOTAL	\$202,072.40
	Design & Permitting	LUMP	10%		\$20,207.24
	Environmental	LUMP	10%		\$20,207.24
	Construction Management	LUMP	10%		\$20,207.24
	Contingency	LUMP	25%		\$50,518.10
				Total =	\$313,212.22

Concept 3 – Cycletrack

	Congressional Lane			Alternative: 3	
Item No.		Unit Type	Unit Price		
				UNITS	Cost
0001	Removal of Striping	LF	\$1.10	6,675	\$7,342.50
0002	Removal of Thermoplastic	SF	\$3.00	0	\$0.00
0003	Solid Double Yellow	LF	\$3.20	5,206	\$16,659.20
0004	Single Yellow Skip	LF	\$1.00	505	\$505.33
0005	Single White Skip	LF	\$1.00	224	\$224.00
0006	Single solid White	LF	\$1.50	5,574	\$8,361.00
0007	Green Bike Lane (Thermoplastic)	SF	\$20.00	880	\$17,600.00
0008	Green BL Symbol	EA	\$575.00	1	\$575.00
0009	Green BL Arrow	EA	\$575.00	2	\$1,150.00
0010	Green BL STOP	EA	\$575.00	4	\$2,300.00
0011	Bike Lane Symbol	EA	\$250.00	26	\$6,500.00
0012	BL Arrow	EA	\$150.00	2	\$300.00
0013	Bike Lane Green (Roll-On)	SF	\$14.10	0	\$0.00
0014	Pedestrian Khaki	SF	\$4.57	0	\$0.00
0015	LTL/RTL Arrow	EA	\$130.00	6	\$780.00
0016	Stop Bar /Crosswalk	SF	\$3.65	2,188	\$7,986.20
0017	Speed Hump	SF	\$25.00	928	\$23,200.00
0018	Signage	EA	\$200.00	27	\$5,400.00
0019	Delineator	EA	\$85.00	106	\$9,010.00
0020	Bikeways Separator Concrete Curb(Pre-Cast)	LF	\$35.00	0	\$0.00
0021	Bikeways Separator Concrete Curb(Cast-in-Place)	LF	\$55.00	306	\$16,830.00
0022	ADA Ramps	EA	\$3,200.00	17	\$54,400.00
0023	Curb & Gutter	LF	\$42.00	306	\$12,852.00
				Sub TOTAL	\$191,975.23
	Design & Permitting	LUMP	10%		\$19,197.52
	Environmental	LUMP	10%		\$19,197.52
	Construction Management	LUMP	10%		\$19,197.52
	Contingency	LUMP	25%		\$47,993.81
				Total =	\$297,561.61

Appendix G

Public Presentation



Congressional Lane

Complete Streets

Introduction/ Presentation Outline

- Purpose & Need/ Project Limits
- Constraints and Opportunities
- Concepts
- Impacts
- Next Steps
- Q & A

Funding Source:
MWCOC TLC
grant

Purpose & Need

- This project aims to identify feasible complete streets facilities to improve biking & walking facilities along Congressional Lane from MD 355 to Rollins Avenue.

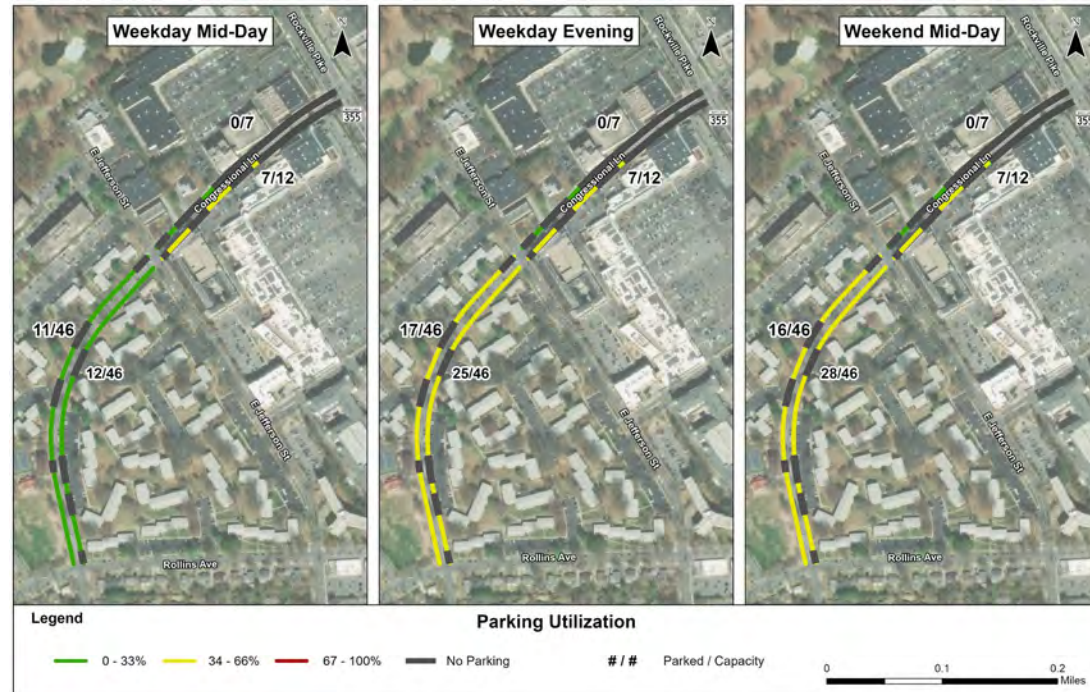
Public Feedback:

- Identify your preferred concept
- Comment on things you like and dislike about each concept



Constraints & Opportunities

- **Constraints:**
 - Narrow Public Right-of-Way west of E Jefferson St.
 - Curbside on-street parking moderately used by residence and Montrose Park visitors.
- **Opportunities:**
 - Improved safety & connectivity will reduce vehicle demand for short trips.
 - Corridor is currently improved with sidewalk on both sides and marked crossings throughout.



General Discussion of Options

- **West of E Jefferson St:**
 - Protected bike lanes
 - 2-way cycle track
 - Sharrows with traffic calming (shared roadway)
 - Protected bike lane and cycle track options eliminate all parking
 - Shared roadway with traffic calming would maintain parking.
- **East of E Jefferson St:**
 - Protected bike lanes
 - 2-way cycle track
 - Both options require parking to be removed on one side of the road

Example Facility Types



Concepts – Alternative 1

- Continuous protected bike lanes from MD 355 to Rollins Ave

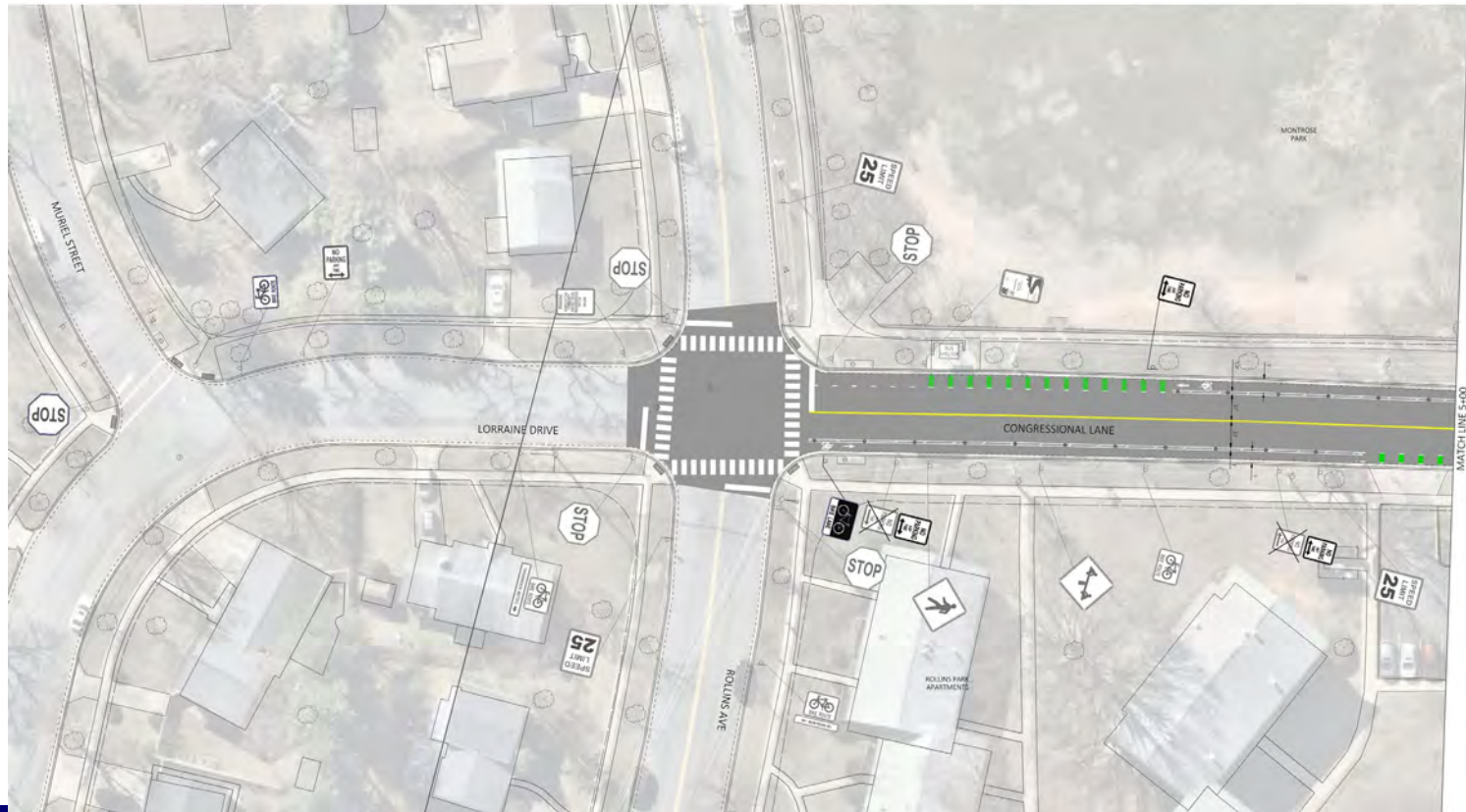


Conceptual Rendering: West of E Jefferson St



Conceptual Rendering: East of E Jefferson St

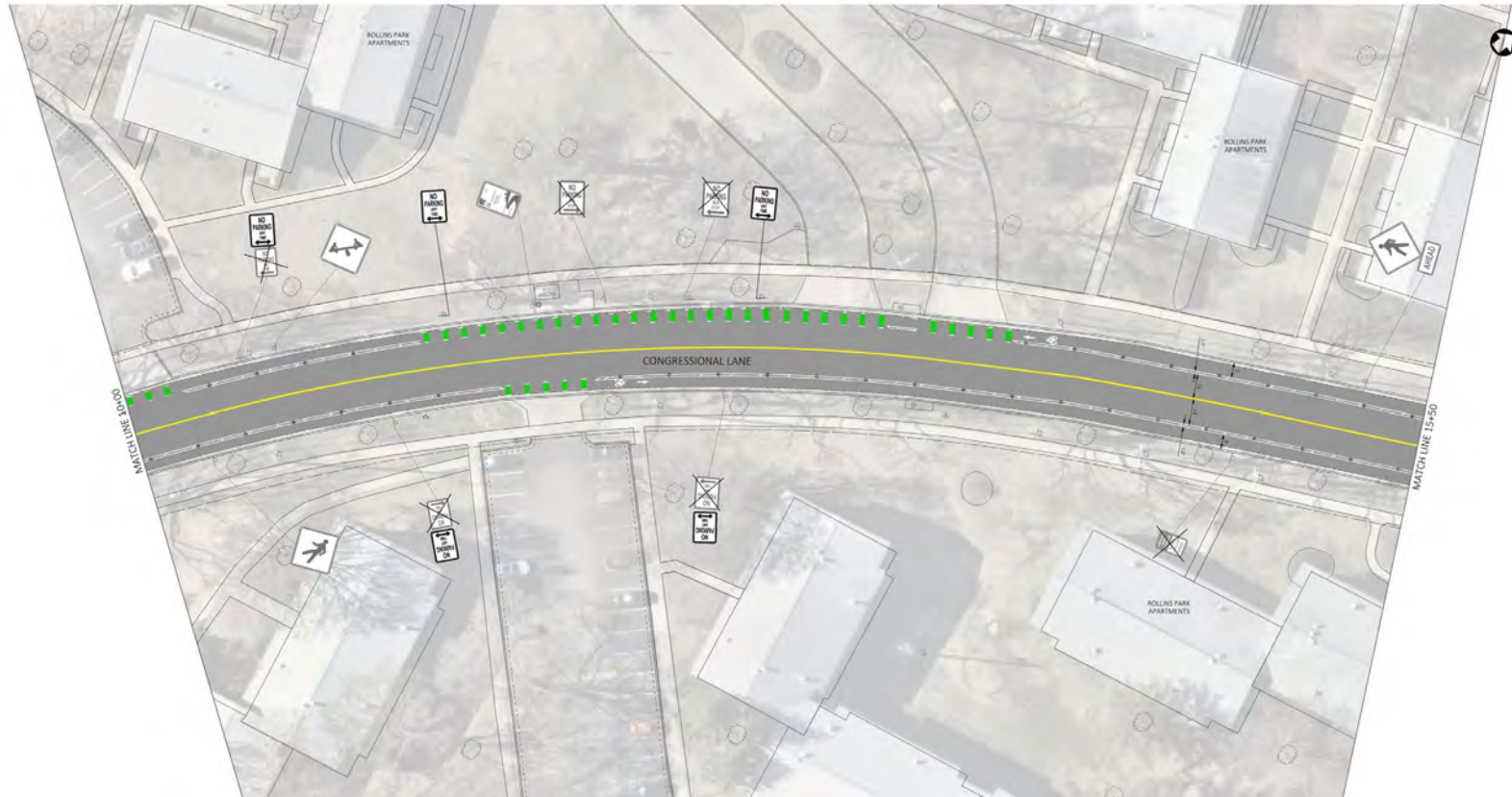
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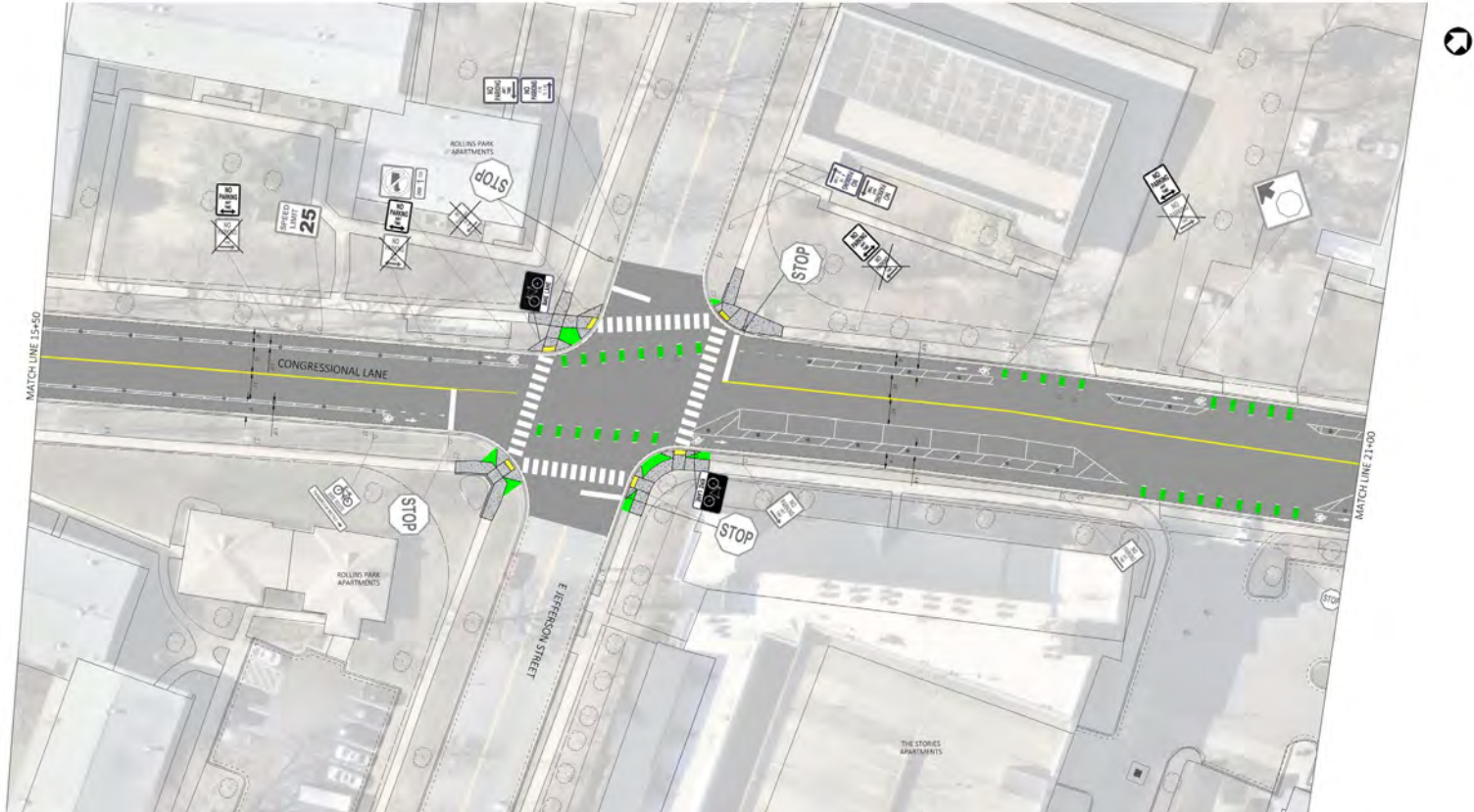
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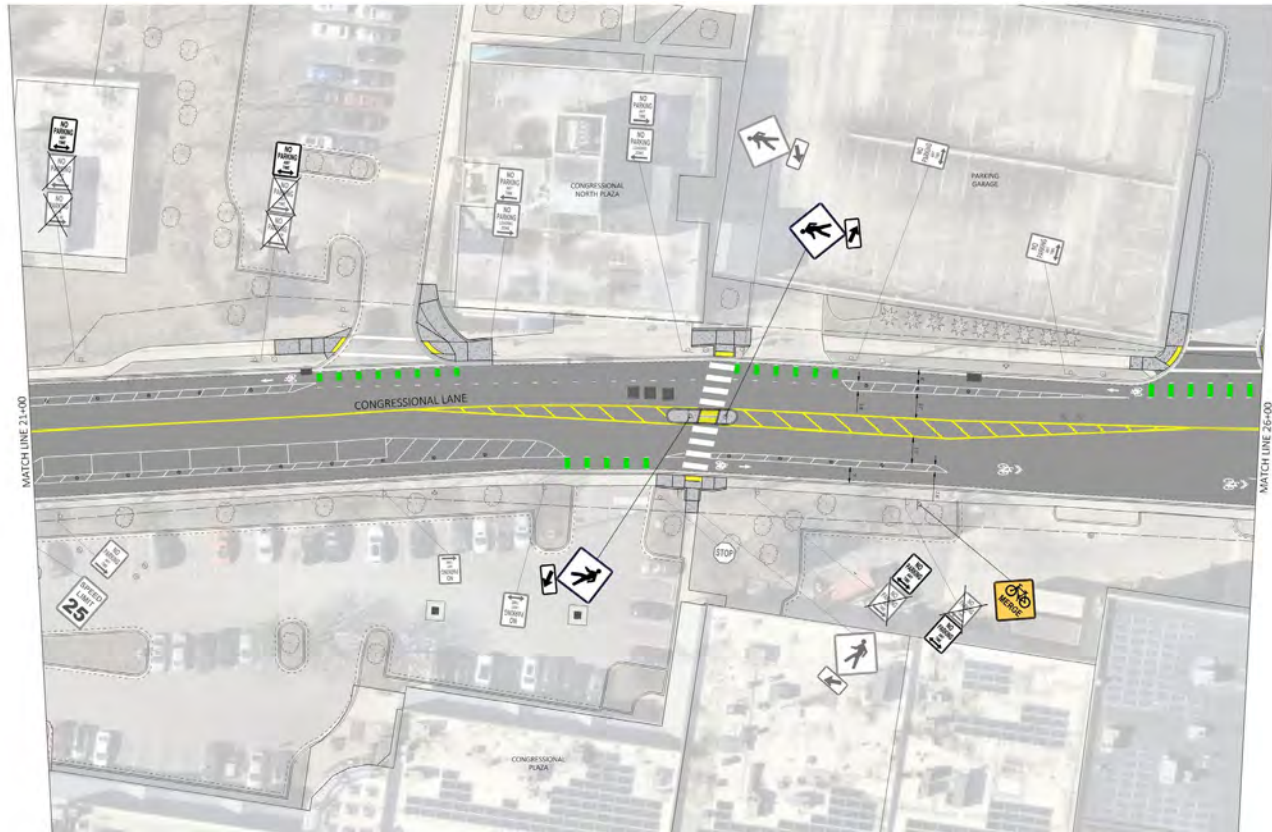
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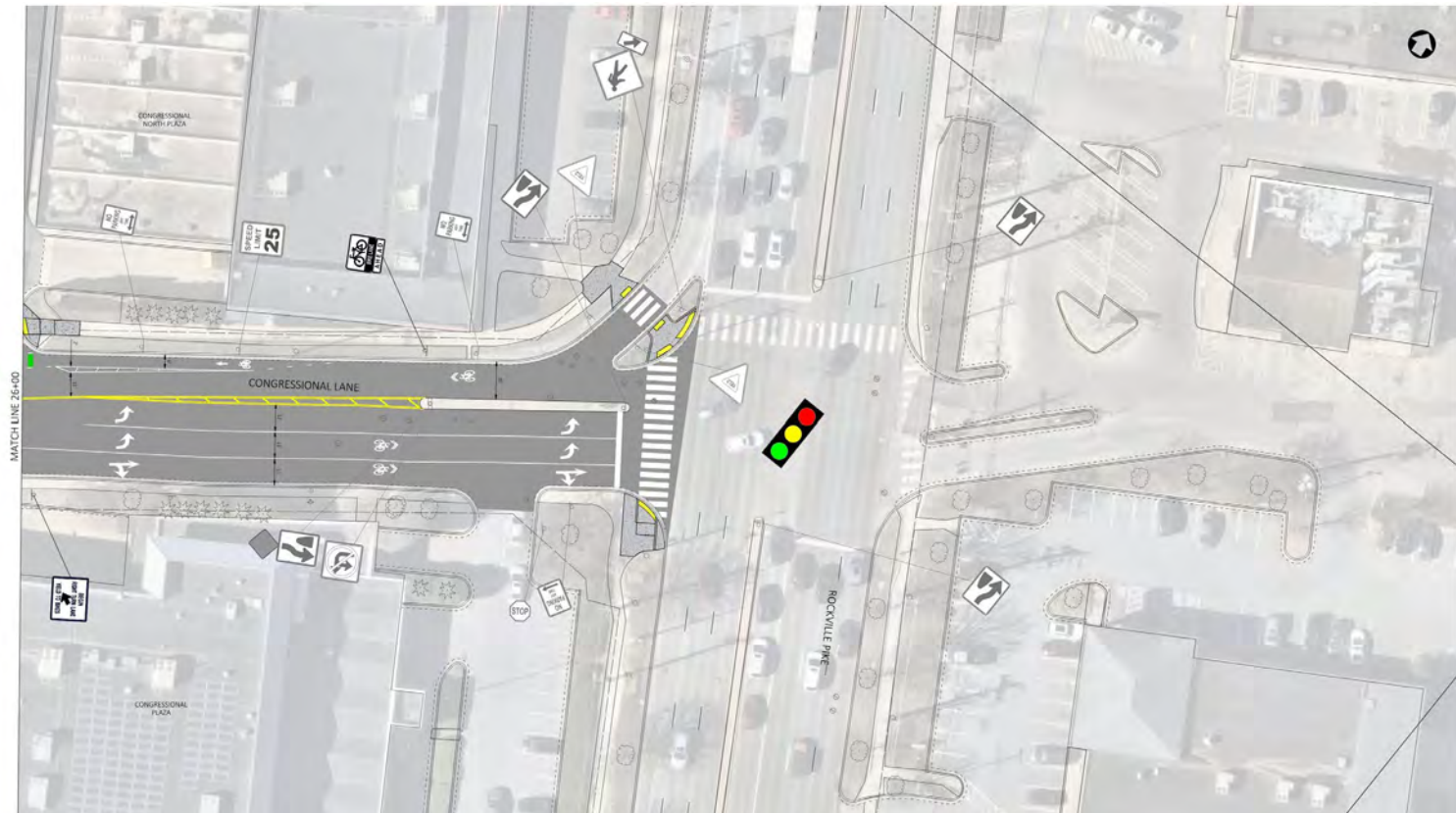
Concepts – Alternative 1 (Sheet 4)



Concepts – Alternative 1 (Sheet 5)



Concepts – Alternative 1 (Sheet 6)



Concepts – Alternative 2

- Shared roadway with traffic calming from E Jefferson St to Rollins Ave
- Protected bike lanes from MD 355 to E Jefferson St

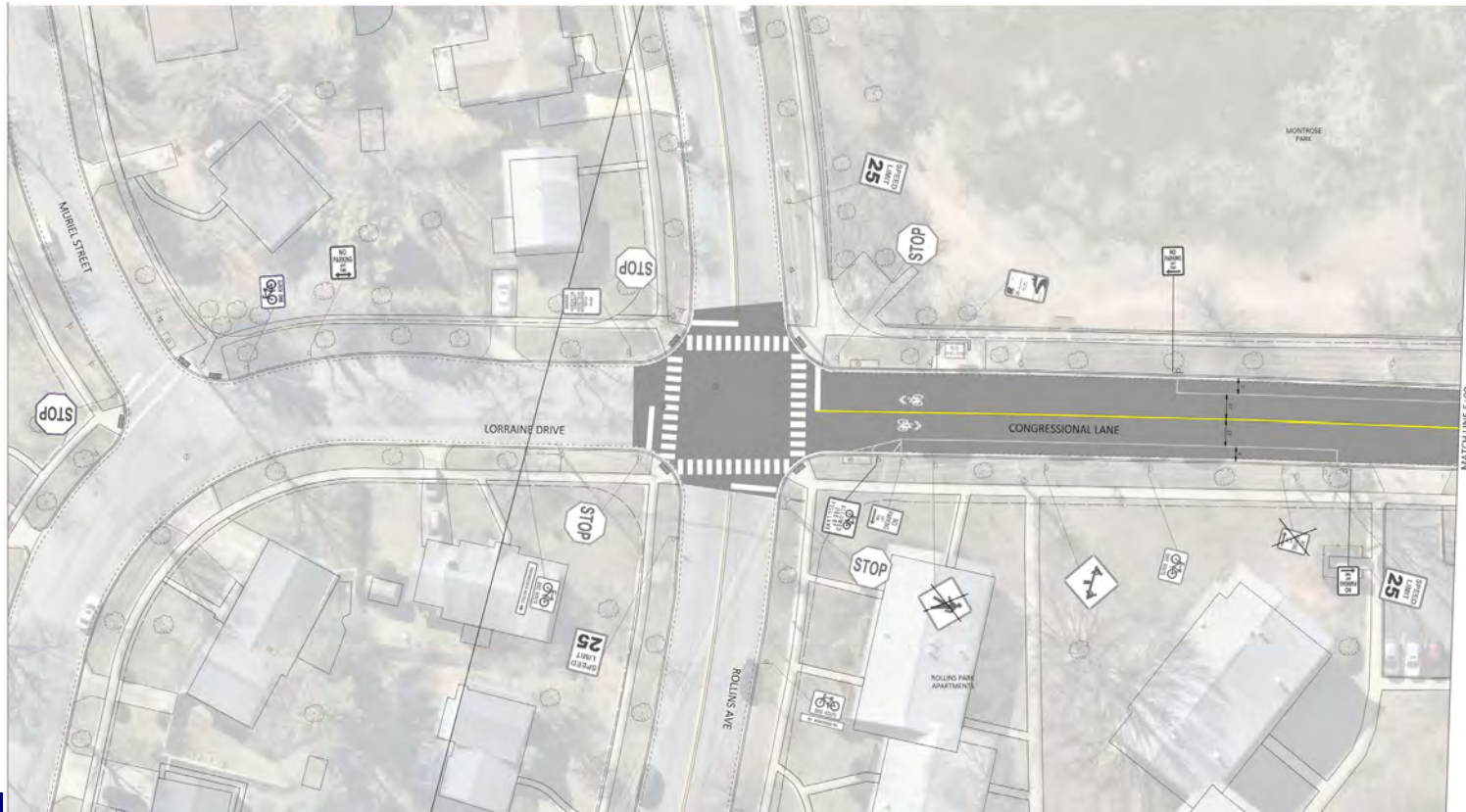


Conceptual Rendering: West of E Jefferson St

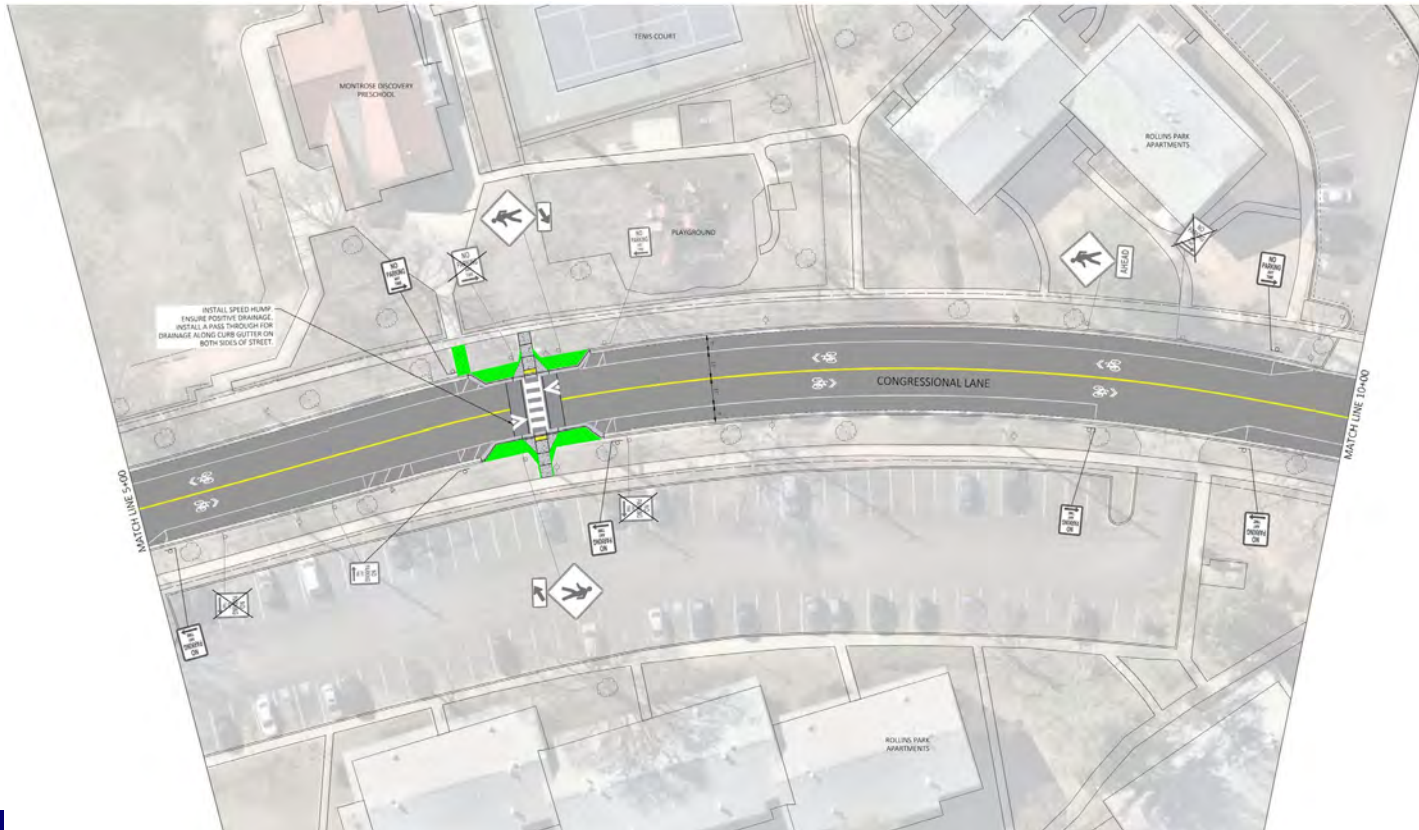


Conceptual Rendering: East of E Jefferson St

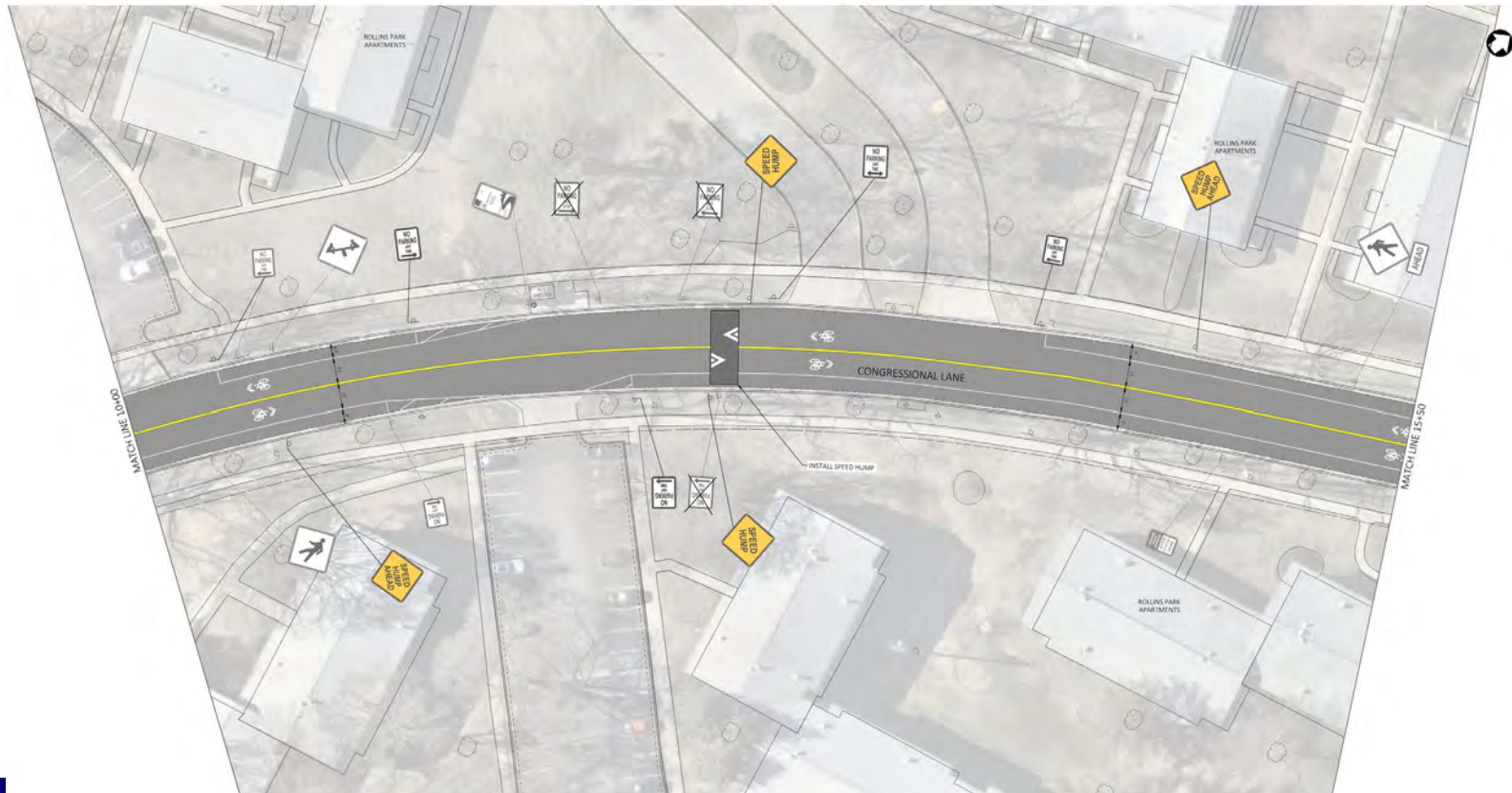
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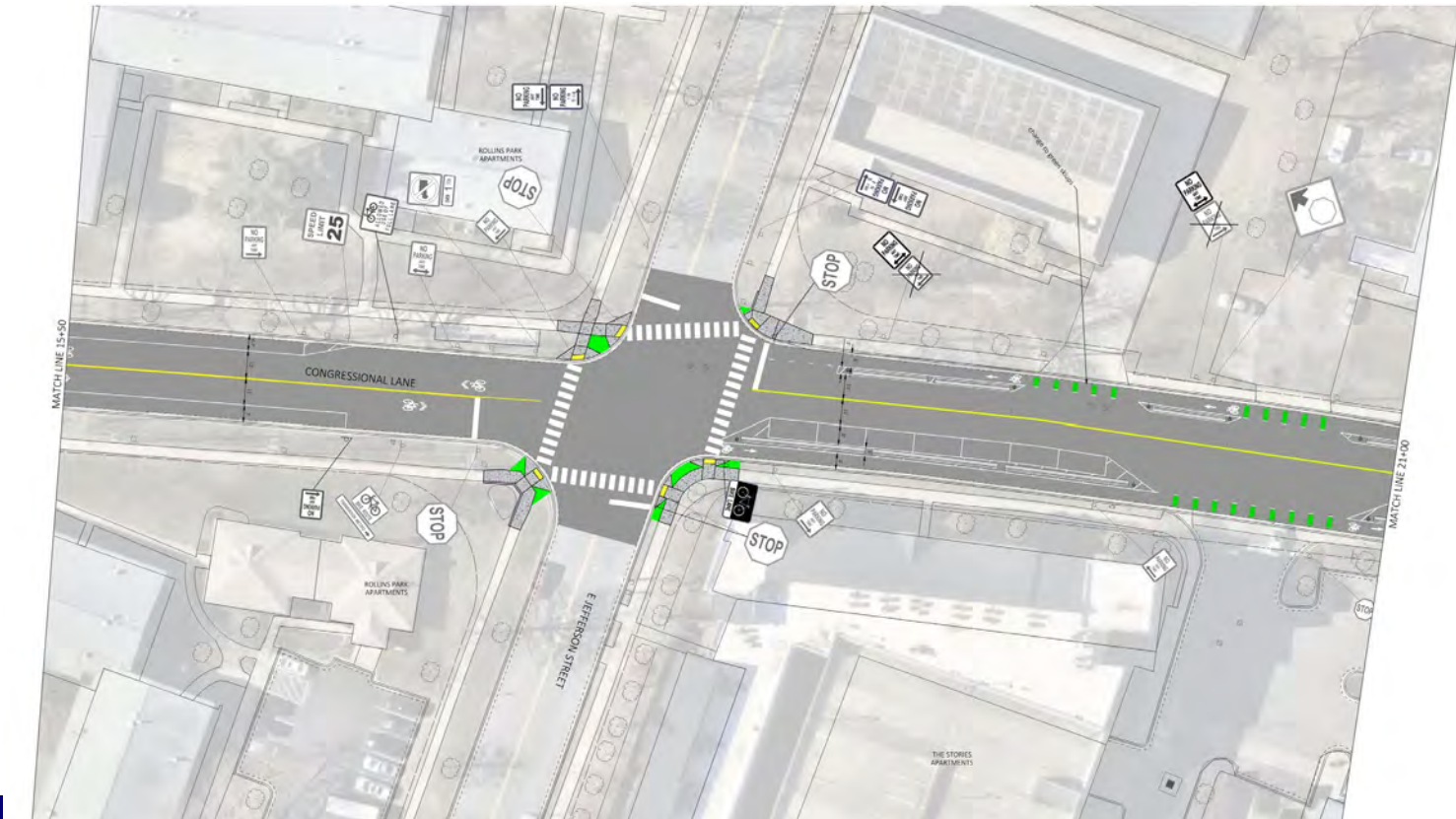
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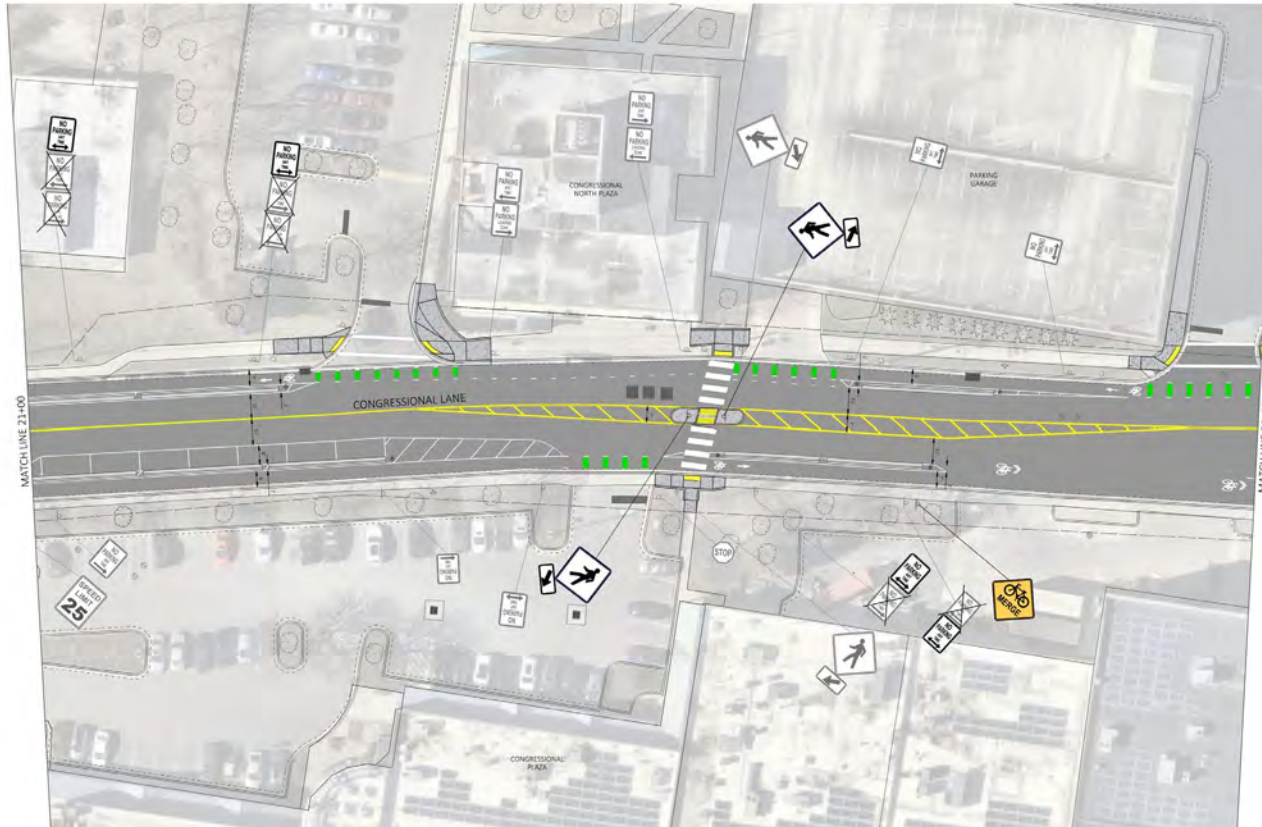
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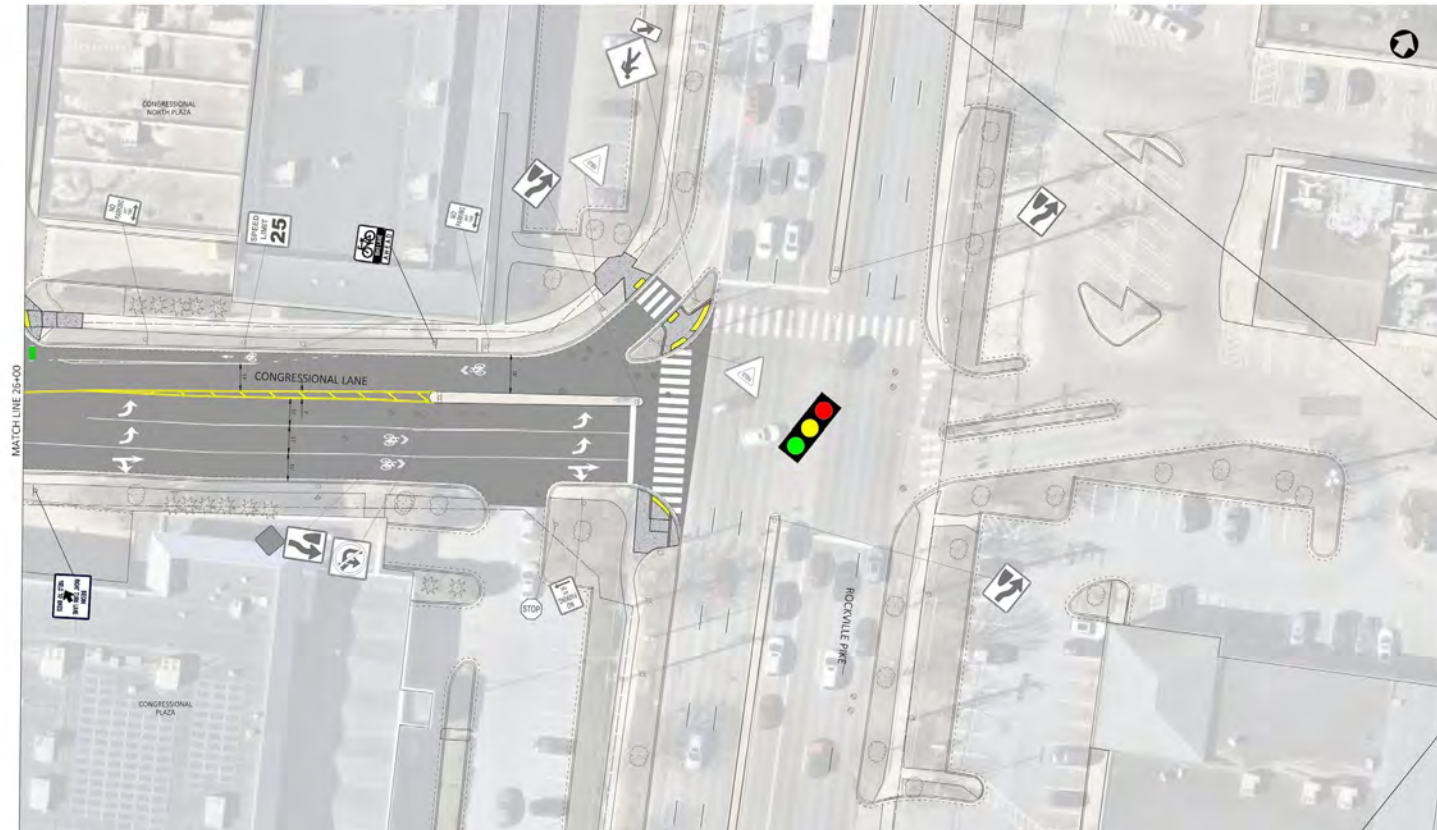
Concepts – Alternative 2 (Sheet 4)



Concepts – Alternative 2 (Sheet 5)



Concepts – Alternative 2 (Sheet 6)



Concepts – Alternative 3

- Continuous 2-way cycle track from MD 355 to Rollins Ave

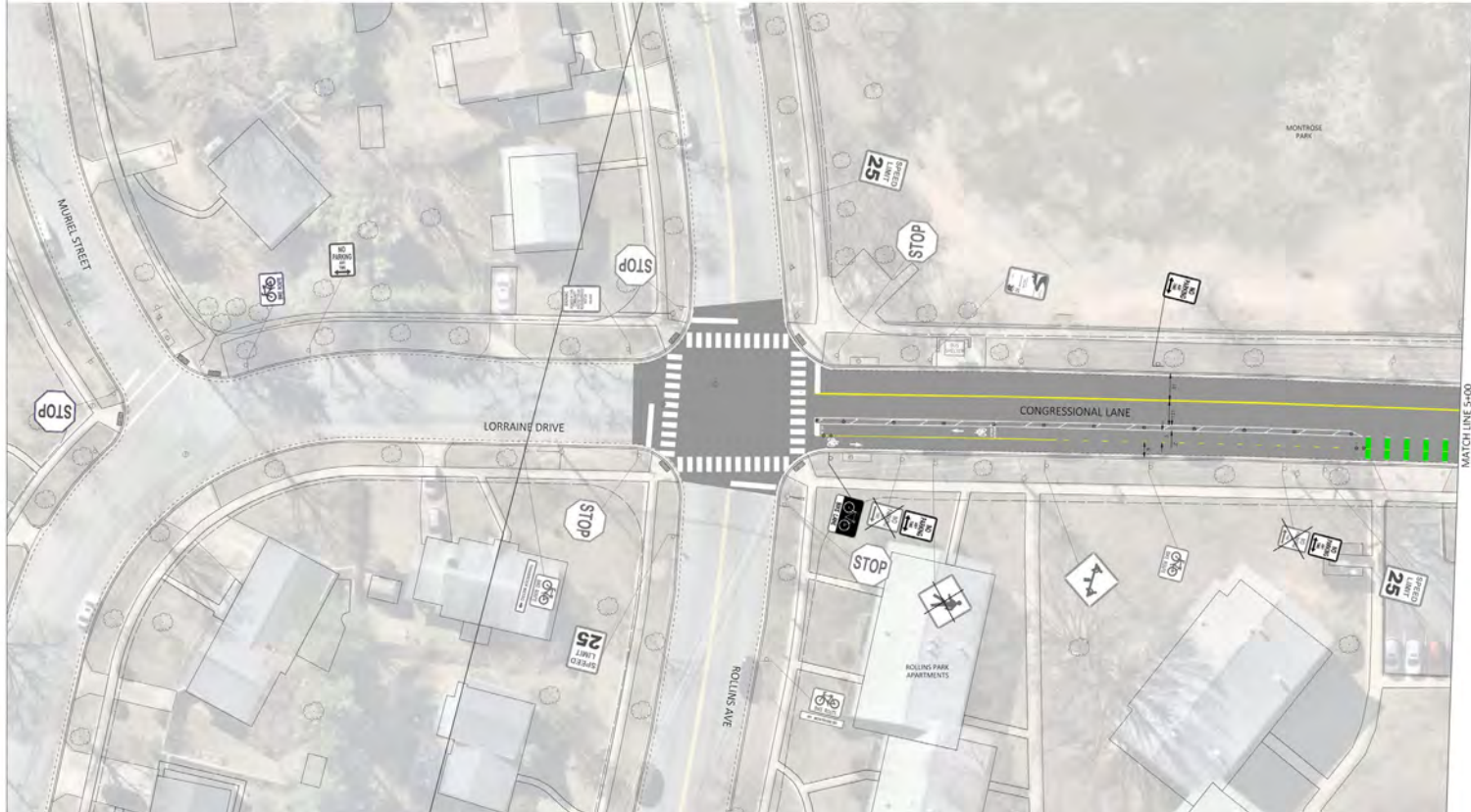


Conceptual Rendering: West of E Jefferson St

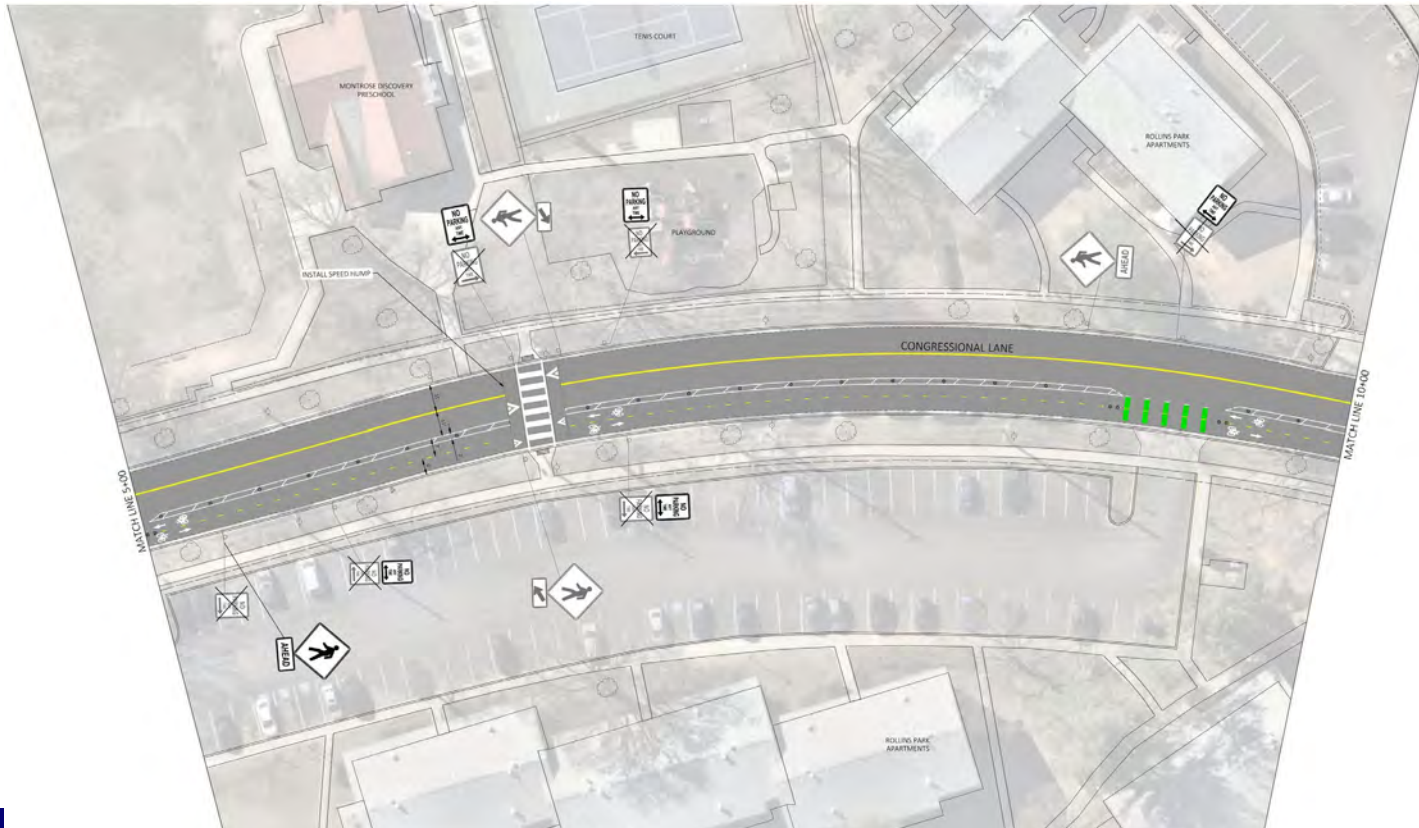


Conceptual Rendering: East of E Jefferson St

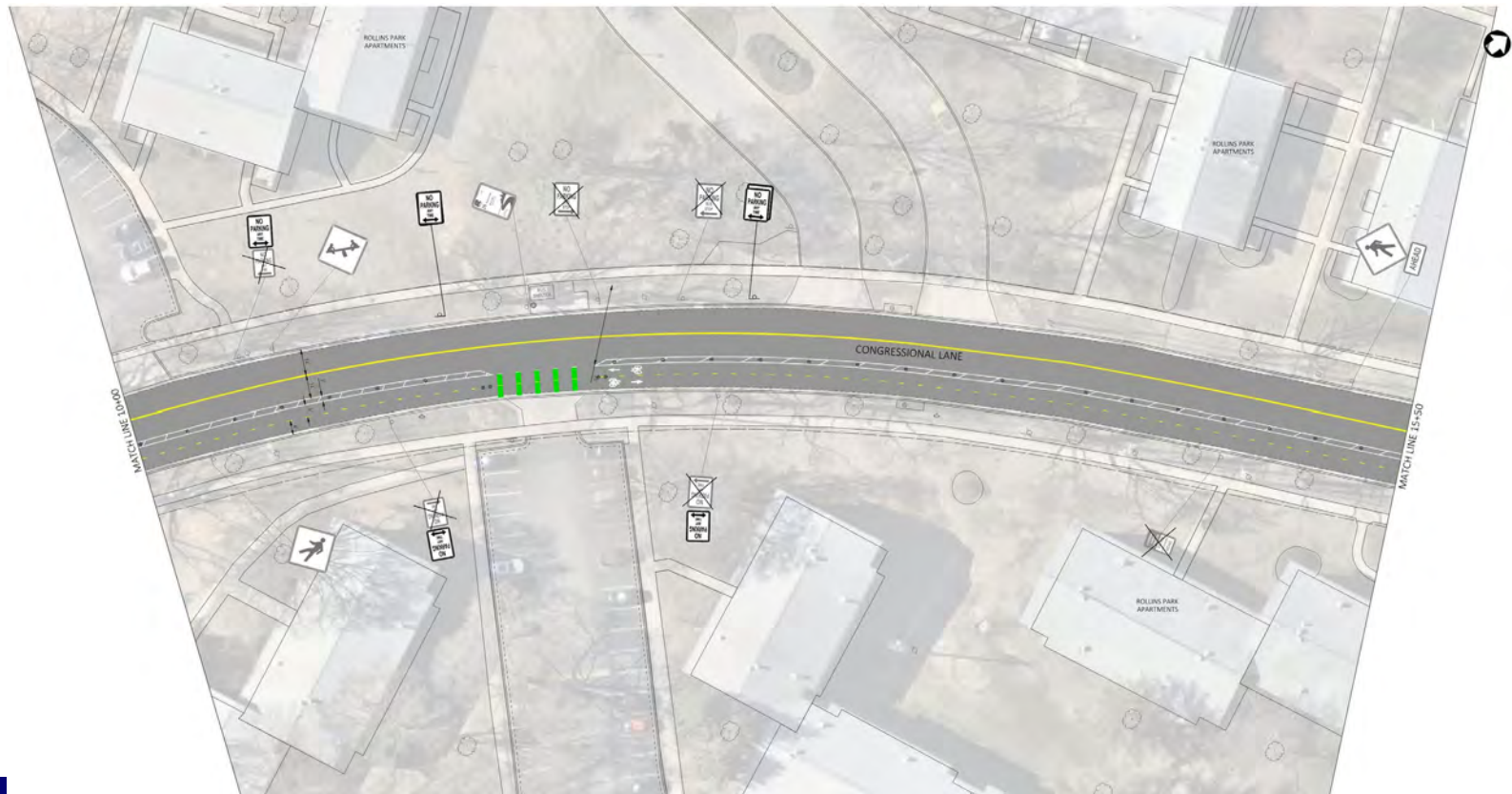
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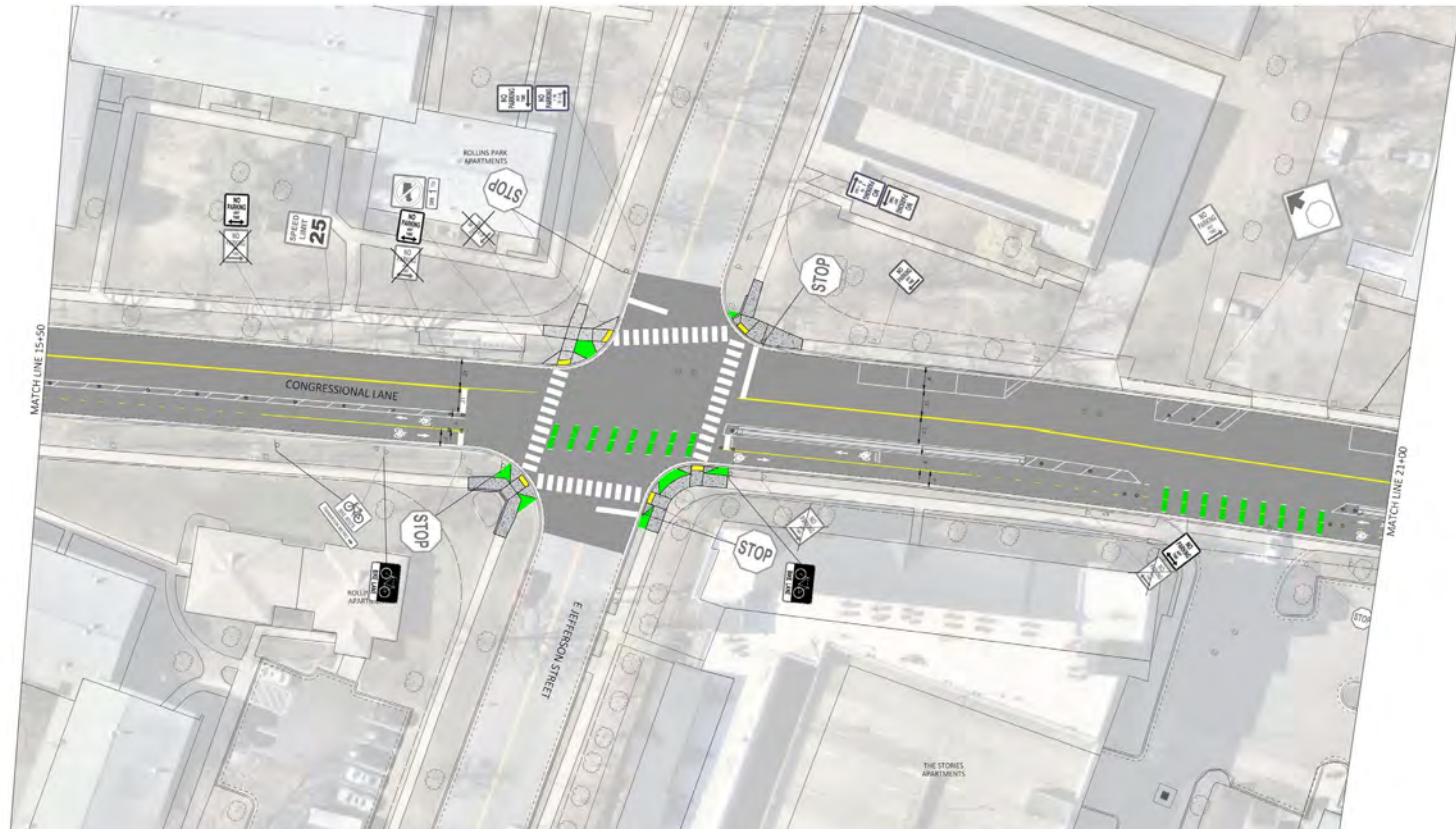
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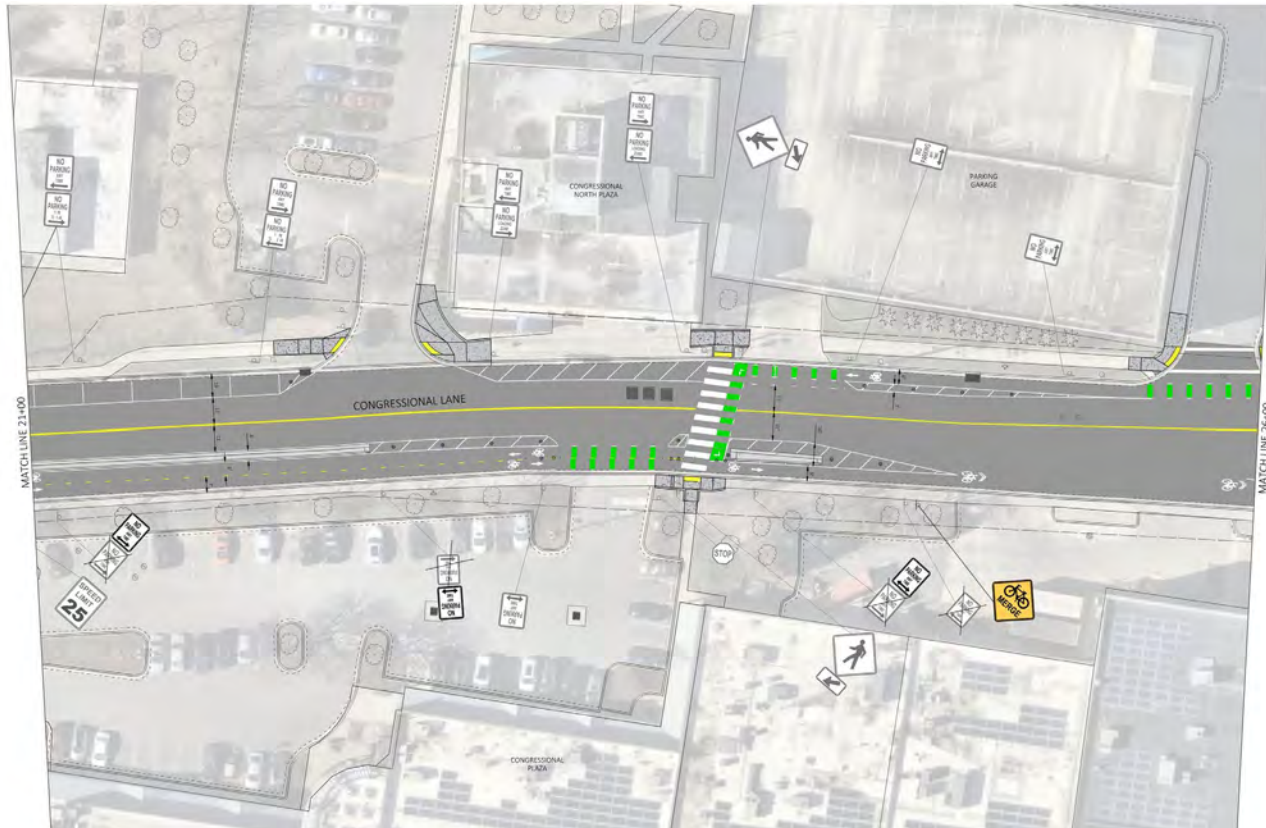
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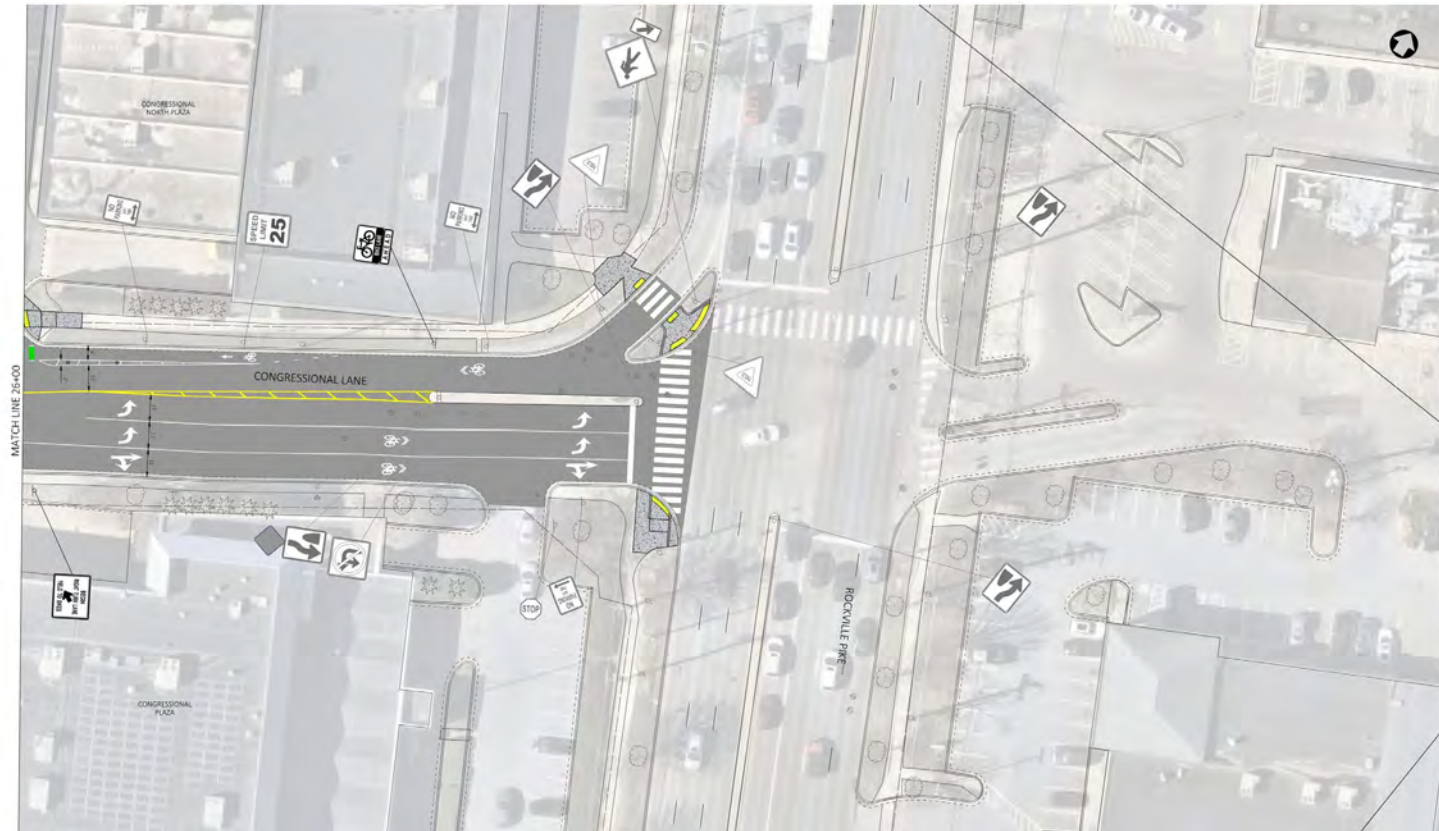
Concepts – Alternative 3 (Sheet 4)



Concepts – Alternative 3 (Sheet 5)



Concepts – Alternative 3 (Sheet 6)



Alternative Impact Summary

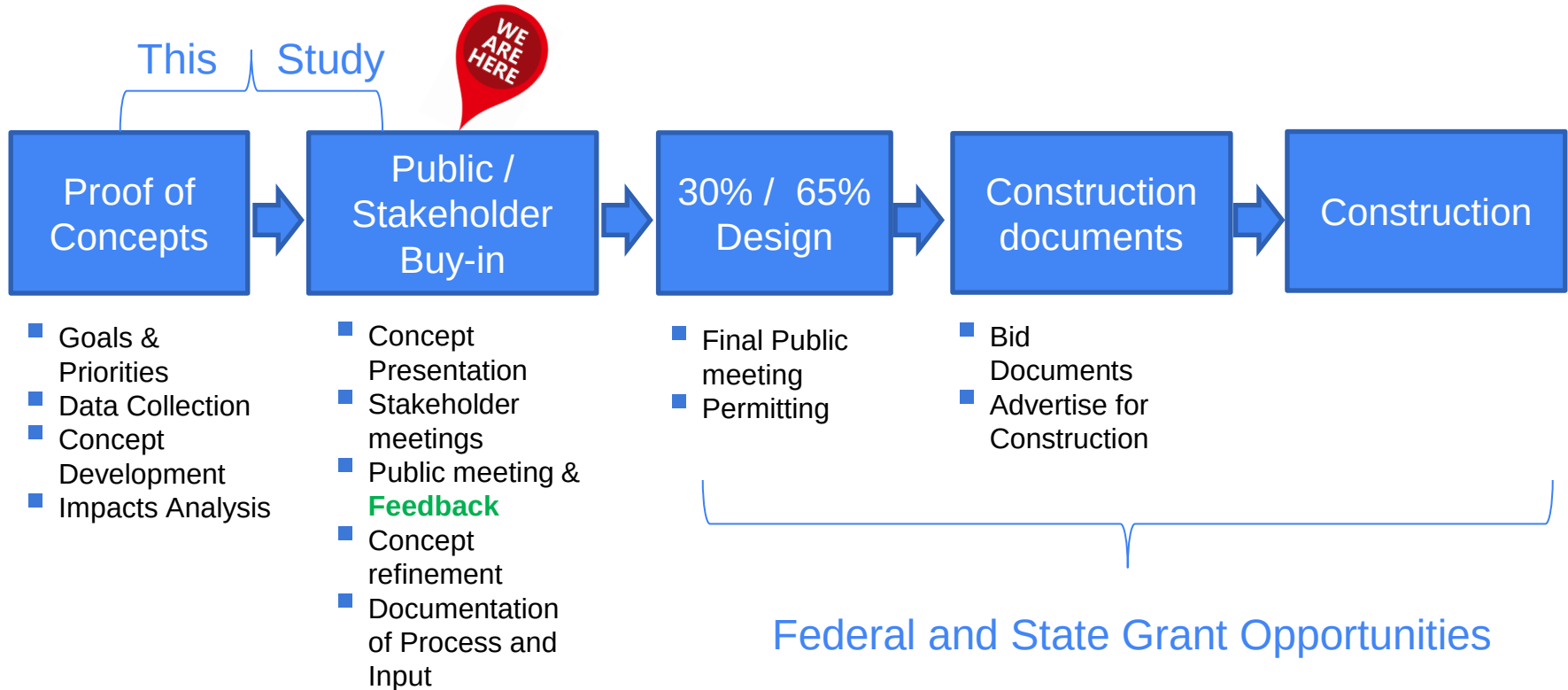
Alternative	Parking	Bike/Ped Safety	Traffic Ops*	Costs
1 - Protected Bike Lanes (PBL)	High	Good	Good	Moderate
2 - PBL + Sharrows	Good	Moderate	Good	Moderate
3 - 2-Way Cycle Track	High	Good	Good	Moderate

*No degradations in traffic operations are expected with any of the alternatives

Impacts:

- Good
- Moderate
- High

Next Steps/ Project Flow





Questions & Feedback

- City of Rockville, Project Manager
Bryan Barnett-Woods
bbwoods@rockvillemd.gov (240) 314-8527
- Mead & Hunt, Engineering Consultant
Josh Coulson, PE
josh.coulson@meadhunt.com (443) 743-3661
- MWCOG Liaison
Jessica Storck
jstorck@mwcoq.org

Appendix H

Public Input Record

Congressional Lane Complete Streets Study
Public Input Record

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Clarification	N/A	Pedestrian or Cyclist Safety	Hope you had a nice holiday. Regarding Congressional Lane, this road certainly needs attention particularly the part between Rollins and E Jefferson (as do all the roads in that area). Some things I would look at/suggest: - allow parking only on one side of the road to allow for wider lanes and large number of buses (school and Ride-On) that utilize the road - allowing parking only on one side might also allow for a bike lane to be put in - flashing lights at the crosswalk from Montrose Park to the Rollins Apartments - installation of speed signs and/or cameras - figure out some way to cut down on the cut through traffic that uses Congressional Lane to get to Montrose Road via Rollins Avenue and Evelyn Drive	Email to City of Rockville	12/2/2024	Rockville Transportation and Mobility Commission Member	Thank you so much for sharing this feedback. For the section of Congressional Lane between Rollins and E. Jefferson St., integrating separated bike infrastructure (buffered bike lanes or cycletrack) will require removal of parking on both sides of the roadway. In all three concept alternatives, the mid block crossing at Montrose Park is improved to a raised crosswalk/speed hump which will function to calm traffic. After installation, if issues persist, additional safety measures such as flashing pedestrian beacon, speed signs, or camera can be evaluated.
Clarification	N/A	Accessibility Concern	The sidewalk on the south side of Congressional is quite narrow closer to the Rockville Pike intersection. At the intersection of Congressional and Rockville Pike, the walk light for pedestrians to cross the Pike should last a bit longer.	Email to City of Rockville	12/2/2024	Rockville Pedestrian Advocacy Committee Member	Thank you so much for sharing this feedback. Signal timing can be evaluated by MDOT SHA at anytime and is not tied to the advancement of this study. Rockville Pike (MD 355) is owned and operated
Clarification	N/A	Accessibility Concern	Curb ramp obstructed and sidewalk obstructed due to Mykonos Grill fencing of sidewalk for the use of a patio seating for customers. City should build out the sidewalk and create new accessible curb ramp. Current configuration forces wheelchair users to use the street to travel. This configuration has been in place over a decade and likely a hardship for the business to correct. Sloping angles also present hazards to walking pedestrians. There is no flat surface for walking or rolling. Mykonos Grill is at 121 Congressional Ln Below, information about Congressional Ln obstruction to accessible public right of way at the curb ramp. The access to the curb ramp is prevented due to the absence of the approach space. This is one of the places in Rockville that force me to use the street rather than the sidewalk. Since this was originally submitted in mid July, I hope it is already on the list of problems/concerns. I never received a response other than what you see below.	Submittal to Online Form	12/4/2024	Rockville Transportation and Mobility Commission Member	Thank you so much for sharing this feedback. The obstructed curb ramp is noted in the study. All three concept alternatives show replacement and realignment of this curb ramp to correct the non-compliant curb ramp issue at Mykonos Grill without requiring adjustments to the outdoor seating structure.
Support	N/A	Pedestrian or Cyclist Safety	This would be nice to have. I think most of the bike traffic I've seen uses the sidewalk on this stretch. The connectivity to Rville pike would be a plus.	Email to City of Rockville	12/5/2024	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback.
Opposition	N/A	Parking Concerns	Yes, I agree....eliminating on-street parking would present challenges for parents and staff visiting the center as well as residents visiting the park.	Email to City of Rockville	1/6/2025	Rockville Recreation & Parks Staff	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Parking Concerns	I would not eliminate parking.	Email to City of Rockville	1/6/2025	Rockville Recreation & Parks Staff	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Parking Concerns	Removing street parking would significantly impact the operations of Montrose Preschool and access for Park visitors. The site has no dedicated parking lot, and eliminating on-street parking would prevent a safe drop-off process for preschool students. Additionally, the existing street parking is already limited for both community members and staff.	Email to City of Rockville	1/6/2025	Rockville Recreation & Parks Staff	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Parking Concerns	In the DPW January monthly report, we saw the Congressional Lane complete street project with the potential for removal of parking on one or both sides of the street. R&P would like to be on the record that eliminating parking would adversely affect use and function of the Montrose Community Center and Park. As you may know, Montrose Park doesn't have a dedicated parking lot and depends on street parking for staff, program participants, and park users. The Montrose Discovery Preschool operates five days per week. Please provide any concepts that are being considered and allow R&P to provide feedback. Happy to discuss.	Email to City of Rockville	1/6/2025	Rockville Recreation & Parks Staff	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. Concept Alternatives 1-3 have been made available on the City of Rockville's project website: https://www.rockvillemd.gov/2393/Vision-Zero-Projects
Clarification	N/A	Traffic Operations	Was there an option to have a climbing lane on the residential portion of Congressional Lane? Between E. Jefferson St and Rollins Ave?	Email to City of Rockville	3/13/2025	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback. Integrating a climbing lane was not included in any of the options as the grade in the residential portion of the roadway is not steep enough for it to be a concern.
Clarification	N/A	Accessibility Concern	For Alternative 1, Is it possible to add a bus platform to the north side of Congressional Lane, similar to the Beall Avenue platform?	Email to City of Rockville	3/13/2025	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback. This type of bus platform will not fit within a roadway configuration of one-lane in each direction. For all concept alternatives proposed, the bus will continue to pull adjacent to the curb at the bus stops for loading and unloading. In concept alternative 1 buses will temporarily block the buffered bike lanes; the area for bus loading is identified with green paint to signal this conflict area.

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Clarification	N/A	Traffic Operations	Is it possible to extend the bicycle lanes on Congressional Lane to MD 355? Could the curb and buffer be moved so the road is wide enough to fit the bike lane?	Email to City of Rockville	3/13/2025	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback. An underlying parameter of this study was to propose concept alternatives that maintain the existing curb configuration. At the intersection with Rockville Pike (MD 355) there is not sufficient space to change the lane configuration to extend the bike lanes without going beyond the City of Rockville's right-of-way into the State's. A supplemental concept has been developed and is included in the report showing how this intersection could be reconfigured to remove the right-turn/slip lane from SB Rockville Pike which would provide space to extend the buffered bike lane on the north side of Congressional Lane. Coordination with MDOT SHA would be required to reconfigure the MD 355 intersection.
Opposition	N/A	Parking Concerns	One RBAC member does not support eliminating the parking on Congressional Lane near Rollins Avenue.	Email to City of Rockville	3/13/2025	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Parking Concerns	One RBAC member (with concurrence of others) believes the two-thirds usage of the on-street parking is an underestimate.	Email to City of Rockville	3/13/2025	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback.
Clarification	N/A	Pedestrian and Cyclist Safety	Is there an option to create a shared use path that is behind the curb?	Email to City of Rockville	3/13/2025	Rockville Bicycle Advisory Committee Member	Thank you so much for sharing this feedback. In early discussions with the City of Rockville, it was determined that a shared-use path was not a viable option for Congressional Lane due to the tree removals and utility relocations that would be required.
Opposition	N/A	Parking Concerns	Good afternoon I heard that you are going to make Bike lane on Congressional Ln I am not agree with that plan as a resident How many people have bicycles for biking? This isn't a good plan There are many people who Park their car in that lane and it is unfair Please don't do this plan Sorry about my English	Email to City of Rockville	3/26/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Parking Concerns Traffic Operations Pedestrian or Cyclist Safety	Dear Sirs: I live on Congressional Lane and normally park at the curb near my building. The existing parking at Rollins Park is normally adequate but this is reliant on the availability of on street parking. Without on street parking, there would be difficulties. When there are issues with parking such as resurfacing of the parking lots, streets, heavy snow fall, tree maintenance, ... if is difficult to find parking. Problems would become severe if there were no parking along Congressional Lane. I would suggest that widening the sidewalks to allow these to serve as pedestrian and bicycle trails would be a better choice. There are not a lot of pedestrians and not a lot of bicyclists currently using the street and not likely to be many anytime soon. The current sidewalks are in poor condition as noted in the report. This is annoying and somewhat dangerous for pedestrians but much more so for cyclists. Other streets are quite a bit further to walk to for parking, already have significant parking from people living on these streets, and Rollins Avenue on the South side between Rockville Pike and Congressional prohibits our parking there. Other streets might try to adopt similar restrictions. I think your suggested improvement would make matters worse for the residents of the area.	Email to City of Rockville	3/26/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. Widening the existing sidewalks was not proposed due to the tree removals and utility relocations that would be required.
Opposition	N/A	Parking Concerns Traffic Operations	I received a flyer on my car overnight regarding the elimination of parking on Congressional due to bike lanes. I'm not sure how the town determined the need for bike lanes, but I've lived here for 20 years and rarely see much bike traffic. As it is Congressional is often backed up to the shopping areas and Greek restaurant, making it difficult to get in and out in rush hours, and narrowing the street with bike lanes is likely going to make matters worse. It also means I'll have nowhere to park on the street, and I can't afford the \$100 a month which my building charges for parking. (As it is the town does little to influence rent increases, and paying \$100 extra per month to park in a half-empty garage is ridiculous.) It's silliness and ill-conceived planning like this which is going to make me just pick up and leave. Is there somewhere that a more formal statement which can be placed on the public record pertaining to this decision can be made?	Email to City of Rockville	3/26/2025	Citizen	Thank you so much for sharing this feedback. In alignment with its 2017 Bikeway Master Plan and its 2023 Pedestrian Master Plan, the City of Rockville is exploring the feasibility of adding bike facilities on Congressional Lane. Concept Alternative 2 does not eliminate on-street parking.

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Support	Concept 3	Traffic Operations	Is 2-way cycle track the most efficient? Seems like a better option as it is only affecting one side of the street.	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback. The study presented three concept alternatives, both Concept 1 and 3 require removal of parking on both sides of the street between E. Jefferson St. and Rollins Ave. to provide the width needed for the bicycle infrastructure. There a pros and cons to consider between the two types of bicycle infrastructure. Concept 3 would minimize conflicts with the existing bus movements and loading as well as day care drop off at Montrose Park.
Clarification	N/A	Traffic Operations	Study report - traffic data from 3 years - traffic pattern may change with onsite work for federal government to return in March.	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback.
Opposition	N/A	Traffic Operations Pedestrian or Cyclist Safety Parking Concerns	Busy street with motor traffic in both directions, playground. Many people from apartments on both sides of road use the crosswalk. Has lived here for 10 years and doesn't see many cyclists. Bike lanes will slow traffic but also the pavement markings will be a distraction to drivers. If parking is removed it will have a large impact to the apt parking lots or surrounding roads. Most important safety feature would be crosswalk at park and maybe add a pedestrian flashing light. Maryland drivers waste gas because of congestion equates to \$3K per driver per year. Street is already busy, adding more bike infrastructure makes is more congested. Put those resources somewhere else where it would have larger impacting.	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. In all three concept alternatives, the mid block crossing at Montrose Park is improved to a raised crosswalk/speed hump which will function to calm traffic. After installation, if issues persist, additional safety measures such as flashing pedestrian beacon can be evaluated.
Opposition	N/A	Traffic Operations	Is this a solution looking for a problem to solve? Is there an existing issue with bikes on Congressional Lane? Frankly, don't see a lot of cyclists between Rollins and Rockville Pike. Kids do bike between apt and playground. 20 yrs ago the city adopted a plan and it is only now that the City has enough money to implement. Does this mean one of the options will be implemented. Is there an option to not build anything?	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback. In alignment with its 2017 Bikeway Master Plan and its 2023 Pedestrian Master Plan, the City of Rockville is exploring the feasibility of adding bike facilities on Congressional Lane. The City of Rockville is collecting public input on the concept alternatives; a concept preference or decision to move the project forward has not been determined.
Opposition	Concept 2	Parking Concerns	Montrose Civic Association - No bike lanes option is advised. Alternative 2 of the 3 options presented is the preferred option to limit the impact to parking which accommodates pick up/drop off at day care. Concerns the parking would shift to other areas of the neighborhood that could cause problems.	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback.
Opposition	N/A	Traffic Operations Pedestrian or Cyclist Safety	So glad to see a study, but disagrees with the study's findings. Majority walking users, limited bikes except for small children. All for exercise and recreation, but don't see how on street bike lanes support that. City and School buses cause width constraints. We live here. There are daily buses with children loading and unloading in addition to city buses. Thank you for researching, but consider all of the existing conditions.	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback.
Clarification	N/A	Pedestrian or Cyclist Safety Traffic Operations	Wheelchair user - usually arrive by bus and often visiting businesses further south via the slip lane. It is scary to maneuver. Drivers aren't always looking for pedestrians but rather are looking for cars. Would you be able to implement raised crossings at slip lanes? or other best practices that would help improve safety and mitigate the hazard. Could eliminating of slip lane be an option? Improvements for bike and pedestrian is needed. Gray shading on plans represents resurfacing.	Virtual Public Meeting	3/27/2025	Citizen	Thank you so much for sharing this feedback. All three presented concepts do include improvements to the existing midblock crossings and E. Jefferson St. crosswalks. A supplemental concept has been developed and is included in the report showing how this intersection could be reconfigured to remove the right-turn/slip lane from SB Rockville Pike. Coordination with MDOT SHA would be required to reconfigure the MD 355 intersection.
Support	N/A	Pedestrian or Cyclist Safety Traffic Operations	Council Member who frequents congressional lane through this whole corridor Rollins to 355. First concern is that cyclists are not using this corridor. Is this because cyclists don't feel safe with the current configuration. Two deaths on Old Georgetown Road - which was the impetus for improvements. Bike lanes also protect pedestrians because there is a buffer between the sidewalk and travel lane. Concern with speed of cars on Congressional Lane. Slip lane allows for cars to move faster. The more we invest in bike lanes, the effect will be to slow traffic. Congestion and confusion exists from the wide variety of vehicle types. Complete streets are a way to accommodate all users in a way that is safer. To address the question why a bike lane here: safer for pedestrians, may increase number of people cycling because of a safer facility, slows traffic.	Virtual Public Meeting	3/27/2025	Council Member	Thank you for sharing this contextual information.
Support	Concept 2	Parking Concerns	Sharrows is the only option for Rollins to Jefferson. Any option is fine with for the section Jefferson to 355. Removing parking will push cars to other areas in the neighborhood. The park needs the parking, many evening soccer and sports events.	Virtual Public Meeting	3/27/2025		Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Opposition	N/A	Traffic Operations Pedestrian or Cyclist Safety	I tried to log on to the meeting but got only a blank screen which said meeting was cancelled v So I'd like to ask why put up bike lanes on a short narrow street (between Rollins and E. Jefferson) at all? Who wants them? How much would it cost? I like bikes as much as anybody, but this idea seems like a waste of money since such lanes wouldn't lead to any other long distance bike lanes. The only change I would recommend is to move the pedestrian crossing between Montrose Park and the Rollins Park apts about 10 feet so that it is directly in front of the park entrance. Situating the crossing a bit further from the street's sharp curve would give pedestrians a better and safer view of oncoming traffic as they cross. I always thought it odd that the crossing was not at the park's entrance.	Email to City of Rockville	3/27/2025	Citizen	Thank you so much for sharing this feedback. In alignment with its 2017 Bikeway Master Plan and its 2023 Pedestrian Master Plan, the City of Rockville is exploring the feasibility of adding bike facilities on Congressional Lane. As shown in the City of Rockville Bikeway Master Plan Proposed Facilities Map, bike facilities on Congressional Lane is one part of a larger network of connected bike infrastructure.
Opposition	N/A	Parking Concerns	Hello Pls do not add a bike lane on congressional lane. It's unnecessary and will hurt the lovely park. If parents won't be able to park there they won't be able to visit the park. It is unnecessary and a bad idea. It won't serve our community but will hurt it. Bike lane is a big mistake and the wrong thing for congressional ln.	Email to City of Rockville	3/28/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Traffic Concerns Pedestrian or Cyclist Safety	Thank you for the presentation tonight. I still do not see an issue with bikes, so please consider adding a fourth alternative which is to not install bike lanes at all, instead, I would encourage improving the visibility of existing cross walks by using the flashing lights signals, similar to the one installed at the cross walk between Congressional Plaza and the professional building. That said, there are two real issues in the neighborhood. 1.First issue is the one way stop sign at the intersection of Rollins Ave and Evelyn Dr/Martha Terrace. I see many motorists coming down Rollins Ave and almost getting into accidents because they thought the intersection is controlled by a 4 way stop sign. Recommend putting in a Flashing Stop Sign that is motion activated by oncoming traffic to alert Rollins Ave motorists that crossing traffic does not stop. 2.Second issue is motorists taking the illegal left turn from Montrose Road into either Evelyn Drive or Wilmart Street. City police will sometimes sit on Evelyn Drive or Wilmart Street to discourage the illegal turns, but that only works when they are present. It is sad to think that some of those motorists are actually residents in the neighborhood who think the signage does not apply to residents. Perhaps installing a camera to record the illegal left turns on those corners and issue fines would deter continued illegal left turns?	Email to City of Rockville	3/28/2025	Citizen	Thank you so much for sharing this feedback. In alignment with its 2017 Bikeway Master Plan and its 2023 Pedestrian Master Plan, the City of Rockville is exploring the feasibility of adding bike facilities on Congressional Lane. As shown in the City of Rockville Bikeway Master Plan Proposed Facilities Map, bike facilities on Congressional Lane is one part of a larger network of connected bike infrastructure. The City of Rockville is collecting public input on the concept alternatives; a concept preference or decision to move the project forward has not been determined. Thank you for pointing out these issues at Evelyn Dr and Rollins Ave. This is outside of the study area and scope of work for this project, however, the City of Rockville can evaluate these concerns separately from this project.
Opposition	N/A	Parking Concerns	Thank you for your presentation tonight. I do not support bike lanes on Congressional. In the meeting tonight, there was no resident who wanted bike lanes. I heard that residents think bike lanes will improve pedestrian safety, but if there was no community advocating for these bike lanes in the first place, it seems like the improvements to pedestrian safety could be made without removing parking or making other adjustments. I would like the City of Rockville to demonstrate that there is a desire for bike lanes - that there are current Rockville residents who are advocating for this change. Is there a strong community of bicyclers advocating for these changes? If so, why did they not come and speak at this meeting? I would like to have a meeting where we hear from them and understand their needs and concerns for their safety on the current Congressional Lane where they are allowed to ride on the road as is. Also, I would like the City to consider that there are other modes of transportation like scooters and Segways. Are they permitted in bike lanes? It seems like we should have places for them to be as well? Why are bikes getting their own place, but not scooters and Segways? Parking must be maintained on Congressional Lane in front of the Rollins Congressional housing and Montrose Park. The parking is critical for park and community center (currently a day care) access for the residents in Rockville who drive to the park. Our neighborhood is already under stress when it comes to parking. We do not want parking on Congressional to disappear. You should also speak with the residents in Rollins Congressional to obtain their feedback on any proposed changes.	Email to City of Rockville	3/28/2025	Citizen	Thank you so much for sharing this feedback. In alignment with its 2017 Bikeway Master Plan and its 2023 Pedestrian Master Plan, the City of Rockville is exploring the feasibility of adding bike facilities on Congressional Lane. As shown in the City of Rockville Bikeway Master Plan Proposed Facilities Map, bike facilities on Congressional Lane is one part of a larger network of connected bike infrastructure. The City of Rockville has received letters of support of bike facilities from the Rockville Pedestrian Advocacy Committee, Rockville Bicycle Advisory Committee, and Transportation and Mobility Commission. Scooters, segways, skateboards, mobility scooters, and other similar modes of transportation are acceptable in bike lanes or cycletrack facilities. Concept Alternative 2 does not eliminate on-street parking.
Opposition	N/A	Parking Concerns Traffic Operations	I agree that bike lanes are not suitable on Congressional lane. Street parking is essential. If the County wanted to help pedestrians, they would eliminate cut through drivers on Evelyn Drive. I can't cross the street because of constant traffic, mostly going to 270, but also making the illegal left turn by eastbound traffic.	Email to City of Rockville	3/28/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. Thank you for pointing out these issues at Evelyn Dr and Rollins Ave. This is outside of the study area and scope of work for this project, however, the City of Rockville can evaluate these concerns separately from this project.

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Support	N/A	Pedestrian and Cyclist Safety	I was unable to attend the 3/27 meeting for the Complete Streets study for Congressional Lane but wanted to reach out to let you know that I fully support adding in the bike lanes. From what I gathered from the Montrose neighborhood email group summary, I live on Wilmart St, there were no attendees that supported the bike lanes solely because they would remove some street parking. Let me know if you need anything from me.	Email to City of Rockville	3/28/2025	Citizen	Thank you so much for sharing this feedback. The majority of attendees at the public meeting voiced a preference to preserve existing parking along Congressional Lane. The City of Rockville has received letters of support of bike facilities from the Rockville Pedestrian Advocacy Committee, Rockville Bicycle Advisory Committee, and Transportatioe n and Mobility Commission.
Opposition	N/A	Parking Concerns Traffic Operations	If public safety is the goal, the best thing to do would be to control the traffic at the four way stops at East Executive and Congressional, and Rollins and Congressional. Adding bicyclers to four way stops where cars routinely do not stop only adds more danger. •What about parking for the community center/City of Rockville preschool? How do parents safely drop off and pick up with no parking? What is likely to happen is cars will pull up, put their hazards on, and drop off their child. Is that acceptable? •What about the metro and school bus routes? On Congressional between East Executive and Rollins there are multiple metro and MCPS bus stops. Farmland ES sends two buses to pick up students and loading and unloading students can take over five minutes. Are we planning to move the bus stops? Will bicyclers be expected to stop for the buses? How do you provide safety for both the bicyclers and the children if the stops aren't moved? Currently magnet school buses for elementary, middle and high school pick up on Congressional in front of the community center/preschool. When it's dark, snowing, raining, or below freezing at 7:30 am we wait in the car with our elementary student for the bus to keep her warm and safe. If a child is standing away from the road under the overhang at the community center/preschool the bus driver could easily not see them and leave the child stranded. Buses have gone past us without stopping before, requiring us to call the bus depot to have the bus turn around. If we weren't there, our daughter, who has no cell phone and no way to contact us, would be stranded. •Where are the residents from the Towers, Stories and Garden Apartments who use Congressional for parking going to go? If they start parking in the Montrose neighborhood, it would further crowd already crowded streets where only one car can pass at a time as it is. Residents have to pull between parked cars to allow traffic flow. •What about trucks that use Congressional for deliveries to Congressional Plaza and the Congressional office building, where will they park? •Where do residents who want to use our playgrounds, basketball courts, tennis courts and soccer fields park? When the Wegman's opens there will be even more traffic in the area. The Montrose neighborhood is already a high cut through for people going from Montrose to Rockville Pike. As long as people are not respecting the four way stops, increasing traffic and encouraging bicycling at the same time will only create more dangerous situations. We strongly oppose taking away parking and adding bike lanes.	Email to City of Rockville	4/1/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. Concept Alternatives 1 and 3 propose removing on-street parking, but will continue to accommodate bus loading/unloading at the existing public transit stops.
Opposition	N/A	Traffic Concerns Pedestrian or Cyclist Safety	Please, enough with the bike lanes in Rockville. Rockville is a city full of cars now. It is no longer the sleepy town with neighborhoods and 2 lane roads. People are in a rush to get everywhere; I have not seen a person on a bike on the Pike or Old Georgetown Road or in the "town center" in a couple of years. Bike lanes, or not, IT IS TOO DANGEROUS TO BIKE NOW! Do you think we don't notice the congestion on the roads at all hours of the day? Who exactly are all the high rises being built for? Certainly not for families; no schools are being built for any children of all the newcomers you are trying to woo. And the roads are not being widened for all the cars bringing these newcomers. The ill-conceived and poorly planned projects of the MC Council and Rockville City Council have caused enough turmoil. Our beautiful tree canopy is systematically being destroyed by all of the development in Rockville. I haven't seen a butterfly in my yard in years. JUST STOP. ENOUGH IS ENOUGH. Perhaps it is the right time for Council members to leave their offices at around 2:00 in the afternoon and take a road trip around the city streets, pass some new developments (especially that monstrosity on Rockville Pike), then get on 270 North for a while, and back to Rockville City streets to see for themselves how their citizens are spending their afternoons/& or mornings. Maybe drive up and down Old Georgetown Road to Rockville Pike to see how those bike lanes are working out before adding bedlam to my Montrose Park neighborhood.	Email to City of Rockville	4/3/2025	Citizen	Thank you so much for sharing this feedback.
Support	Concept 1	Pedestrian or Cyclist Safety	See full text of this letter following this table. The letter noted support of the following design components: - Concept 1 is the preferred concept. - If Concept 1 can not be advanced, then Concept 2 is preferred. - Not opposed to Concept 3, but not the preferred option.	Letter to the City of Rockville	4/3/2025	Rockville Bicycle Advisory Committee	Thank you so much for sharing this feedback.

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Opposition	N/A	Parking Concerns Traffic Operations Pedestrian or Cyclist Safety	I live on Congressional Ln. I honestly think biking should not be encouraged on a busy and dangerous road. That is not promoting safety, it is actually promoting accidents. Congressional Lane is already a very busy road with parks, playgrounds, sport field, large apartments and six school buses running on this road! Park and community center visitors need parking as well. There are ONLY 92 parking space on this road. We don't need bike lanes. I didn't see any bikers on this street other than kids riding bikes in the playground. This community mainly federal government workers and we all are back to offices now! Therefore we want to improve not worsen the traffic, which waste time, exhaust CO2 on road. We just want to leave this road as it is now. No work on this road is welcomed. Please save our precious tax dollars for more important work!!!	Email to City of Rockville	4/9/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. The City of Rockville is collecting public input on the concept alternatives; a concept preference or decision to move the project forward has not been determined.
Opposition	N/A	Traffic Operations	We don't want bike lane on congressional Lane. Thank you	Email to City of Rockville	4/9/2025	Citizen	Thank you so much for sharing this feedback.
Opposition	N/A	Parking Concerns Traffic Operations Pedestrian or Cyclist Safety	I am writing to reiterate my concern and objection to the Congressional Lane bike lane plan. As I have expressed in the public meeting on March 27, my reasons as: 1) Biking should not be encouraged on a busy and dangerous road. That is not promoting safety, it is promoting accidents. Congressional Lane is already a very busy road with a park, playgrounds, sport field, large apartments and SIX SCHOOL BUSES running on this road. 2) We don't need a bike lane. Neighbors all say we didn't see any bikers on this street other than kids riding bikes in the playground. This is also the city residents' normal response to reality on this road above. Based on this I would not expect more bikers on this road even with a bike lane. 3) Park and community center visitors need parking as well. There are 92 parking spaces on this road. Nowhere can provide parking for these 92 cars. We can't ignore the needs of 92 resident families on this road, but create biking opportunities for rare "potential bikers". 4) This community is mainly federal government workers and we are all back to office now. We don't have time for biking, but instead, we want to improve and not worsen the traffic, which wastes time, exhausts huge amounts of CO2 during breaks and congestion on the road. (Read news from science, data and research: https://www.fox5dc.com/news/new-study-shows-poor-road-conditions-costing-maryland-drivers-billions, https://wtop.com/maryland/2025/03/how-much-money-do-motorists-lose-each-year-commuting-on-roads-in-maryland/ These research clearly show that improving traffic is to protect our environment, not the opposite way). 5) We just want to leave this road as it is now. No work on this road is welcome. Please save our precious tax dollars for more important work. (MD has a \$3 Billion deficit and will increase tax by \$1.6 Billion!) We will let you know if we need other forms of support to our community. Based on these, I strongly object to the plan to install any bike lanes on Congressional Lane. Thank you so much for your consideration and support to our community!	Email to City of Rockville	4/11/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. The City of Rockville is collecting public input on the concept alternatives; a concept preference or decision to move the project forward has not been determined.
Support	Concept 2	Pedestrian or Cyclist Safety Traffic Operations	See full text of this letter following this table. The letter noted support of the following design components: realignment of the curb ramp at 121 Congressional Lane (Mykonos Grill) to correct a curb ramp not in compliance with ADA regulations. - Concept 2 is the preferred concept. - request to eliminate the free right turn at MD 355 and Congressional Lane. - provide a marked crosswalk at the bus stop located roughly 500-ft west of E. Jefferson Street, suggest positioning a speed hump/raised crossing here. - request to include text in the study report that "all improvements shall meet ADA accessibility requirements and the newly adopted PROWAG standards.	Letter to the City of Rockville	4/17/2025	Rockville Pedestrian Advocacy Committee	Thank you so much for sharing this feedback. All three presented concepts propose to reconfigure/replace the curb ramp at 121 Congressional Lane. A supplemental concept has been developed and is included in the report showing how this intersection could be reconfigured to remove the right-turn/slip lane from SB Rockville Pike. Coordination with MDOT SHA would be required to reconfigure the MD 355 intersection. Concept 2 has been revised to add a second midblock crossing at the bus stop located roughly 500-ft west of E. Jefferson Street, to be constructed as a raised crossing. - the report includes text that improvements shall be in accordance with ADA accessibility requirements and PROWAG standards.
Opposition	N/A	Traffic Operations	WE DONT WANT BIKE LANE ON CONGRESSIONAL LANE. THANK YOU	Email to City of Rockville	4/20/2025	Citizen	Thank you so much for sharing this feedback.
Opposition	N/A	Traffic Operations	We don't want bike lane on Congressional Lane. Thank You	Email to City of Rockville	4/20/2025	Citizen	Thank you so much for sharing this feedback.

General Support / Opposition	Concept Preference, if any	Category	Comment	Source	Date	Comment Origin	Response
Support	Concept 2	Parking Concerns Traffic Operations	See full text of this letter following this table. The letter noted support for the following design components: - realignment of the curb ramp at 121 Congressional Lane (Mykonos Grill) to correct a curb ramp not in compliance with ADA regulations. - Concept 2 is the preferred concept. - request to eliminate the free right turn at MD 355 and Congressional Lane. - provide a marked crosswalk at the bus stop located roughly 500-ft west of E. Jefferson Street, suggest positioning a speed hump/raised crossing here. - request to include text in the study report that "all improvements shall meet ADA accessibility requirements and the newly adopted PROWAG standards.	Letter to the City of Rockville	4/22/2025	Transportation and Mobility Commission	Thank you so much for sharing this feedback. All three presented concepts propose to reconfigure/replace the curb ramp at 121 Congressional Lane. A supplemental concept has been developed and is included in the report showing how this intersection could be reconfigured to remove the right-turn/slip lane from SB Rockville Pike. Coordination with MDOT SHA would be required to reconfigure the MD 355 intersection. Concept 2 has been revised to add a second midblock crossing at the bus stop located roughly 500-ft west of E. Jefferson Street, to be constructed as a raised crossing. - the report includes text that improvements shall be in accordance with ADA accessibility requirements and PROWAG standards.
Opposition	N/A	Parking Concerns	I hope you had a good weekend. I would like to share my thoughts regarding the bike lanes plan on Congressional Lane. Although I don't have an issue with the concept of bike lanes, the city has to be aware of the parking related outcome and factor that into the process. There are currently dozens of vehicles parked daily on Congressional, some live in the apartment complex (some without permit to the complex lots), some are visitors, and some that come to the park (you are welcomed to come in the evening one of the days this week and see the amount of people that come to the park and playground). Many won't be able to use the parking lots on the street since a permit is required, and they will park on adjacent streets, mainly Rollins, Lorraine Dr, and Martha Terrace. There is no alternative parking lot that I am aware of. Most of the streets do not require a parking permit, and when there is a parking permit requirement there is zero enforcement (personal experience, our side has signs, no enforcement whatsoever). Please make sure that neighbors in the Montrose neighborhood have a parking space when we come back home at all hours of the day (for example, maybe you can add a lot somewhere, restrict parking and increase enforcement).	Email to City of Rockville	4/28/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. The City of Rockville is collecting public input on the concept alternatives; a concept preference or decision to move the project forward has not been determined.
Opposition	N/A	Traffic Operations	we don't want a bike lane on congressional lane. Thank you.	Email to City of Rockville	4/29/2025	Citizen	Thank you so much for sharing this feedback.
Opposition	N/A	Parking Concerns	Good afternoon. My name is [unintelligible] and I live at The Crest on Congressional. And someone put up on the --right outside the main door to the side entrance here, something sticker about 'say no to bike lanes on Congressional.' But they said that the comment period seems to end, I don't know if it ends today, and it's worthwhile for me to send something in, or it's already too late and the guy was just leaving it on the door because it's over. But if you can call me back and let me know if you're still taking comments about it, I'd be glad to send something in. they put an email--had your BB Woods at Rockville Maryland dot gov. So if it's not too late, I'd like to send something in saying we prefer our parking and don't need bike lanes there--especially because the building charges so much for parking. So if you could let me know, my number at work is 202 866 6301 and if it's not too late I'll be glad to send something in opposed to the bike lanes. All right, thank you.	Voicemail to City of Rockville	4/30/2025	Citizen	Thank you so much for sharing this feedback. Concept Alternative 2 does not eliminate on-street parking. The City of Rockville is collecting public input on the concept alternatives; a concept preference or decision to move the project forward has not been determined.



April 2, 2025

Craig Simoneau, Director
Department of Public Works
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

RE: Rockville Bicycle Advisory Committee Comments for the Congressional Lane Complete Street Study

Dear Mr. Simoneau,

The Rockville Bicycle Advisory Committee (RBAC) would like to extend its thanks for the city's efforts to improve bicycling citywide. The separated bicycle lanes in the Rockville Town Center, and the soon-to-be-built facilities on Martins Lane make it easier for bicyclists to safely travel throughout Rockville. Bicycle lanes are a benefit to not only bicyclists, but also pedestrians and motorists because they create a safe space for bicycle travel, help calm motor vehicle speeds, and increase the buffer between speeding vehicles and pedestrians. We also appreciate the city's ongoing and incremental approach to expand the city's bicycle network.

The Department of Public Works (DPW) is studying the feasibility of adding bicycle facilities to Congressional Lane through an MWCOG Transportation Land Use Connections project. RBAC members attended the virtual public meeting discussing the project on March 27, 2025, and city staff presented the alternatives to RBAC during the March 2025, meeting. On behalf of RBAC, I request DPW take the following recommendations and comments into consideration.

RBAC strongly supports Option 1, which includes separated bicycle lanes in each direction of Congressional Lane for the full extent of the roadway between Rollins Avenue and Rockville Pike (MD 355). Designated and fully separated bicycle lanes provide the best opportunity for people of all ages and abilities to safely and comfortably ride bicycles. We recognize that this option will eliminate all the existing on-street parking along the segment between Rollins Avenue and E. Jefferson Street, however removing the parking will increase visibility for all roadway users, help reduce congestion, and help maintain more street space for motorists to navigate around buses.

If DPW cannot advance Option 1, we recommend Option 2, which includes shared roadway markings along the residential section of Congressional Lane between Rollins Avenue and E. Jefferson Street and separated lanes on the commercial section of Congressional Lane between E. Jefferson Street and Rockville Pike. If this option is advanced, we recommend DPW install an additional speed hump in the residential section to further ensure motorists travel the posted limit. Shared roadways only provide limited safety benefits and while they may help direct bicyclists and increase awareness for motorists, sharrows do not reduce the likelihood of crashes. This option also includes traffic calming measures to better manage motor vehicle travel speeds. We strongly encourage DPW to provide the separated bicycle lanes along the

commercial section of Congressional Lane. Currently, this section of the street is wider than necessary, and this encourages motorists to drive faster than appropriate which discourages bicycle use. This roadway is wide enough to accommodate on-street parking and bicycle lanes, and it will eventually connect to bicycle facilities associated with the MD 355 Bus Rapid Transit project.

RBAC does not oppose Option 3, however it is not the preferred option. This option includes an on-street cycle track for most of Congressional Lane. While cycle tracks have shown to improve overall roadway safety, the bi-directional nature can sometimes result in crashes when motorists making right turns are not paying full attention to other roadway users. Additionally, this option requires a unique transition on the commercial section of Congressional Lane to allow bicyclists to enter the cycle track. While most bicyclists will be able to navigate this crossing, it may discourage some people from bicycling and confuse motorists.

Expanding the city's bikeway network is a crucial component to helping the city achieve its Comprehensive Plan goals and implement the Vision Zero and Climate action plans. Bicycling is an affordable and safe transportation solution available to most residents, visitors, and employees. A supportive multimodal infrastructure can help everyone live healthier and better-quality lives. RBAC greatly appreciates the city's work to improve bicycling and for the opportunity to provide comments and guidance on these important projects.

Once again, RBAC recommends DPW implement Option 1, which includes designated and separated bicycle lanes in both directions along the full extent of Congressional Lane.

Please feel free to contact me should you want to further discuss the Congressional Lane complete streets study or other bicycling projects in the city. RBAC is happy to assist in any way we can.

Sincerely,

Jake Jakubek

Jake Jakubek, Chair
Rockville Bicycle Advisory Committee



April 17, 2025

Craig Simoneau, Director
Department of Public Works
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

RE: Rockville Pedestrian Advocacy Committee Comments for the Congressional Lane Complete Street Study

Dear Mr. Simoneau,

The Rockville Pedestrian Advocacy Committee (RPAC) appreciates the opportunity to provide comments on the city's ongoing Congressional Lane Complete Street study. Many pedestrians on Congressional Lane and in that neighborhood. RPAC supports the city's efforts to improve pedestrian travel and looks forward to continue collaboration with the city to ensure pedestrians are able to safely, directly, and conveniently walk and roll throughout the Rockville.

The Congressional Lane Complete Street study is evaluating three options improve roadway safety on Congressional Lane. City staff shared the three options with RPAC during the March 2025, meeting, and RPAC members attended the March 27, 2025, virtual public meeting to discuss the project. RPAC requests the Department of Public Works consider the following comments.

Since Congressional Lane already has sidewalks on both sides of the street, the most noticeable change in the proposed options is the inclusion of on-street bicycle facilities. RPAC recognizes that separated on-street bicycle lanes can contribute to an improved pedestrian environment by reducing motor vehicle travel lane widths to encourage lower vehicles speeds and increase visibility of pedestrians by eliminated on-street parking, which can block pedestrians. However, on-street parking can also help reduce travel lane widths and acts as a buffer for pedestrians.

RPAC supports Option 2, which includes a shared roadway along the residential section of Congressional Lane between Rollins Avenue and E. Jefferson Street, and a separated bicycle facility along the commercial section of Congressional Lane between E. Jefferson Street and Rockville Pike. This option does not impact on-street parking on the residential section of Congressional Lane and also includes a raised crossing at the park and daycare entrance and a second speed hump near the entrance to the multifamily homes just west of E. Jefferson Street. Additionally, the option proposes separated bicycle facilities and a pedestrian refuge median on the commercial section of Congressional Lane. These improvements will help reduce the motor vehicle travel lane width, which is very wide on this section, and help calm traffic near the entrance of the shopping centers.

RPAC further supports the realignment of the curb ramp at 121 Congressional Lane. This improvement will improve ADA access along this sidewalk.

In addition to the proposed improvements, RPAC recommends the following enhancements to Congressional Lane.

1. **Eliminate the “free right turn” at Congressional Lane and Rockville Pike.** Free right turns, also known as slip lanes, are designed to facilitate higher speed motor vehicle turning movements and more through put at intersections. However, this type of right turn does not improve safety for pedestrians and can create an even less safe situation where motorists will not be looking for pedestrians. RPAC recommends this plan propose removing the right turn slip lane at the Congressional Lane and Rockville Pike intersection and replacing it with a standard right-turn lane.
2. **Provide a marked crosswalk crossing Congressional Lane at the bus stop.** There is a well-used bus stop roughly 500 feet west of E. Jefferson Street. Transit riders using this bus stop will cross mid-block to access the Rollins Park apartments. Option 2 includes a speed hump in this area. RPAC recommends the speed hump be positioned closer to the bus stop and be replaced as a raised crossing.
3. **ADA and PROWAG Compliance.** While improvements shown in the options include detectable warning surfaces and curb ramps that would meet ADA accessibility requirements and PROWAG standards, RPAC recommends the Department of Public Work include text in the study that all improvements shall meet ADA accessibility requirements and the newly adopted PROWAG standards.

Please feel free to contact me should you want to further discuss the Congressional Lane complete streets study. RPAC is happy to assist in any way we can.

Sincerely,



Paula Hubble, Chair
Rockville Pedestrian Advocacy Committee

April 22, 2025

Craig Simoneau, Director
Department of Public Works
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

RE: Transportation and Mobility Commission Comments for the Congressional Lane Complete Street Study

Dear Mr. Simoneau,

The Transportation and Mobility Commission (TMC) appreciates the opportunity to provide comments on the city's ongoing Congressional Lane Complete Street study. Congressional Lane is in a multimodal neighborhood with diverse uses and the street currently includes people driving, biking, walking, rolling, and taking transit. TMC supports the city's efforts to improve travel options and safety for all road users.

The Congressional Lane Complete Street study is evaluating three options to improve roadway safety on Congressional Lane. City staff shared the three options with TMC during the March 2025, meeting, and TMC members attended the March 27, 2025, virtual public meeting to discuss the project. TMC requests the Department of Public Works consider the following comments.

Since Congressional Lane already has sidewalks on both sides of the street, the most noticeable change in the proposed options is the inclusion of on-street bicycle facilities. TMC recognizes that separated on-street bicycle lanes can encourage biking trips by decreasing the level of traffic stress for cyclists and increasing safety. They also contribute to an improved pedestrian environment by reducing motor vehicle travel lane widths to encourage lower vehicle speeds and increase visibility of pedestrians by eliminating on-street parking, which can block pedestrians. However, the TMC is concerned about options that would remove all on-street parking in the residential section between Rollins Avenue and E. Jefferson Street. This parking is well used by both residents in the Montrose community and by those visiting Montrose Park and daycare. If this parking is removed, residents along Congressional Lane and people visiting Montrose Park will likely seek on-street parking elsewhere, which could impact traffic patterns and availability of on-street parking in adjacent neighborhoods.

The TMC supports the realignment of the curb ramp at 121 Congressional Lane. This improvement will improve ADA access along this sidewalk and is included in all options.

TMC supports Option 2.

Option 2 proposes a shared roadway, or sharrows, along the residential section of Congressional Lane between Rollins Avenue and E. Jefferson Street, and a separated bicycle lane along the commercial section of Congressional Lane between E. Jefferson Street and Rockville Pike. While a shared roadway does not provide the same safety benefits of dedicated

bicycle lanes, this option will maintain on-street parking for residents and visitors, and provide a speed hump and raise crossing along the residential portion. The collected data for this study indicated that the residential section of Congressional Lane had fewer crashes than the commercial portion. We anticipate the additional speed humps will help encourage motorists to travel the posted limit and increase safety and comfort for people bicycling on this section. This option also includes separated bicycle lanes along the commercial section of the street, with a pedestrian refuge median at the mid-block crossing, which will increase that section's bicycle level of comfort, pedestrian safety, and help address past crashes. Additionally, the commercial section's current width will allow most on-street parking to remain.

In addition to the proposed improvements, TMC recommends the following enhancements be added to Congressional Lane regardless of which option is chosen.

1. **Eliminate the "free right turn" at Congressional Lane and Rockville Pike.** Free right turns are designed to facilitate higher speed motor vehicle turning movements and more through put at intersections. This is in direct conflict with increasing multimodal safety. Lower motor vehicle speeds are important for improving safety along streets with multiple modes and activities, such as Congressional Lane. However, this type of right turn does not improve safety for pedestrians and cyclists and can create an even less safe situation where motorists will not be looking for these road users when turning onto Congressional Lane. The TMC recommends this plan remove the right turn slip lane at the Congressional Lane and Rockville Pike intersection and replace it with a standard right-turn lane.
2. **Provide a marked crosswalk crossing Congressional Lane at the bus stop.** There is a well-used bus stop roughly 500 feet west of E. Jefferson Street. Transit riders using this bus stop will cross mid-block to access the Rollins Park apartments. Option 2 includes a speed hump in this area. TMC recommends the speed hump be positioned closer to the bus stop and be replaced as a raised crossing.
3. **ADA and PROWAG Compliance.** While improvements shown in the options include detectable warning surfaces and curb ramps that would meet ADA accessibility requirements and PROWAG standards, TMC recommends the Department of Public Works include text in the study that all improvements shall meet ADA accessibility requirements and the newly adopted PROWAG standards.

Please feel free to contact me should you want to further discuss the Congressional Lane Complete Street Study. TMC is happy to assist in any way we can.

Sincerely,



Kathleen Kleinmann, Chair
Transportation and Mobility Commission

Mr. Craig Simoneau

RBAC Comments for Congressional Lane Complete Streets Study

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CC: City of Rockville Mayor and Council

Emad Elshafei, Chief of Traffic and Transportation, Department of Public Works

Bryan Barnett-Woods, Principal Transportation Planner, Traffic and Transportation, Department of Public Works