Takoma-Langley Crossroads Transit Center Environmental Evaluation

Prepared By:

Washington Metropolitan Area Transit Authority

June 2015

This page intentionally left blank.

Table of Contents

List of Figures

List of Tables

Appendices

1. Introduction

The Maryland Transit Administration (MTA) of the Maryland Department of Transportation, in coordination with the Federal Transit Administration (FTA), is constructing the Takoma-Langley Crossroads Transit Center ("the Transit Center") in the northwest corner of the University Boulevard (MD 193) and New Hampshire Avenue (MD 650) intersection in Takoma/Langley Park in Prince George's County, Maryland. The Transit Center will consolidate the large number of existing bus stops and bus routes at one central location and improve pedestrian and bus patron safety. MTA received American Recovery and Reinvestment Act (ARRA) stimulus funds for the project, and prepared a Categorical Exclusion (CE) for the facility in November 2009, in accordance with FTA policies and procedures for implementing the National Environmental Policy Act of 1969 (23 CFR 771).

Once constructed, the Washington Metropolitan Area Transit Authority (WMATA) will manage the operations and maintenance of the Transit Center. To satisfy WMATA Compact requirements, specifically §14(c)(1), this environmental evaluation (EE) describes the project and documents the potential effects of the Transit Center on the human and natural environment in terms of transportation, social, economic, and environmental factors. The information developed in the 2009 CE prepared by MTA was used as the basis for this EE, with some information updated as appropriate to reflect current conditions.

The purpose of the evaluation is to provide information on the environmental issues of WMATA's proposed operation of the Transit Center. To provide the opportunity for public comment, a Public Hearing is scheduled for 6:00pm, July 14, 2015 at the Langley Park Community Center. Based upon the conclusions of this evaluation, coordination with state and local agencies, and comments from the public, the WMATA Board will make a decision regarding the implementation of the proposed operation of the Takoma-Langley Crossroads Transit Center.

2. Project Purpose and Need

The Takoma/Langley Park area is situated along the border of Montgomery County and Prince George's County, northeast of the District of Columbia, near the intersection of MD 650 and MD 193 (also known as the "Crossroads"). A history of serious pedestrian accidents and fatalities in the Takoma/Langley Park Crossroads area prompted community concern and an urgent call by local elected officials for corrective measures. Currently 13 bus routes (Metrobus, Ride On, The Bus, and University of Maryland shuttle) converge at the Crossroads area, with over 60 buses per peak hour serving the area, making this location one of the busiest non-Metrorail transit hubs in the Washington region. Moreover, the Crossroads area has a heavily transit-dependent population with over 12,000 bus patrons who utilize public transit as their primary means of transportation.

Currently, buses stop along the existing through lanes on New Hampshire Avenue and University Boulevard. Bus patrons transferring to other bus routes must make difficult and often unsafe movements across multiple lanes of traffic to reach their subsequent bus stop and are at risk for vehicular/pedestrian accidents. Additionally, the existing bus stops have very limited amenities for passengers. For instance, during periods of inclement or high-temperature weather, patrons have only limited shelter available while waiting for a bus to arrive.

In addition to the heavily transit-dependent population, large pedestrian volumes, and serious auto traffic congestion, the Takoma/Langley Park Crossroads area includes three major shopping centers surrounded by high-density residential development, and two high-volume state arterials connecting the Capital Beltway (Interstate 495) to Washington, DC. These factors create a situation in which substantial

pedestrian volumes cross major roadways and intersections in potentially unsafe conditions to access transit, shop, or travel to and from residences.

The Transit Center will consolidate the large number of existing bus stops and bus routes at one central location. By having transit boarding and alighting take place off-street, pedestrian and bus patron safety will be improved. Amenities such as shelters and benches will improve passenger convenience and comfort. In addition, the removal of bus stops from the surrounding congested streets will enhance the Federal Highway Administration (FHWA)-approved pedestrian crossing improvements implemented by the Maryland State Highway Administration (SHA) in the mid-2000s.

Construction of the Transit Center represents the culmination of several years of planning and design collaboration between MTA, SHA, WMATA, Montgomery County, Prince George's County, the Maryland-National Capital Park and Planning Commission (M-NCPPC), the City of Takoma Park, and numerous community organizations, businesses and residents. Section 4.9 discusses public involvement for the project.

The Transit Center has been designed to achieve the following primary objectives:

- Provide a safe, attractive and efficient facility for bus transfer activities;
- Improve pedestrian safety and connections;
- Create a sense of place in the community;
- Meet bus operational needs;
- Establish clearly understood pedestrian and bus movement patterns;
- Provide a secure, comfortable waiting area for passengers;
- Enhance the image of transit;
- Accommodate the future Purple Line (a future Light Rail Transit (LRT) corridor);
- Minimize capital and operating costs; and
- Minimize impacts to shopping center operations.

3. Project Description

3.1 Project Facilities

The Transit Center is currently under construction and is located in the southern portion of the Langley Park Shopping Center in the northwest corner formed by the New Hampshire Avenue (MD 650) and University Boulevard (MD 193) intersection (see **Figure 1**). The Transit Center will feature the following facilities and amenities (see **Appendix A** for the project general plans):

- Eleven active bus bays, including two along New Hampshire Avenue (similar to their current location), three along University Boulevard (just west of MD 650) and six inside the Transit Center. The Transit Center layout accommodates the maneuvering requirements of the largest coach and articulated buses in the fleets of all potential transit providers (WMATA, Montgomery County Ride On, Prince George's County The Bus, and University of Maryland's Shuttle-UM). The Transit Center also includes additional bus layover space for inactive buses between runs.
- Pedestrian crosswalk, traffic signal, and/or sidewalk ramp improvements at six of the intersections near the Transit Center. Entrance/exit driveways for the Langley Park Shopping

Center will be widened to reduce delays for shopping center patrons and fencing will be installed in the roadway median.

- An enclosed Facility Building that will include a lobby area, public restrooms, a ticket transaction area, and staff/operator restrooms.
- Extensive landscaping with irrigation provided by harvested rainwater from the canopy roof.
- Accommodation for state-of-the-art transit passenger signing and information systems.
- An attractive two-shell, curved glass canopy over the site, providing shelter for transit patrons, photovoltaic energy generation, rainwater harvesting, and an architectural centerpiece for the community.

The design and construction of the Transit Center is a joint project between SHA and MTA. The total estimated capital cost for planning, design, real estate, and construction of the project is $34.8 million. The SHA's work consisted of improvements to the roadway section, including repaving, new curbs, fencing, and pedestrian crossing improvements. The MTA's work on the Transit Center includes construction of bus lanes, shelters, canopies, and a building to house restrooms for both the public and bus operators. The MTA's work involved removing a stand-alone fast-food restaurant and its surrounding parking lot, and developing the Transit Center which, when completed, will act as a bus transfer terminal for the large number of buses and passengers in the area. Once construction of the Transit Center is completed, WMATA will manage the operations and maintenance of the Transit Center facility.

The Transit Center will provide for the consolidation of bus and pedestrian movements to a central location, creating a safer, controlled and more convenient location for transit patrons. The consolidation of pedestrian movements will also benefit motorists, as it will decrease the range of different pedestrian movements in the area, especially those pedestrian movements that take place mid-block at non-designated crossings.

3.2 Project Operations and Maintenance

3.2.1 Facility Operations and Maintenance

WMATA will lease and operate the Transit Center from MTA, with the arrangement detailed in a Lease and Operating Agreement to be adopted by the agencies prior the facility opening. MTA will lease the facility to WMATA for a 50-year term for a nominal fee, and MTA will fund WMATA's costs for operation and maintenance of the Transit Center, which are estimated to be $1,060,000.00 for the first year of operation.

All WMATA rules and regulations regarding access to WMATA facilities, including bus bays, will apply to operation of the Transit Center. Montgomery County and Prince George's County Ride On will be allowed to provide bus services at the facility for the duration of the lease term. WMATA will be responsible for determining whether other public agencies or any private third-party operators may use bus bays at the Transit Center, following its existing procedures for use of WMATA bus bays.

In addition to its ongoing Metrobus operations, WMATA will be responsible for maintenance and operation of the Transit Center, including the following:

- General maintenance of the facility and grounds;
- Provision of police and/or security presence during normal service building operating hours at the Transit Center with the goal of ensuring the safety and security of patrons and their personal property;

- Operating and maintaining all fare equipment, including SmarTrip machines, at the Transit Center;
- Real time bus announcements, both visual and audible, along with associated wiring, power, and communication equipment;
- Design, fabrication, installation and maintenance of the Art in Transit assets within the Transit Center; and
- All electricity costs.

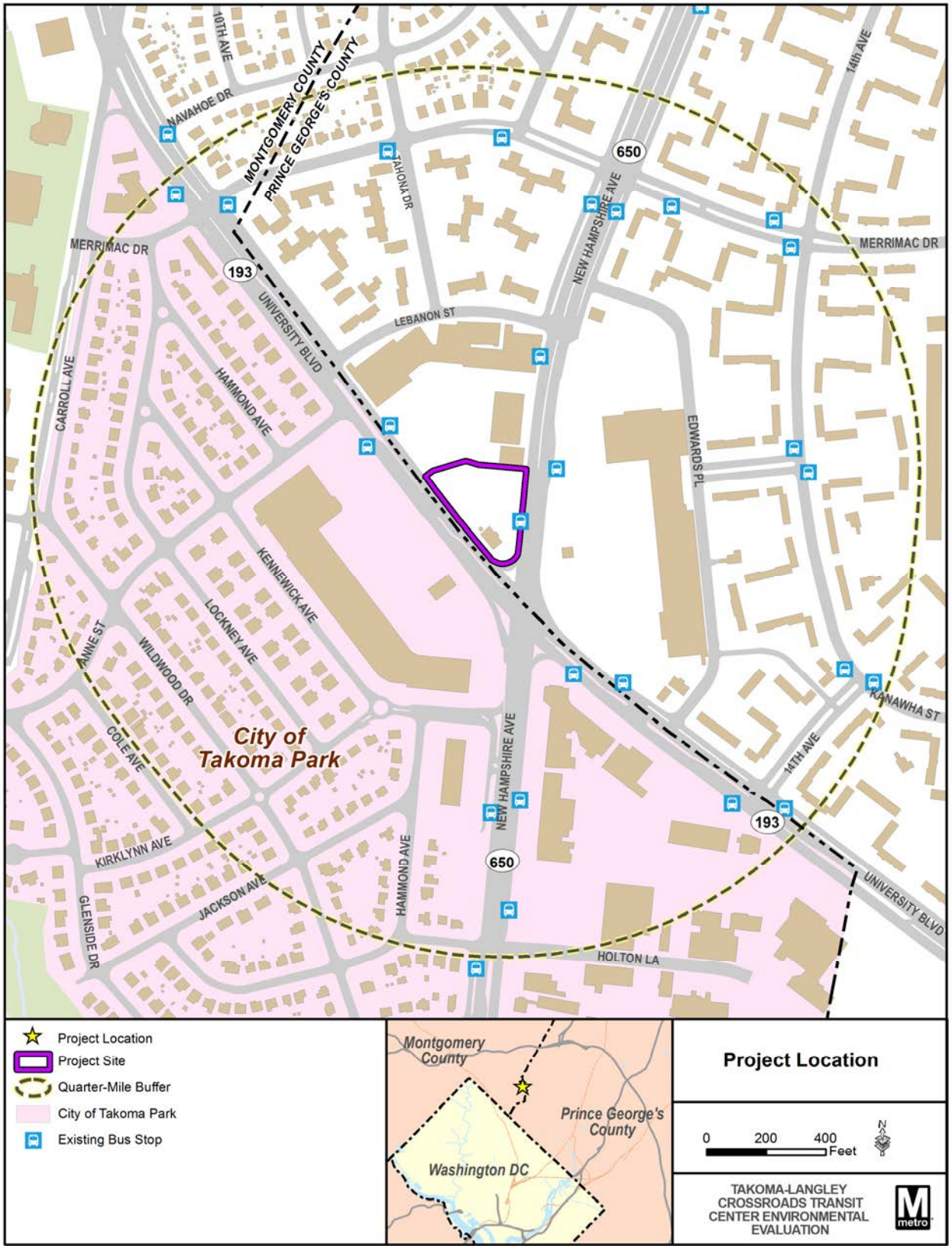
MTA will be responsible for maintenance of non-standard elements that do not meet WMATA standards, such as solar panels, stormwater bioretention, and rainwater harvesting systems, and elects for WMATA to contract out these maintenance services with reimbursement by MTA.

For capital maintenance or repair projects (those exceeding 15 percent of the full replacement cost), WMATA will be responsible for their administration with full reimbursement by MTA, in addition to the cost of annual maintenance.

3.2.2 Bus Operations

The project includes the relocation of bus stops at the immediate Takoma-Langley crossroads to the Transit Center and the accompanying modification of bus operations to serve the new stop locations. **Appendix B** includes WMATA's proposed plan of updated bus boarding locations and draft route map for bus services from the Transit Center once it is in operation. **Section 4.2 Transportation** describes the proposed changes in transit operations in more detail.

Figure 1: Project Location



4. Project Impacts

4.1 Land Use and Zoning

The Takoma/Langley Park Crossroads area is a combination of medium- and high-density residential as well as commercial uses located along MD 650 and MD 193 (see **Figure 2**). The property where the Transit Center is located is currently zoned C-S-C (Commercial Shopping Center) by Prince George's County (see **Figure 3**). The Transit Center is permitted by Special Exception (SE) under the current zoning of the parcel and will not impact the land use or zoning classifications of the surrounding area.

4.1.1 Planning Consistency

The project is consistent with transportation and land use plans relevant to the project area. Land use and transportation plans developed by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and local jurisdictions were reviewed to ensure project consistency. The plans are summarized below in **Table 1**.

Table 1: Land Use and Transportation Plans

Jurisdiction	Author	Title	Date
Prince George's County	M-NCPPC, Prince George's County Planning Department	*Takoma/Langley Crossroads Approved Sector Plan*	November 2009
Prince George's County	M-NCPPC, Prince George's County Planning Department	*Approved Countywide Master Plan of Transportation*	November 2009
Montgomery County	M-NCPPC, Montgomery County Planning Department	*Takoma/Langley Crossroads Sector Plan*	June 2012
Montgomery County	M-NCPPC, Montgomery County Planning Department	*Countywide Transit Corridors Functional Master Plan*	December 2013
Prince George's County/ Montgomery County	M-NCPPC, Montgomery County Planning Department	*Purple Line Record of Decision*	March 2014
Prince George's County	M-NCPPC, Prince George's County Planning Department	*Plan 2035 Prince George's Approved General Plan*	May 2014

The sector plans of both counties recommend construction of the Transit Center facility. Prince George's County's *Master Plan of Transportation* recommends facilities that support transit-oriented development such as the Transit Center. The Transit Center would serve as the southern terminus to Montgomery County's University Boulevard transit corridor identified in the *Countywide Transit Corridors Functional Master Plan*. The Transit Center will also serve as a stop along the Purple Line, a Light Rail Transit (LRT) corridor which is planned to connect Montgomery County and Prince George's County. The Environmental Impact Statement prepared for the Purple Line identifies the Transit Center as a stop along the LRT corridor selected as the Preferred Alternative.

Lastly, the Prince George's County *Approved General Plan* identifies the Takoma/Langley Crossroads area as one of eight county-designated "local transit centers" which are to be focal points for development and civic activity based on access to transit. The *Approved General Plan* defines a local transit center as smaller-scale, mixed-use centers that are well connected by transit. The project is consistent with this vision of the study area.

Figure 2: Existing Land Use

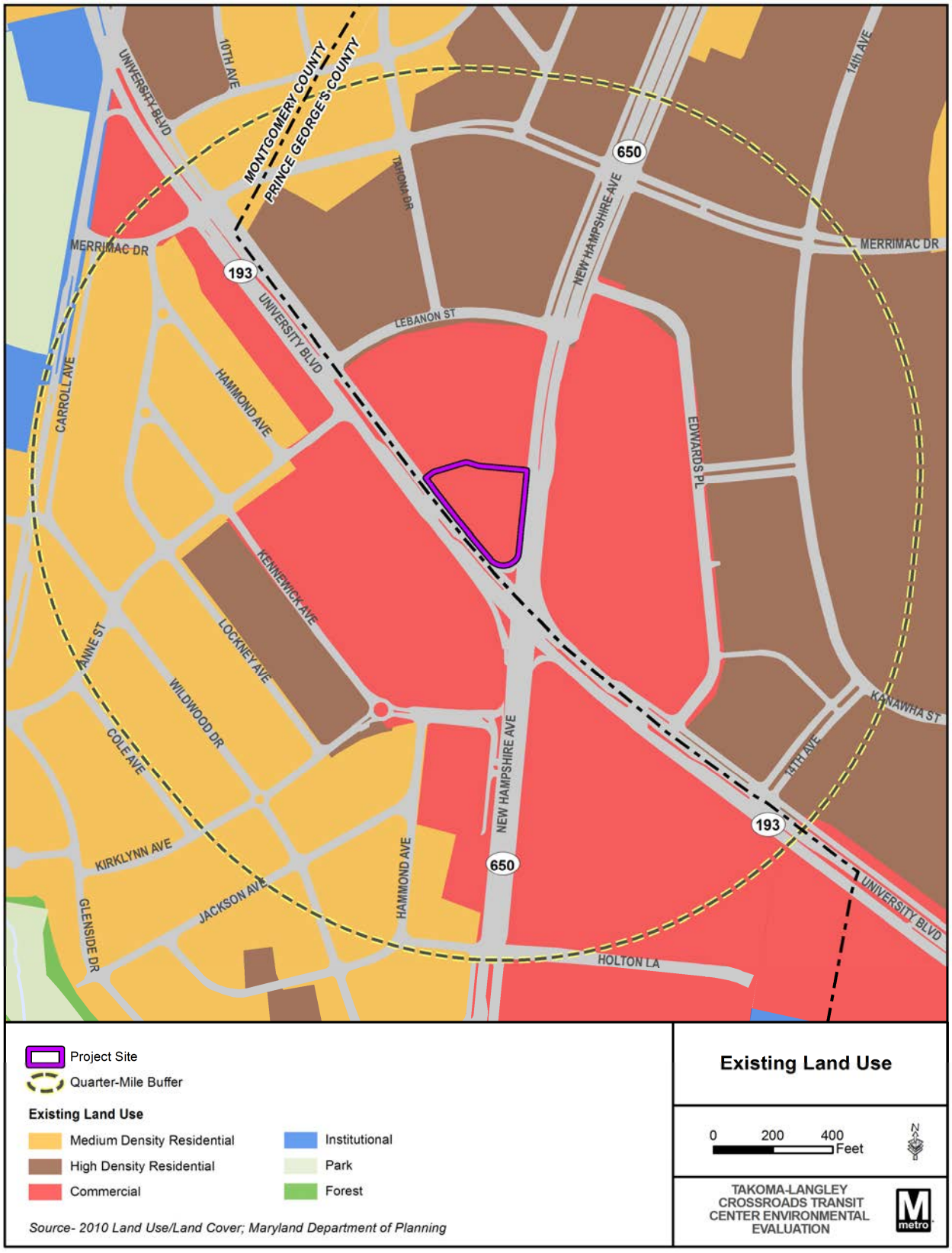
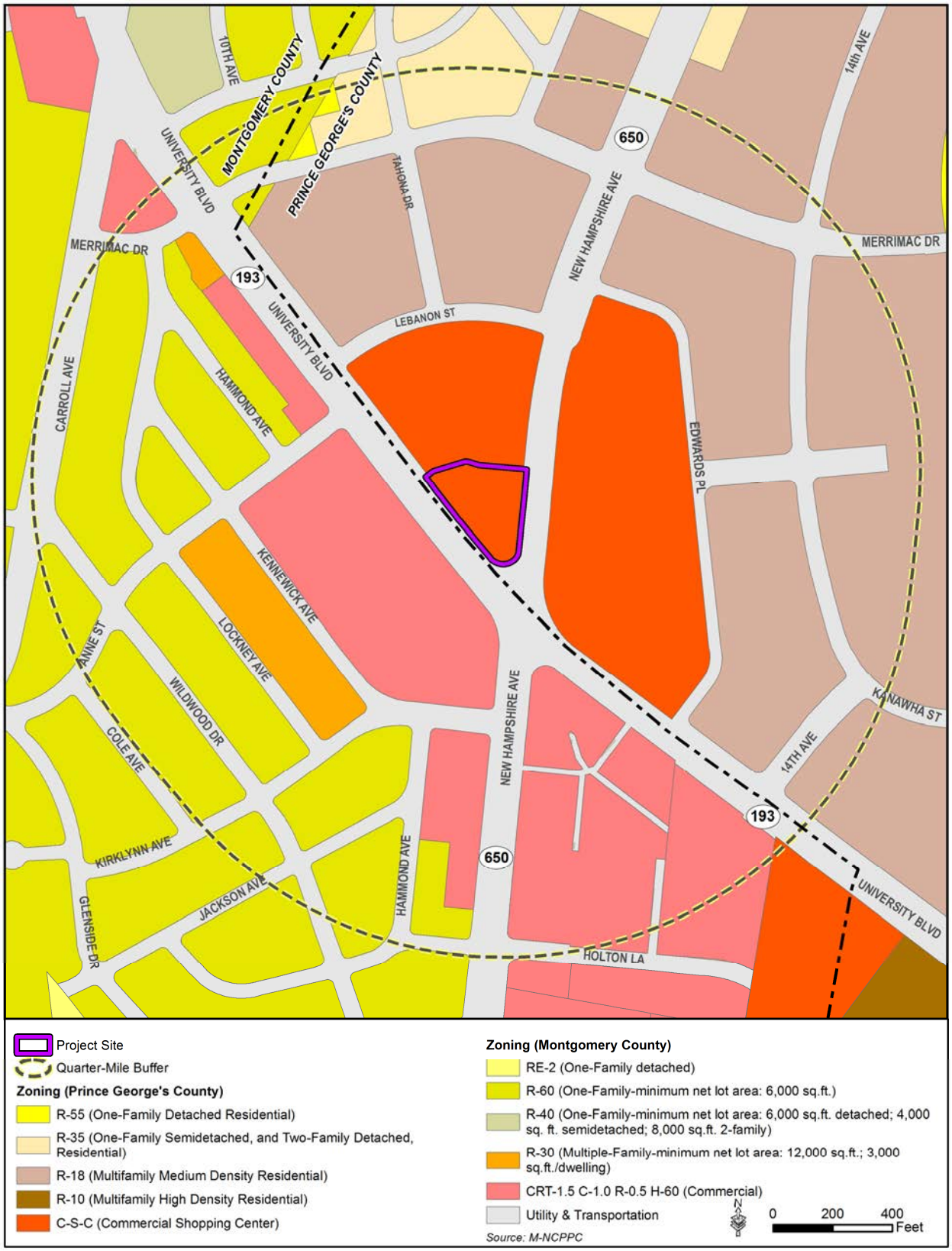


Figure 3: Existing Zoning



4.2 Transportation

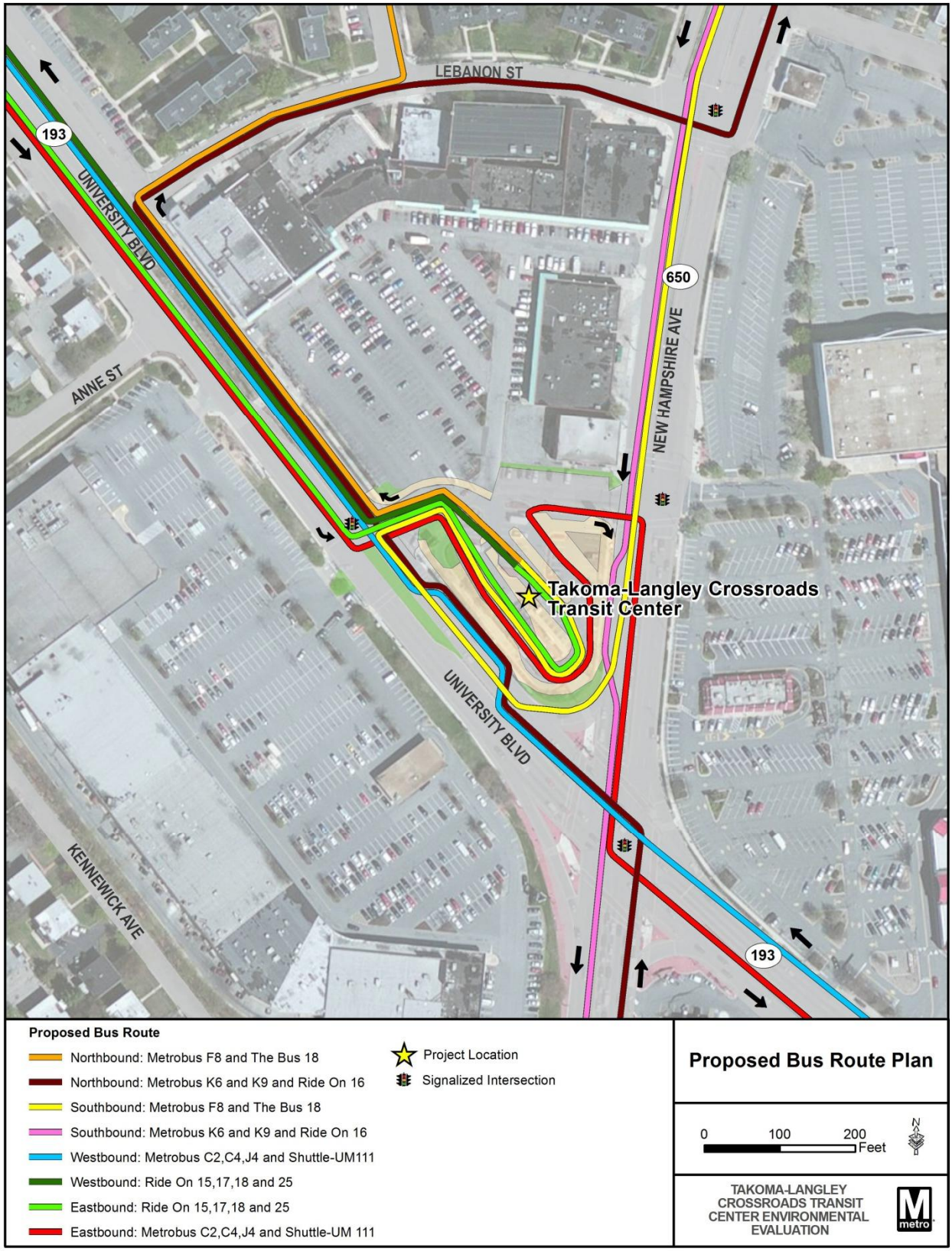
As mentioned in **Section 3**, the Transit Center will consolidate the large number of existing bus stops and bus routes at one central location. This section summarizes the qualitative assessment of transportation conditions and the associated benefits and impacts of the Transit Center. Also detailed are the bus operations once the Transit Center is in operation. See **Appendix C** for the full detailed traffic analysis.

4.2.1 Effects on Transit Operations

To provide a high-level operational analysis of transit, bus operations through the Transit Center were examined. The bus movements entering and exiting the Transit Center are shown in **Figure 4**, and summarized as follows:

- **Entrances** – No buses will enter the Transit Center from New Hampshire Avenue. All buses will use the entrance on University Boulevard to access the Transit Center.
- **Westbound** – Buses traveling on University Boulevard in the westbound direction will stop along the new bus bay/turn-out along the curb side of University Boulevard. Bus routes that would make this movement include Metrobus Routes C2, C4, and J4 and Shuttle-UM Route 111.
- **Eastbound** – Buses traveling on University Boulevard in the eastbound direction will make a left turn from University Boulevard into the Transit Center through a new traffic signal to control the bus movement.
    - Bus routes that would terminate and layover at the Transit Center include Ride On Routes 15, 17, 18, and 25.
    - Buses that continue eastbound on University Boulevard would exit the Transit Center with a right turn at the New Hampshire Avenue exit, followed by a left turn at the New Hampshire Avenue and University Boulevard intersection. Bus routes that would continue eastbound on University Boulevard include Metrobus Routes C2, C4, and J4 and Shuttle-UM Route 111.
- **Northbound** – Buses traveling northbound on New Hampshire Avenue will turn left onto westbound University Boulevard and drop-off/pick-up passengers at the Transit Center using the pull-off along University Boulevard. After serving the transit center, buses will turn right onto Lebanon Street and then turn left at the modified Lebanon Street and New Hampshire Avenue intersection. Bus routes that would make this movement include Metrobus Routes K6 and K9 and Ride On Route 16.
- **Southbound** – Buses traveling southbound on New Hampshire Avenue will drop-off/pick-up passengers at the Transit Center along the new bus bay/turn-out along the curb side of New Hampshire Avenue. Bus routes that would make this movement include Metrobus Routes K6 and K9 and Ride On Route 16.
    - Metrobus Route F8 and The Bus Route 18 would turn right from southbound New Hampshire Boulevard onto westbound University Boulevard and turn right into the Transit Center.
- **Exits** – Buses leaving the Transit Center can use the exit at New Hampshire Avenue or at University Boulevard. However, buses are only allowed to make a right turn at these two exit locations.

Figure 4: Bus Operations with the Transit Center



A list of the bus routes that would utilize the Transit Center by direction is included below in **Table 2**.

Table 2: Bus Routes at the Transit Center

Direction	Bus Routes
Westbound	Metrobus: C2, C4, J4 Shuttle-UM: 111
Eastbound	Metrobus: C2, C4, J4 Ride On: 15, 17, 18, 25 Shuttle-UM: 111
Northbound	Metrobus: K6, K9 Ride On: 16
Southbound	Metrobus: F8, K6, K9 Ride On: 16 The Bus: 18

Buses turning into and out of the Transit Center will contribute to minor traffic movements unlike the existing conditions where buses generally travel on the main through movements (either on University Boulevard or New Hampshire Avenue). These minor traffic movements (turning movements) typically have long red durations and are not favored by signal coordination, as coordination tends to provide more green time for the through phases. As a result, the Transit Center could potentially result in longer bus delay at the intersection of New Hampshire Avenue and University Boulevard. The increase in bus delay would be more pronounced in the evening peak hour, because both the left turn volumes and total intersection volumes are higher compared to the morning peak.

One approach to mitigate the potential increase in bus delay would be to provide more green duration for the left turn phases that are used by buses to avoid long queues and cycle overflows (i.e., vehicles are unable to clear the intersection during a given green cycle). The operation of general traffic also needs to be considered to limit the impact on the roadway network.

Another potential impact could be the increase in bus travel time as some bus routes are required to make a loop in order to turn into and out of the terminal (e.g., eastbound or southbound buses), resulting in longer travel distances. However, travel time increases are expected to be marginal, because the increase in travel distances with the Transit Center is very small compared to current operations.

4.2.2 Effects on the Roadway Network

In the existing conditions, buses stop in the travel lane to serve passengers, blocking traffic and reducing travel lane capacity. The Transit Center will remove approximately 60 buses per peak hour from stopping in the travel lanes to one central location. The reduction in buses stopping in the travel lanes will in turn increase the roadway and intersection capacity and potentially reduce average intersection delay. In addition, the Transit Center will remove some of the pedestrian conflicts by allowing transfers within the station and decreasing pedestrian movements in the area, which will further benefit traffic.

However, the benefits listed above could be offset by the resulting negative impacts of updating signal timing plans to favor bus phases turning into and out of the terminal.

4.2.3 Effects on Transit Passengers

The Transit Center will offer a safe, comfortable waiting area for passengers with improved stop amenities. Furthermore, the Transit Center will make transfers easier, faster, and safer for bus passengers by eliminating pedestrian crossings on wide streets with heavy volumes and long crossing times (six to seven traffic lanes). Transit Cooperative Research Program Report 46[1] indicated that stop amenities impact a broad range of passenger experience and the ridership decisions of passengers. Therefore, the improvements in stop amenities and transfers may also result in higher bus ridership in the study area.

4.3 Metropolitan Planning and Air Quality Conformity

The project is located in Prince George's County within the Washington Metropolitan region, an area rated "attainment" for all ambient air quality standards with the exception of ground level ozone and $PM_{2.5}$. The project is included in the National Capital Region Transportation Planning Board's 2014 Financially Constrained Long-Range Plan (CLRP) ID1598 and the FY2013-2018 Transportation Improvement Program (TIP) ID 5837 (see **Appendix D** for the project's listing in the region's TIP). Therefore, the project is determined to be in conformity with the region's air quality goals.

4.3.1 Carbon Monoxide (CO) Hot Spots

A review of the region's conformity plan and the TIP indicates a determination of conformity for the region for carbon monoxide (CO) emissions. Based on the conformity status of the region, a CO hot spot analysis is not required.

4.4 Historic Resources

No impact to cultural resources is expected as a result of this project. Coordination with the Maryland Historical Trust (MHT) was undertaken during MTA's preparation of a CE for the construction of the Transit Center, which was approved by FTA in 2009. During that process, MHT determined that no historic property or archaeological resource would be affected by the Transit Center (see **Appendix E** for a copy of the MHT correspondence).

4.5 Noise

Operation and maintenance of the Transit Center are not anticipated to significantly increase noise levels at any noise-sensitive areas. The project is located within a commercial area, which currently attracts high levels of traffic.

4.6 Vibration

Because the rubber tires and suspension systems of buses provide vibration isolation, it is unusual for buses to cause ground-borne noise or vibration problems. The Transit Center does not involve the addition of new or relocated steel tracks, have roadway irregularities or uneven surfaces, or include operation of vehicles inside or directly underneath buildings that are vibration-sensitive. Therefore, operation and maintenance of the Transit Center will not produce significant ground-borne vibrations.

4.7 Land Acquisitions and Relocations

WMATA's operation and maintenance of the Transit Center will not require any land acquisitions or relocations. WMATA will lease the facility from MTA, which will retain ownership of the facility and site. WMATA's rights and responsibilities will be detailed in a Lease and Operating Agreement to be adopted by WMATA and MTA prior to facility opening. As part of MTA's portion of the project, fee-simple right-of-

[1] *Transit Cooperative Research Program Report 46, 1999, The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and the Transit Design Game Workbook. Transportation Research Board, Washington D.C.*

way (ROW) and temporary construction easements were required to complete the proposed improvements. As mentioned in MTA's 2009 CE, the fee-simple ROW required from 7900 New Hampshire Avenue included the acquisition and demolition of a Taco Bell restaurant formerly on the site.

Construction of the Transit Center also required the removal of approximately 90 parking spaces; however, appropriate compensation for loss of parking and retail space was addressed during ROW negotiations in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

4.8 Hazardous Materials

A parking lot and a Taco Bell restaurant were previously located on the site of the Transit Center. Past uses of the site do not indicate the potential for hazardous material contamination, and no hazardous materials were identified by the Phase I Environmental Assessment completed for the project area during MTA's preparation of a CE for the Transit Center, which was approved by FTA in 2009.

4.9 Public Involvement

SHA and MTA have kept the public informed about the Transit Center throughout project development (beginning in Fall 2005) and the construction process (beginning in Summer 2013). Newsletters were distributed in English and Spanish to the surrounding community, and public meetings were held in October 2005, April 2008, and August 2013. MTA has maintained a project website with updates on the project construction process.

WMATA's public involvement efforts will begin in June 2015 as construction of the Transit Center nears completion. The outreach effort will include the dissemination of information about the project and provide an opportunity for the public and transit users to receive information on planned changes to bus stops and routes. Three public outreach events are scheduled and will be staffed by English and Spanish speakers. All outreach materials will be provided in both English and Spanish.

In addition to the public outreach events, a public hearing is scheduled for 6:00pm, July 14, 2015 at the Langley Park Community Center to provide the public with the opportunity to comment on the project before it is considered for adoption by the WMATA Board into the regional transit system. English- and Spanish-speaking staff will be available at the hearing, and all public hearing materials will be provided in both English and Spanish.

4.10 Neighborhoods and Community Facilities

No significant environmental impacts would occur as a result of this project, and it has little potential for cumulative impacts. The Transit Center does not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility.

4.11 Environmental Justice

The following section identifies minority and low-income populations (collectively "Environmental Justice populations") in the project area, and assesses any potential high and disproportionate impacts to those identified communities.

4.11.1 Identification of Environmental Justice Populations

A quarter-mile radius around the Transit Center was determined to be the appropriate study area boundary to analyze the presence of Environmental Justice populations; all U.S. Census block groups that fell within the boundary were included. Two comparison areas were selected for the Environmental Justice analysis: Prince George's County and Montgomery County. Minority and low-income statistics

were then analyzed at the Census block group level using population and income data from the U.S. Census Bureau's American Community Survey 5-Year Estimates (2009-2013).

Table 3 lists the percentages of minority and low-income residents in the quarter-mile project study area in comparison to Prince George's County and Montgomery County. Approximately 95 percent of the study area population belongs to a minority group. In comparison, the study area has higher percentages of minority populations than Montgomery County (51.6 percent) and Prince George's County (85.2 percent). Additionally, nearly 37 percent of the study area is low-income, which is higher than Montgomery County (11.4 percent) and Prince George's County (15.6 percent). This project occurs in the vicinity of environmental justice populations.

Table 3: Minority and Low-Income Population Summary Table

Census Tract	Block Group	Minority			Low-Income		
		Total Population	Minority Population	Percent	Total Population*	Low-Income Population	Percent
7017.03	1	485	330	68.1%	477	87	18.3%
7017.03	3	233	206	88.5%	233	29	12.6%
7020	2	267	247	92.6%	266	114	42.9%
7020	3	3	3	97.6%	3	1	16.4%
8055	2	5	5	91.1%	5	1	23.6%
8056.01	1	277	275	99.3%	277	137	49.7%
8056.01	2	97	95	97.7%	97	44	45.2%
8056.01	3	2,575	2,542	98.7%	2,575	1,073	41.7%
8056.02	1	1,013	996	98.3%	1011	370	36.6%
8057	1	187	183	97.9%	180	48	26.7%
Project Study Area		**5,142**	**4,882**	**94.9%**	**5,124**	**1,905**	**37.2%**
Montgomery County		989,474	510,807	51.6%	981,082	111,686	11.4%
Prince George's County		873,481	744,506	85.2%	851,946	133,008	15.6%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2009-2013).

*The total population for low-income is determined by the U.S. Census Bureau and may differ from total population counts. For the ACS 5-Year Estimates (2009-2013), poverty status was determined for all people except for unrelated individuals under 15 years old, and people in institutional group quarters, college dormitories, military barracks, and living situations without conventional housing.

Table 4 provides a breakdown of the minority groups present within the project study area. The two largest minority groups within the study area are Hispanic/Latinos (77.6 percent) and Black/African Americans (12.7 percent). The percentage of Hispanic/Latinos within the project study area is significantly higher than those of Montgomery County (17.5 percent) and Prince George's County (15.4 percent).

Table 4: Minority Groups in Project Study Area

Minority Group	Project Study Area		Montgomery County		Prince George's County	
	# of Residents	% of Total Population	# of Residents	% of Total Population	# of Residents	% of Total Population
Black/ African American	654	12.7%	166,210	16.8%	553,244	63.3%
American Indian/ Alaska Native	0	0.0%	1,655	0.2%	2,031	0.2%
Asian	187	3.6%	138,468	14.0%	36,266	4.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	195	0.0%	269	0.0%
Some Other Race	0	0.0%	2,797	0.3%	1,989	0.2%
Two or More Races	52	1.0%	28,347	2.8%	16,515	1.9%
Hispanic or Latino	3,989	77.6%	173,135	17.5%	134,192	15.4%
Minority Total	**4,882**	**94.9%**	**510,807**	**51.6%**	**744,506**	**85.2%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2009-2013).

4.11.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social impacts, on the identified minority and low-income populations within the project study area. No impacts to neighborhoods, community facilities, air quality, noise, vibration or traffic are anticipated as a result of the project. Taking all of these factors into account, the Transit Center would not have "disproportionately high and adverse effects" on identified Environmental Justice populations.

Bus transfer activities are currently taking place in the vicinity of the project location; however, the Transit Center will move those activities off-street, and into a centralized, improved transfer center within the same general area. The Transit Center will be a benefit to the community by offering amenities to the large population of transit users and improving safety by eliminating the need to cross large busy roads to transfer between buses. Covered waiting areas will also be provided for transit users.

4.12 Public Parkland and Recreation Areas

There is no publicly owned park or recreational area in the project area; therefore, no park or recreation area will be impacted by the Transit Center.

4.13 Wetlands

No wetlands were identified within the project area; therefore, no impact to wetlands is anticipated as a result of the Transit Center.

4.14 Floodplains

According to the Federal Emergency Management Agency Flood Insurance Rate Map, Prince George's County, MD, Community Panel Number 2452080040 C, the Transit Center is not located in a 100-year floodplain. Therefore, no impact to regulated floodplains is anticipated as a result of the Transit Center.

4.15 Water Quality

There are no streams within the project area. Erosion and sediment (E&S) measures will be strictly enforced to minimize water quality impacts. E&S control plans are designed in accordance with current regulations of the Maryland Department of the Environment.

4.16 Navigable Waterways

There is no navigable waterway located within the project area; therefore, no new crossings or quality impacts to water resources are anticipated as a result of the Transit Center.

4.17 Rare, Threatened and Endangered Species and Ecologically-Sensitive Areas

No impact to federally protected species or habitat is expected as a result of the Transit Center. A review of the project study area was conducted through the U.S. Fish and Wildlife Service (USFWS) Chesapeake Bay Field Office website on May 14, 2015. The Maryland Department of Natural Resources (DNR) reviewed the project as part of MTA's preparation of a CE and concluded the project would have no impact to state-listed species or state-designated ecologically-sensitive areas in a response letter dated January 21, 2004. See **Appendix F** for the USFWS Certification Letter and DNR correspondence.

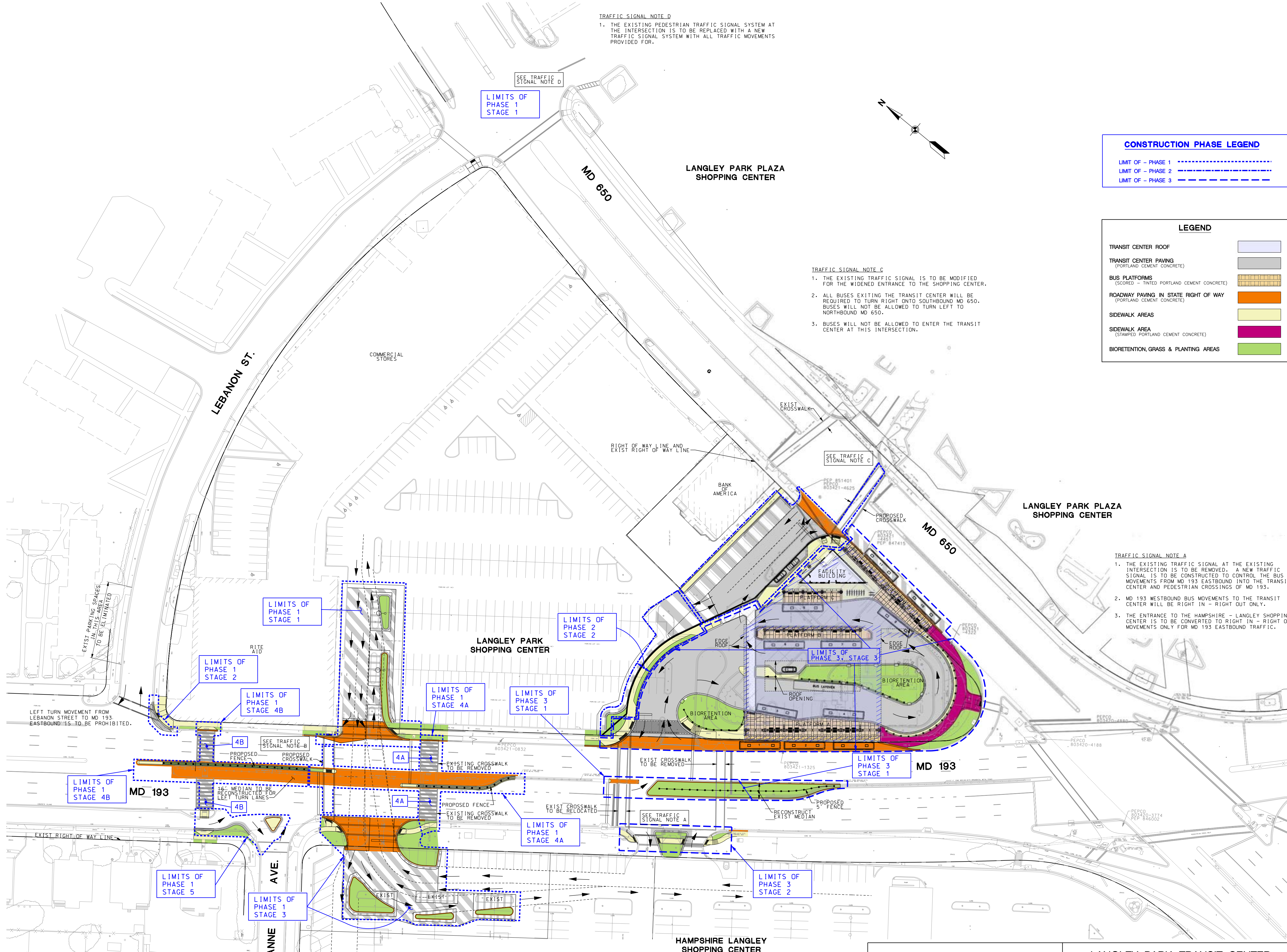
4.18 Safety

As a result of MTA and SHA's joint effort on the project, there have been improved pedestrian crosswalk delineations, median installation and improvements, including fencing in some areas, as well as enhanced lighting in and around the Transit Center to improve visibility and pedestrian and vehicular safety. In addition to creating a sense of place in the community, the Transit Center also provides a secure, comfortable waiting area for passengers.

Appendix A

General Plans

This page intentionally left blank.



TRAFFIC SIGNAL NOTE D

1. THE EXISTING PEDESTRIAN TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION IS TO BE REPLACED WITH A NEW TRAFFIC SIGNAL SYSTEM WITH ALL TRAFFIC MOVEMENTS PROVIDED FOR.

TRAFFIC SIGNAL NOTE C

1. THE EXISTING TRAFFIC SIGNAL IS TO BE MODIFIED FOR THE WIDENED ENTRANCE TO THE SHOPPING CENTER.
2. ALL BUSES EXITING THE TRANSIT CENTER WILL BE REQUIRED TO TURN RIGHT ONTO SOUTHBOUND MD 650. BUSES WILL NOT BE ALLOWED TO TURN LEFT TO NORTHBOUND MD 650.
3. BUSES WILL NOT BE ALLOWED TO ENTER THE TRANSIT CENTER AT THIS INTERSECTION.

TRAFFIC SIGNAL NOTE A

1. THE EXISTING TRAFFIC SIGNAL AT THE EXISTING INTERSECTION IS TO BE REMOVED. A NEW TRAFFIC SIGNAL IS TO BE CONSTRUCTED TO CONTROL THE BUS MOVEMENTS FROM MD 193 EASTBOUND INTO THE TRANSIT CENTER AND PEDESTRIAN CROSSINGS OF MD 193.
2. MD 193 WESTBOUND BUS MOVEMENTS TO THE TRANSIT CENTER WILL BE RIGHT IN - RIGHT OUT ONLY.
3. THE ENTRANCE TO THE HAMPSHIRE - LANGLEY SHOPPING CENTER IS TO BE CONVERTED TO RIGHT IN - RIGHT OUT MOVEMENTS ONLY FOR MD 193 EASTBOUND TRAFFIC.

TRAFFIC SIGNAL NOTE B

1. A NEW TRAFFIC SIGNAL SYSTEM IS TO BE CONSTRUCTED FOR THE NEW INTERSECTION WITH ALL TRAFFIC MOVEMENTS PROVIDED FOR.

CONSTRUCTION PHASE LEGEND

- LIMIT OF - PHASE 1
- LIMIT OF - PHASE 2
- LIMIT OF - PHASE 3

LEGEND

- TRANSIT CENTER ROOF
- TRANSIT CENTER PAVING (PORTLAND CEMENT CONCRETE)
- BUS PLATFORMS (SCORED - TINTED PORTLAND CEMENT CONCRETE)
- ROADWAY PAVING IN STATE RIGHT OF WAY (PORTLAND CEMENT CONCRETE)
- SIDEWALK AREAS
- SIDEWALK AREA (STAMPED PORTLAND CEMENT CONCRETE)
- BIORETENTION, GRASS & PLANTING AREAS

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

LANGLEY PARK TRANSIT CENTER

TRANITS CENTER IMPROVEMENTS

SCALE: 1"=30'

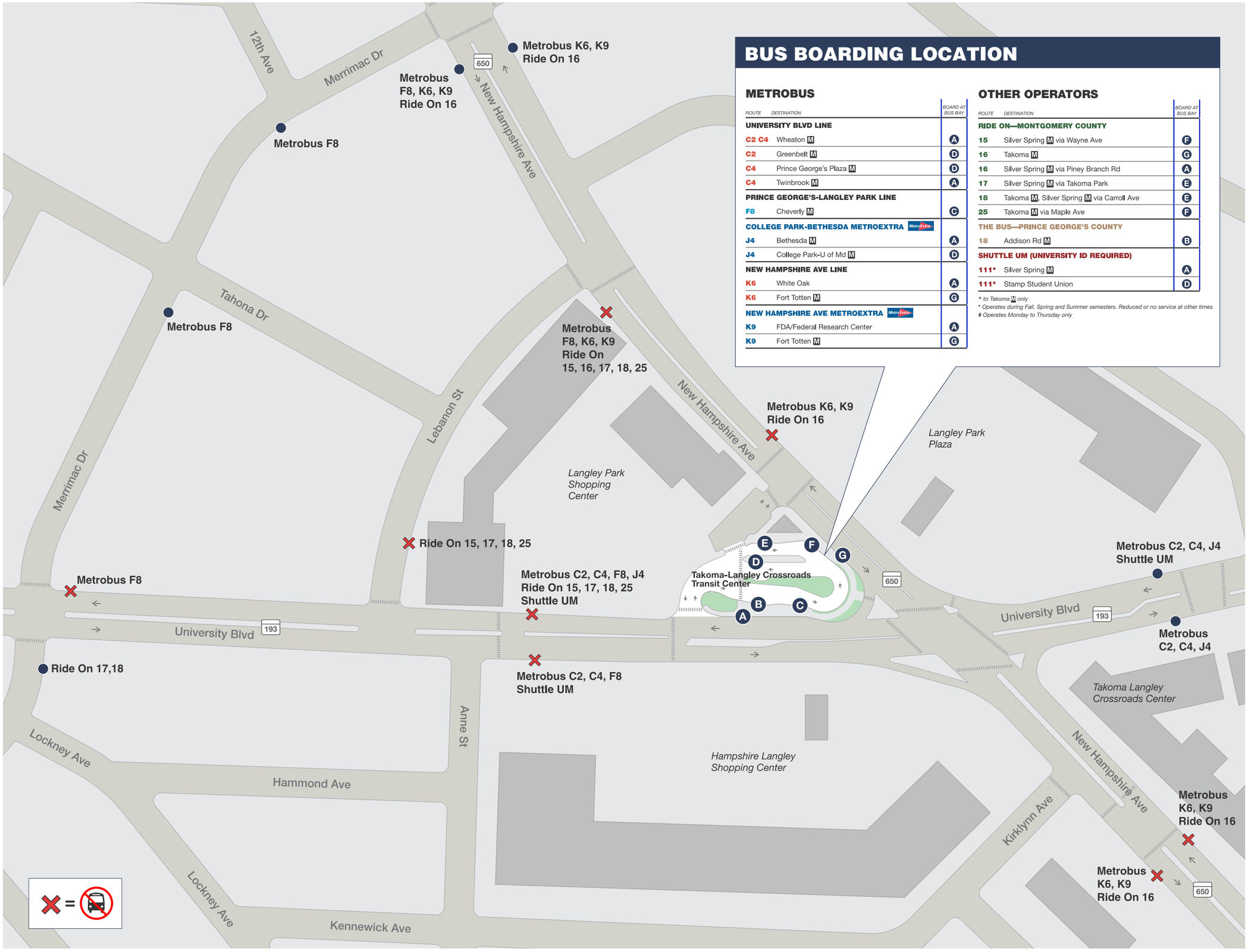
pw:\\100 - Current Projects\1164 - Takoma - Langley Park Transit Center\04 Project Engineering\Facilities Engineering & ADA\Cadd Files\Work in Progress\1164pCV802 DISPLAY 7-31-13.dgn
8/5/2013

This page intentionally left blank.

Appendix B

Proposed Bus Boarding Locations and Service

This page intentionally left blank.



BUS BOARDING LOCATION

METROBUS

ROUTE	DESTINATION	BOARD AT BUS BAY
UNIVERSITY BLVD LINE		
C2 C4	Wheaton M	A
C2	Greenbelt M	D
C4	Prince George's Plaza M	D
C4	Twinbrook M	A
PRINCE GEORGE'S-LANGLEY PARK LINE		
F8	Cheverly M	C
COLLEGE PARK-BETHESDA METROEXTRA		
J4	Bethesda M	A
J4	College Park-U of Md M	D
NEW HAMPSHIRE AVE LINE		
K6	White Oak	A
K6	Fort Totten M	G
NEW HAMPSHIRE AVE METROEXTRA		
K9	FDA/Federal Research Center	A
K9	Fort Totten M	G

OTHER OPERATORS

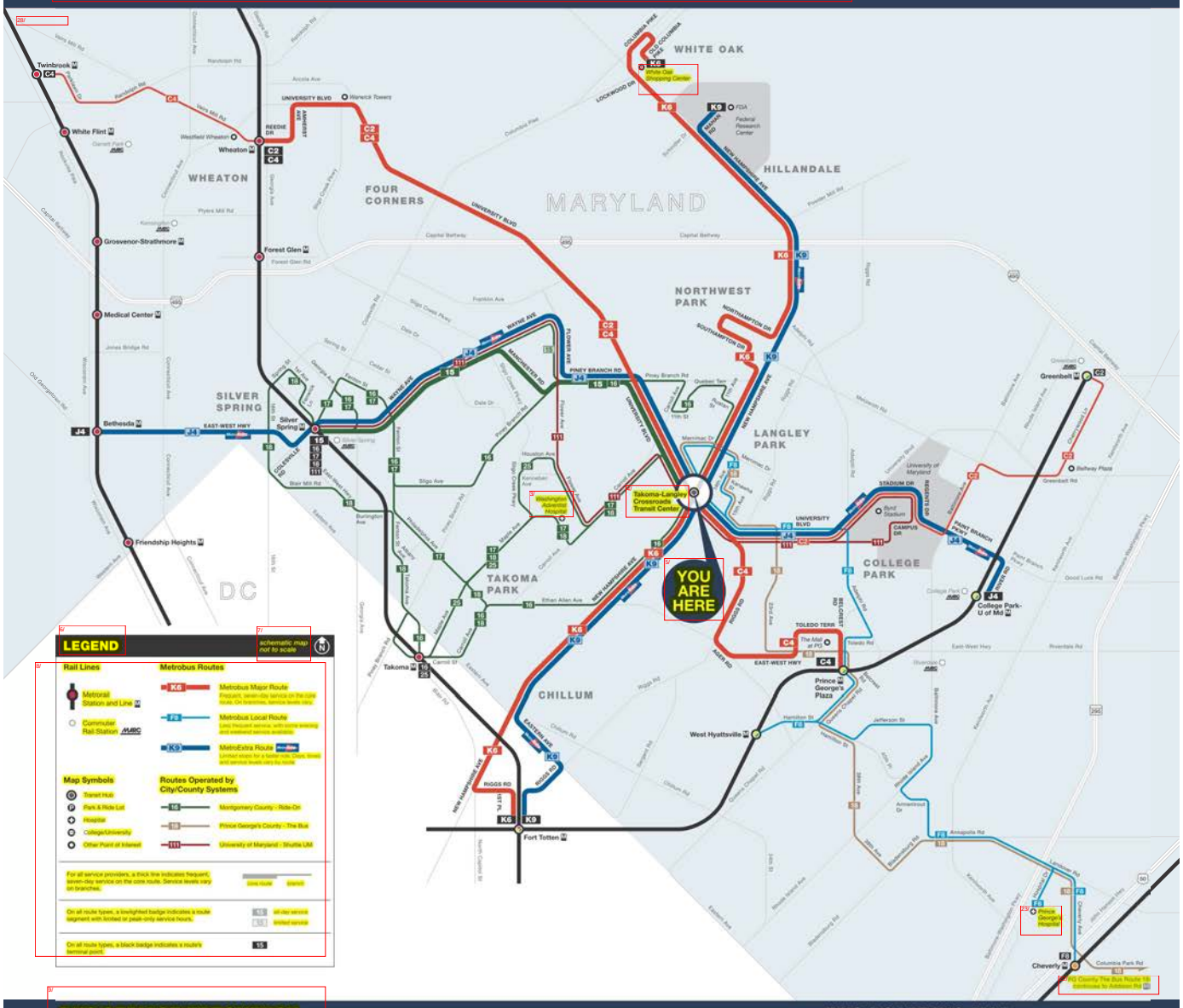
ROUTE	DESTINATION	BOARD AT BUS BAY
RIDE ON—MONTGOMERY COUNTY		
15	Silver Spring M via Wayne Ave	F
16	Takoma M	G
16	Silver Spring M via Piney Branch Rd	A
17	Silver Spring M via Takoma Park	E
18	Takoma M, Silver Spring M via Carroll Ave	E
25	Takoma M via Maple Ave	F
THE BUS—PRINCE GEORGE'S COUNTY		
18	Addison Rd M	B
SHUTTLE UM (UNIVERSITY ID REQUIRED)		
111*	Silver Spring M	A
111*	Stamp Student Union	D

^ to Takoma M only
** Operates during Fall, Spring and Summer semesters. Reduced or no service at other times*
 # Operates Monday to Thursday only

This page intentionally left blank.

Bus Service from

Takoma-Langley Crossroads Transit Center



BUS SERVICE FREQUENCY

The table shows approximate minutes between buses; check schedules for full details

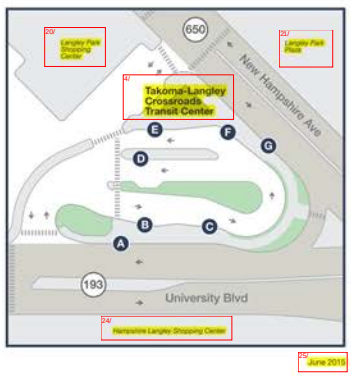
ROUTE	DESTINATION		MONDAY TO FRIDAY				SATURDAY		SUNDAY	
			AM PEAK	MIDDAY	PM PEAK	EVENING	DAY	EVENING	DAY	EVENING
METROBUS										
UNIVERSITY BLVD LINE										
C2 C4	Wheaton	A	5-12	15	9-10	15-30	12	15-30	15	30
C2	Greenbelt	D	24	24-30	16	--	24	--	--	--
C4	Prince George's Plaza	D	24	30	16	30	24	30	15	30
C4	Twinbrook	A	15-20	30	20	30	24	30	15	30
PRINCE GEORGE'S-LANGLEY PARK LINE										
F8	Cheverly	C	30	60	30	--	65	--	62	--
COLLEGE PARK-BETHESDA METROEXTRA										
J4	Bethesda	A	20	--	20	--	--	--	--	--
J4	College Park-U of Md	D	20	--	20	--	--	--	--	--
NEW HAMPSHIRE AVE LINE										
K6	Fort Totten	C	10-12	20	20	20	15-20	30	15-20	30
K6	White Oak	A	20	20	8-12	20	15-20	30	15-20	30
NEW HAMPSHIRE AVE METROEXTRA										
K9	FDA/Federal Research Center	A	15	--	15	--	--	--	--	--
K9	Fort Totten	C	15	--	15	--	--	--	--	--

OTHER OPERATORS

ROUTE	DESTINATION		MONDAY TO FRIDAY				SATURDAY		SUNDAY	
			AM PEAK	MIDDAY	PM PEAK	EVENING	DAY	EVENING	DAY	EVENING
RIDE ON—MONTGOMERY COUNTY										
15	Silver Spring via Wayne Ave	F	6-8	15	12	20-30	12-15	20-30	15-20	30
16	Takoma	C	20	20	12	20-30	15-30	30	15-30	30
16	Silver Spring via Piney Branch Rd	A	12-15	20	15-17	20-30	15-30	30	15-30	30
17	Silver Spring via Takoma Park	E	20-25	25	25-30	30	30	45	30	--
18	Takoma via Silver Spring via Carroll Ave	E	30	30	30	30^	30	30	30	--
25	Takoma via Maple Ave	F	15-20	--	30-35	--	--	--	--	--
THE BUS—PRINCE GEORGE'S COUNTY										
18	Addison Rd	D	35	70	35	--	--	--	--	--
SHUTTLE UM (UNIVERSITY ID REQUIRED)										
111*	Silver Spring	A	20-40	80	27-57	70#	--	--	--	--
111*	Stamp Student Union	D	20-40	80	27-57	70#	--	--	--	--

^ to Takoma only
* Operates during Fall, Spring and Summer semesters. Reduced or no service at other times
# Operates Monday to Thursday only

BUS BOARDING MAP



June 2019

information
Next Bus and General Inquiries

wmata.com | 202-637-7000 (PHONE) | 202-638-3780 (TTY)

Para Next Bus y información general, llame al **202-637-7000** (TTY 202-638-3780) o visite **wmata.com**.

정보나 ***NextBus*** 또는 언어 지원 관련 문의는 ***202-637-7000 (TTY 202-638-3780)***으로 전화하십시오.
스페인어 문의는 **1**을 누르시고, 기타 언어 관련 문의는 **00**을 누른 후 **5**를 누르십시오. 또는 **wmata.com**을 방문하십시오.

metroAlerts
Sign up today at wmata.com/MetroAlerts

Metro is accessible.
Metro es accesible.
메트로는 접속 가능합니다.

This page intentionally left blank.

Appendix C

Qualitative Traffic Review

This page intentionally left blank.

Takoma-Langley Crossroads Transit Center
Traffic Analysis Review

Prepared By:

Washington Metropolitan Area Transit Authority

May 2015

This page intentionally left blank.

1. Introduction

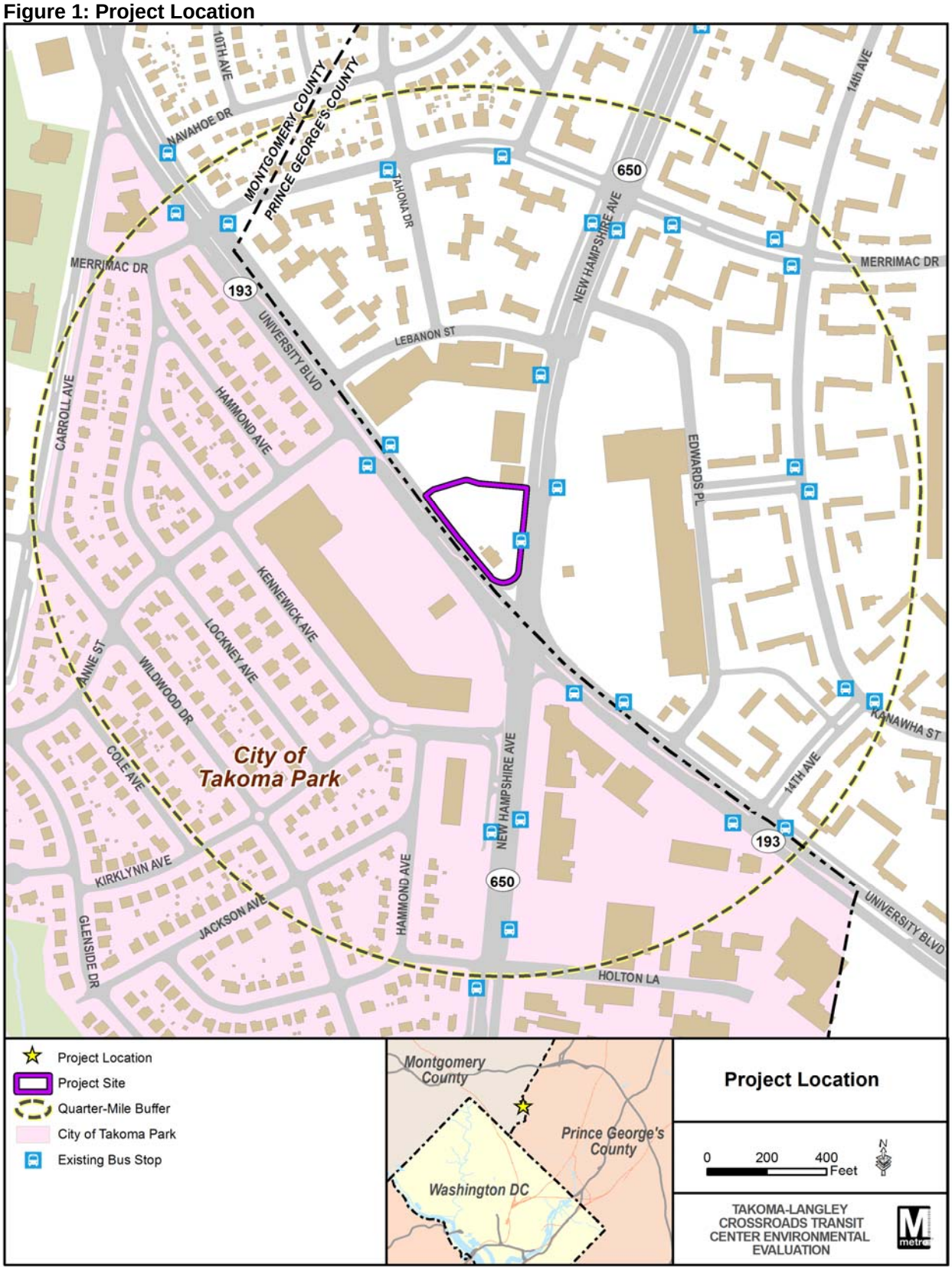
The Maryland Transit Administration (MTA) of the Maryland Department of Transportation, in coordination with the Federal Transit Administration (FTA), is constructing the Takoma-Langley Crossroads Transit Center ("the Transit Center") in the northwest corner of the University Boulevard (MD 193) and New Hampshire Avenue (MD 650) intersection in Takoma/Langley Park in Prince George's County, Maryland. The Transit Center will consolidate the large number of existing bus stops and bus routes at one central location and improve pedestrian and bus patron safety. The Washington Metropolitan Area Transit Authority (WMATA) will manage the operations and maintenance of the Transit Center once construction is completed.

The purpose of this document is to perform a qualitative traffic analysis to identify potential benefits and impacts of the Transit Center on traffic and transit operations, as well as on bus passengers.

1.1 Project Description

The Takoma-Langley Crossroads Transit Center is located in the southern portion of the Langley Park Shopping Center at the northwest corner formed by the MD 650/MD 193 intersection (**Figure 1**). The Takoma/Langley Park area has a heavily transit-dependent population with over 12,000 bus patrons who will utilize the Transit Center. The Transit Center will accommodate 13 bus routes with over 60 buses per peak hour and serve several different transit operators including WMATA, Ride On (Montgomery County), The Bus (Prince George's County), and Shuttle-UM (University of Maryland).

Figure 1: Project Location



2. Existing Conditions

This section provides a high-level assessment of existing conditions for the study area. To understand traffic operations and the level of congestion around the Transit Center, intersection turning movement counts were obtained from Maryland State Highway's website[1] at the intersection of New Hampshire Avenue and University Boulevard. The counts were collected on Tuesday June 21, 2011 and the peak hours were identified as 7:15-8:15 AM and 5:00-6:00 PM for the morning and evening peak periods, respectively.

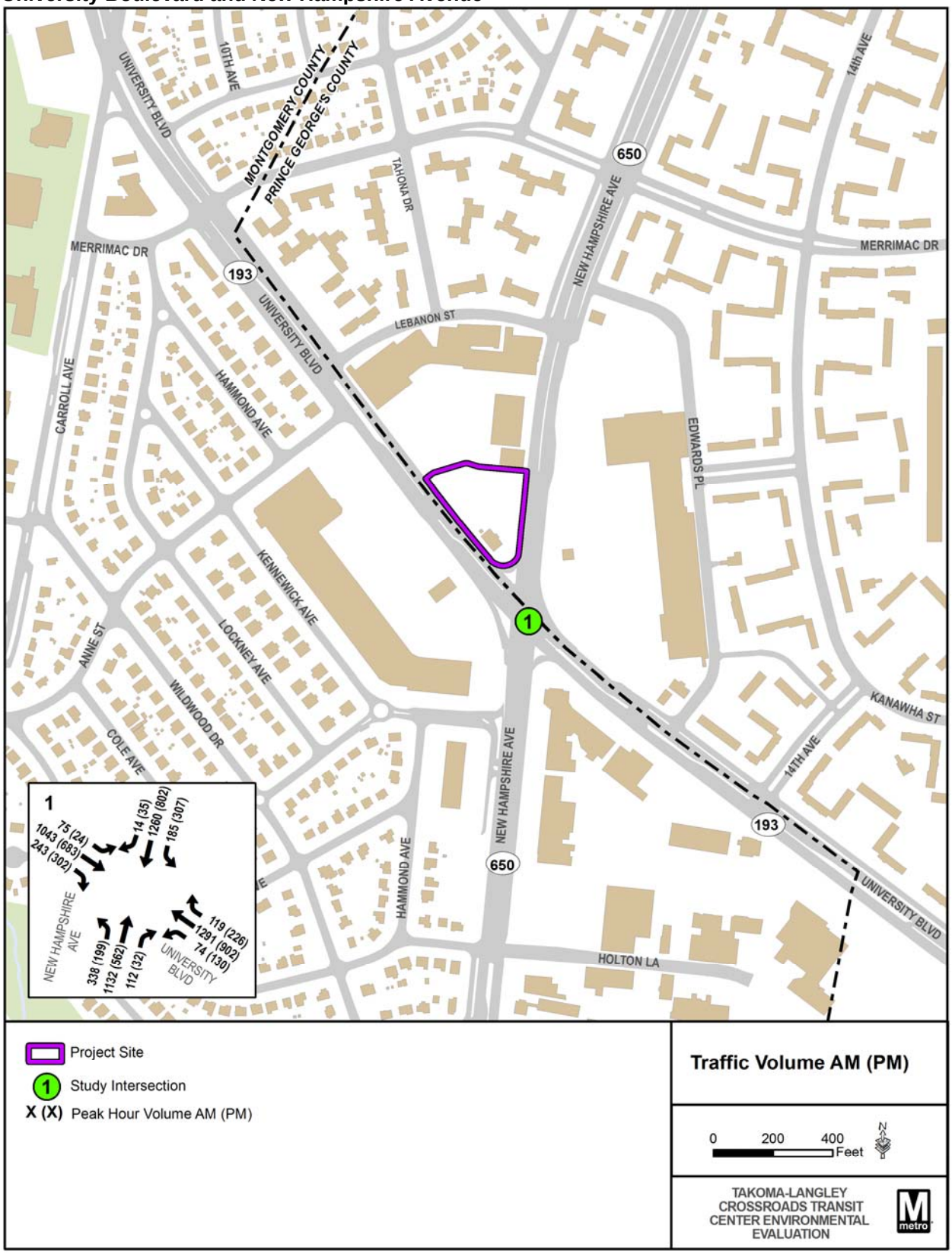
Figure 2 shows the morning and evening peak hour turning movement data. Traffic counts show the intersection carries higher volumes in the evening peak hour (5,345 total entering vehicles) compared to the morning peak hour (4,745 total entering vehicles). Intersection performance is typically measured by the average time a vehicle is stopped (delayed) at an intersection. This quantified delay is referred to as Level of Service (LOS). Levels of Service are designated "A" through "F" from best to worst. Intersection LOS was calculated by SHA to be LOS C for the morning peak hour and LOS E for the evening peak hour, indicating that the intersection experiences higher congestion and delay during the evening peak hour.

In the existing conditions, buses operating in the study area stop along the existing travel lanes to serve passengers. This, in turn, affects traffic operations as travel lanes are blocked by stopping buses. To have a better understanding of bus stop impacts on traffic flow, WMATA ridership data by route and stop (May 2015 Ridecheck Plus data) was obtained and dwell time was estimated at bus stops within the study area. Utilizing the morning and evening peak period boarding and alighting information, average dwell time is estimated to be approximately 15 seconds in the morning peak, and 22 seconds in the evening peak hour.

There are also limited bus stop amenities for passengers at certain stops within the study area. Some of the bus stops lack shelters, benches, and proper lighting.

[1] *http://shagbhisdadt.mdot.state.md.us/ITMS_Public/ViewReport.aspx/?reportName=TurningMovementDetail.rpt&stationID=S2001160022&countno=1028381&startdate=06/21/2011&enddate=06/21/2011&format=pdf*

Figure 2: Morning and Evening Peak Hour Turning Movement Counts at the Intersection of University Boulevard and New Hampshire Avenue



3. Build Conditions (with Transit Center)

Under the Build conditions, as explained above, the Transit Center will consolidate the large number of existing bus stops and bus routes at one central location. This section includes a qualitative assessment of transportation conditions and the associated benefits and impacts of the Transit Center. Also detailed are the bus operations once the Transit Center is in operation.

3.1 Effects on Transit Operations

To provide a high-level operational analysis of transit, bus operations through the Transit Center were examined. The bus movements entering and exiting the Transit Center are shown in **Figure 3**, and summarized as follows:

- **Entrances** – No buses will enter the Transit Center from New Hampshire Avenue. All buses will use the entrance on University Boulevard to access the Transit Center.

- **Westbound** – Buses traveling on University Boulevard in the westbound direction will stop along the new bus bay/turn-out along the curb side of University Boulevard. Bus routes that would make this movement include Metrobus Routes C2, C4, and J4 and Shuttle-UM Route 111.

- **Eastbound** – Buses traveling on University Boulevard in the eastbound direction will make a left turn from University Boulevard into the Transit Center through a new traffic signal to control the bus movement.

    - Bus routes that would terminate and layover at the Transit Center include Ride On Routes 15, 17, 18, and 25.

    - Buses that continue eastbound on University Boulevard would exit the Transit Center with a right turn at the New Hampshire Avenue exit, followed by a left turn at the New Hampshire Avenue and University Boulevard intersection. Bus routes that would continue eastbound on University Boulevard include Metrobus Routes C2, C4, and J4 and Shuttle-UM Route 111.

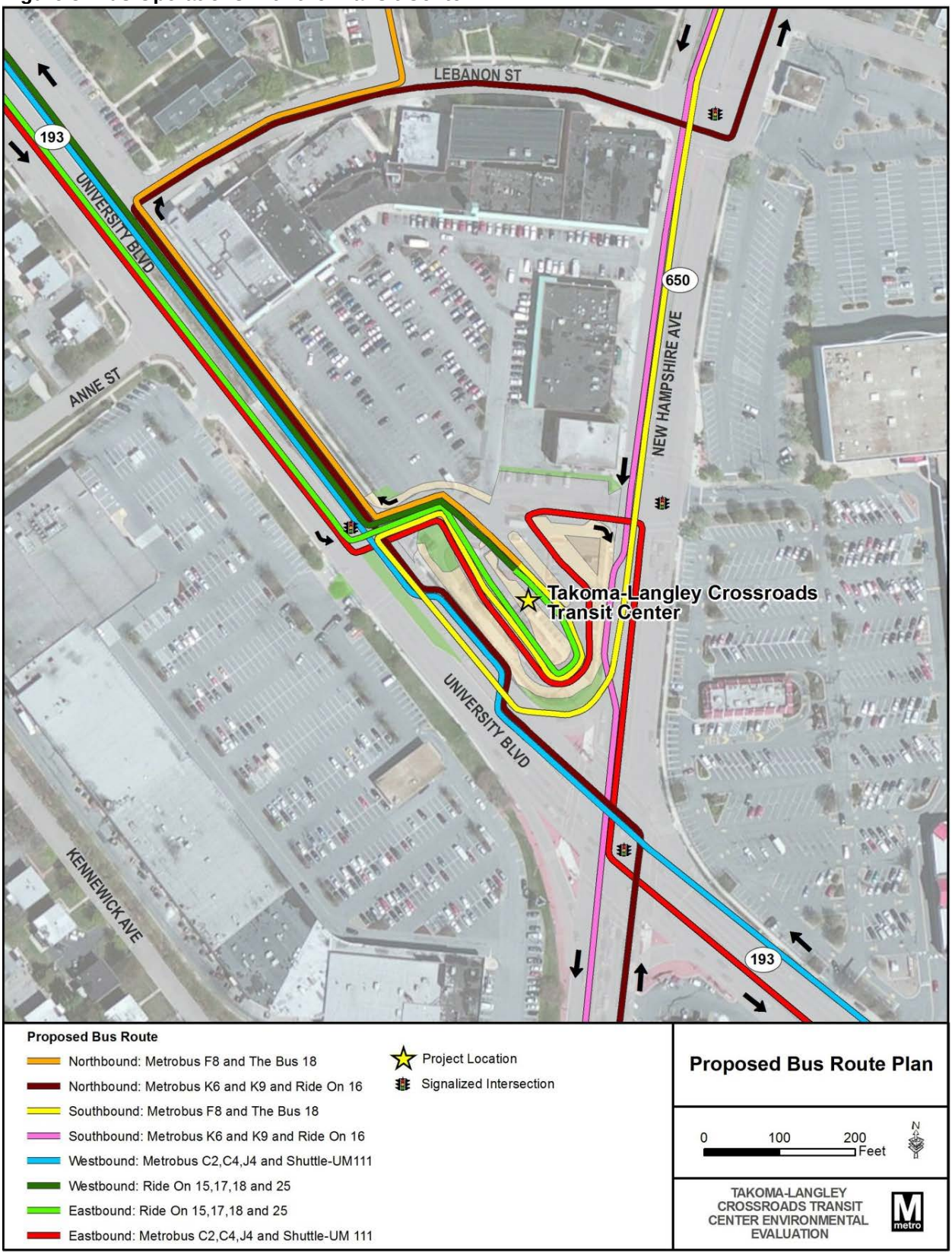
- **Northbound** – Buses traveling northbound on New Hampshire Avenue will turn left onto westbound University Boulevard and drop-off/pick-up passengers at the Transit Center using the pull-off along University Boulevard. After serving the transit center, buses will turn right onto Lebanon Street and then turn left at the modified Lebanon Street and New Hampshire Avenue intersection. Bus routes that would make this movement include Metrobus Routes K6 and K9 and Ride On Route 16.

- **Southbound** – Buses traveling southbound on New Hampshire Avenue will drop-off/pick-up passengers at the Transit Center along the new bus bay/turn-out along the curb side of New Hampshire Avenue. Bus routes that would make this movement include Metrobus Routes K6 and K9 and Ride On Route 16.

    - Metrobus Route F8 and The Bus Route 18 would turn right from southbound New Hampshire Boulevard onto westbound University Boulevard and turn right into the Transit Center.

- **Exits** – Buses leaving the Transit Center can use the exit at New Hampshire Avenue or at University Boulevard. However, buses are only allowed to make a right turn at these two exit locations.

Figure 3: Bus Operations with the Transit Center



A list of the bus routes that would utilize the Transit Center by direction is included below in **Table 1**.

Table 1: Bus Routes at the Transit Center

Direction	Bus Routes
Westbound	Metrobus: C2, C4, J4 Shuttle-UM: 111
Eastbound	Metrobus: C2, C4, J4 Ride On: 15, 17, 18, 25 Shuttle-UM: 111
Northbound	Metrobus: K6, K9 Ride On: 16
Southbound	Metrobus: F8, K6, K9 Ride On: 16 The Bus: 18

Buses turning into and out of the Transit Center will contribute to minor traffic movements unlike the existing conditions where buses generally travel on the main through movements (either on University Boulevard or New Hampshire Avenue). These minor traffic movements (turning movements) typically have long red durations and are not favored by signal coordination, as coordination tends to provide more green time for the through phases. As a result, the Transit Center could potentially result in longer bus delay at the intersection of New Hampshire Avenue and University Boulevard. The increase in bus delay would be more pronounced in the evening peak hour, because both the left turn volumes and total intersection volumes are higher compared to the morning peak.

One approach to mitigate the potential increase in bus delay would be to provide more green duration for the left turn phases that are used by buses to avoid long queues and cycle overflows (i.e., vehicles are unable to clear the intersection during a given green cycle). The operation of general traffic also needs to be considered to limit the impact on the roadway network.

Another potential impact could be the increase in bus travel time as some bus routes are required to make a loop in order to turn into and out of the terminal (e.g., eastbound or southbound buses), resulting in longer travel distances. However, travel time increases are expected to be marginal, because the increase in travel distances with the Transit Center is very small compared to the current operations.

3.2 Effects on the Roadway Network

In the existing conditions, buses stop in the travel lane to serve passengers, blocking traffic and reducing travel lane capacity. The Transit Center will remove approximately 60 buses per peak hour from stopping in the travel lanes to one central location. The reduction in buses stopping in the travel lanes will in turn increase the roadway and intersection capacity and potentially reduce average intersection delay. In addition, the Transit Center will remove some of the pedestrian conflicts by allowing transfers within the station and decreasing pedestrian movements in the area, which will further benefit traffic.

However, the benefits listed above could be offset by the resulting negative impacts of updating signal timing plans to favor bus phases turning into and out of the terminal.

3.3 Effects on Transit Passengers

The Transit Center will offer a safe, comfortable waiting area for passengers with improved stop amenities. Furthermore, the Transit Center will make transfers easier, faster, and safer for bus passengers by eliminating pedestrian crossings on wide streets with heavy volumes and long crossing times (six to seven traffic lanes). Transit Cooperative Research Program Report 46[2] indicated that stop amenities impact a broad range of passenger experience and the ridership decisions of passengers. Therefore, the improvements in stop amenities and transfers may also result in higher bus ridership in the study area.

[2] *Transit Cooperative Research Program Report 46, 1999, The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and the Transit Design Game Workbook. Transportation Research Board, Washington D.C.*

Appendix D

MWCOG Transportation Improvement Program Amendment #5837

This page intentionally left blank.

	Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total
Human Service Transportation Coordination										
JARC and New Freedom Programs										
TIP ID: **5408** Agency ID:	Title: **New Freedom Program**								Complete:	
Facility:	Section 5317	100/0/0		900 e						900
From:									***Total Funds:***	***900***
To:										
Description: The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA).										
TIP ID: **5407** Agency ID:	Title: **Job Access and Reverse Commute (JARC) Program**								Complete:	
Facility:	Section 5316 (JARC)	100/0/0		1,200 e						1,200
From:									***Total Funds:***	***1,200***
To:										
Description: The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes.										
Transit										
TIGER – Priority Bus Transit in the National Capital Region										
TIP ID: **5837** Agency ID:	Title: **Takoma/Langley Park Transit Center**								Complete:	**2016**
Facility:	ARRA/TIGER	100/0/0	2,844 c	6,701 c	386 c					7,087
From:									***Total Funds:***	***7,087***
To:										
Description: Construct transit center in Langley Park at the crossroads area of the MD 193 and MD 650 intersection. This is a joint SHA/MTA project. This project is also listed in the MDOT/Maryland Transit Administration portion of the TIP as TIP ID 3263 to show local funding.										
TIP ID: **5776** Agency ID:	Title: **Maryland State Highway Administration: Priority Bus Transit Enhancements**								Complete:	**2016**
Facility:	ARRA/TIGER	100/0/0	1,143 c	578 c	1,013 c	661 c	145 c			2,397
From:									***Total Funds:***	***2,397***
To:										
Description: This project will install queue jump lanes, real-time bus information, and miscellaneous bus stop and shelter improvements along University Boulevard, US Route 1, and Viers Mill Road.										

This page intentionally left blank.

Appendix E

Maryland Historical Trust Correspondence

This page intentionally left blank.

Attachment 5

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 14, 2006

Re: Project No. MO333A21
MD 650: Holton Lane to Merrimac Drive
Montgomery and Prince George's Counties
USGS *Washington East* 7.5" Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that there will be no historic properties affected by the proposed Project No. MO333A21. The project was coordinated by an Appendix 2 letter dated October 26, 2004. Since that time the scope of work has been expanded to include the construction of a transit center for Takoma Park and Langley Park at the intersection of MD 650 (New Hampshire Avenue) and MD 193 (East University Boulevard) in Prince George's County. A small portion of the project will extend into Montgomery County.

SHA's work will consist of the pavement and infrastructure portion of the project, while the Maryland Transit Authority (MTA) will construct bus shelters and rest area buildings with bathrooms at a separate time and under their own contract. Work items for SHA include converting a building and its surrounding parking lot into a transit center which, once completed, will act as a bus terminal for the large number of buses and passengers in the area. Additional work items for improvements to the MD 650/MD193 intersection include: the installation of new full-depth pavement, sidewalks, crosswalks, pedestrian ramps, curb and gutter, w-beam traffic barriers, drainage facilities, medians, lighting, signs, and utility hook-ups; modification of existing medians, driveway and parking lot entrances; signing and utility relocations; and landscaping.

In order to complete the proposed improvements, fee-simple right-of-way and temporary construction easements will be required from two properties. The Bank of America (7950 New Hampshire Avenue) will provide 0.02 acre of fee-simple right-of-way and 0.02 acre of temporary construction easement. The Langley Park Shopping Center (8050 New Hampshire Avenue) will provide 1.38 acres of fee-simple right-of-way and 0.24 acre of temporary construction easement. The fee-simple right-of-way required from the Langley Park Shopping Center will include the acquisition and demolition of a building the shopping center currently leases to a Taco Bell franchise.

Project plans are included as **Attachment 1**.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE), SHA considered possible physical, visual, atmospheric, and audible impacts to historic properties. The APE for this project is defined as the limits of existing and proposed right-of-way and easements where all direct construction impacts will occur, as indicated on the attached SHA quadrangle map for Langley Park (**Attachment 2**). The nature of the undertaking and current surroundings indicate there is no potential to impact significant views or vistas.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed transit center.

Architecture: SHA Architectural Historian Melissa Hess consulted the SHA-GIS Cultural Resources Database, tax parcel maps and records, and conducted a field visit on January 27, 2006.

The APE is characterized by mid to late twentieth-century suburban commercial development. The project will require right-of-way from the Langley Park Shopping Center and 7950 New Hampshire Avenue, which are both located on the north quadrant of the intersection of MD 193 and MD 650.

Built in 1954, the Langley Park Shopping Center is an example of suburban commercial architecture, which is currently occupied by a variety of national chain and local businesses. The shopping center is dominated by a large parking area. The shopping center consists of a linear complex of one and two-story flat-roofed units, each with a separate front entrance. Though the overall design of the center once reflected Modern principles, this is no longer evident due to

renovations, including the addition of metal mansard roofs over several store fronts. Due to alterations, including the alteration of roof lines and store fronts, the building does not retain its integrity of design, materials, workmanship, feeling, and association. The property is recommended not eligible for the National Register of Historic Places (NRHP) under Criteria A, B, or C.

Built in 1952, 7950 New Hampshire Avenue is a commercial building with Modern styling, which is currently occupied by a branch of the Bank of America. It is a square, two-story, brick building with a flat roof. Due to alterations, including the alteration of entrances, the enclosure of original openings, and the addition of a drive-thru ATM machine, the building does not retain its integrity of design and materials. The property is recommended not eligible for the NRHP under Criteria A, B, or C.

Short Forms for Ineligible Properties for the Langley Park Shopping Center and 7950 New Hampshire Avenue are included as **Attachment 3.**

The building occupied by the Taco Bell franchise, which is typical of the chain's national standardized style, does not meet the NRHP age criteria. There are no historic standing structures located within the APE. The construction of a new transit center will have no impact on historic standing structures.

Archeology: SHA Archeologist Henry Ward assessed the archeological potential of the project based on examination of aerial photographs, historic maps, topographic maps, and the SHA-GIS Cultural Resources Database. No field visit was warranted due to prior disturbance within the APE, defined for archeological resources as the limits of proposed construction where ground disturbance would occur.

No archeological surveys have been conducted and no sites have previously been recorded in the APE. Martenet's (1861) map of Prince Georges County depicts a Freedman Mill to the north of the APE. No structures are shown on the USGS (1945) Washington East quadrangle in or near the APE. Based on the minor scope of construction and prior disturbance, the project is unlikely to impact significant archeological resources. No further archeological work is warranted.

Review Request

Please examine the attached plans, map, short DOE forms, and Eligibility and Effects Table (**Attachment 4**). We request your concurrence by March 13, 2006 that there would be no historic properties affected by the proposed transit center at MD 650 and MD 193. By carbon copy, we invite the Prince George's County Historic Preservation Commission, Prince George's Heritage, Inc., the Montgomery County Historic Preservation Commission, and Montgomery

Preservation, Inc. to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by March 13, 2006, we will assume that these offices decline to participate. Please contact Ms. Melissa Hess at 410-545-8560 (or via email at mhess@sha.state.md.us) with questions regarding standing structures for this project. Mr. Henry Ward may be reached at 410-545-5793 (or via email at hward@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Mary F Barse

Mary F. Barse
Assistant Division Chief
Project Planning Division

Attachments: 1) Project Plans
2) Area of Potential Effects Map
3) Short Forms for Ineligible Properties
4) Eligibility and Effects Table

cc: Ms. Mary F. Barse, SHA-PPD
Mr. Richard Ervin, SHA-PPD
Mr. Jeffrey Folden, SHA-OHD
Mr. Wayne Goldstein, Montgomery Preservation Inc. (w/Attachments)
Ms. Melissa Hess, SHA-PPD (w/Attachments 2 and 4)
Mr. Doug McElrath, Prince George's Heritage, Inc. (w/Attachments)
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments)
Mr. Bradley Smith, SHA-PPD (w/Attachments 2 and 4)
Mr. Henry Ward, SHA-PPD (w/Attachments 2 and 4)
Ms. Gwen Marcus Wright, Montgomery County Historic Preservation Commission (w/Attachments)

Brad

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

Project Number: MO333A21 **MHT Log No.** 200600526
Project Name: MD 650 at MD 193 – Takoma/Langley Park Transit Center
County: Montgomery and Prince George's
Letter Date: February 14, 2006

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- [X] Concur
- [ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment 4]):

- [X] No Properties Affected
- [ ] No Adverse Effect
- [ ] Conditioned upon the following action(s) (see comments below)
- [ ] Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- [ ] Agree

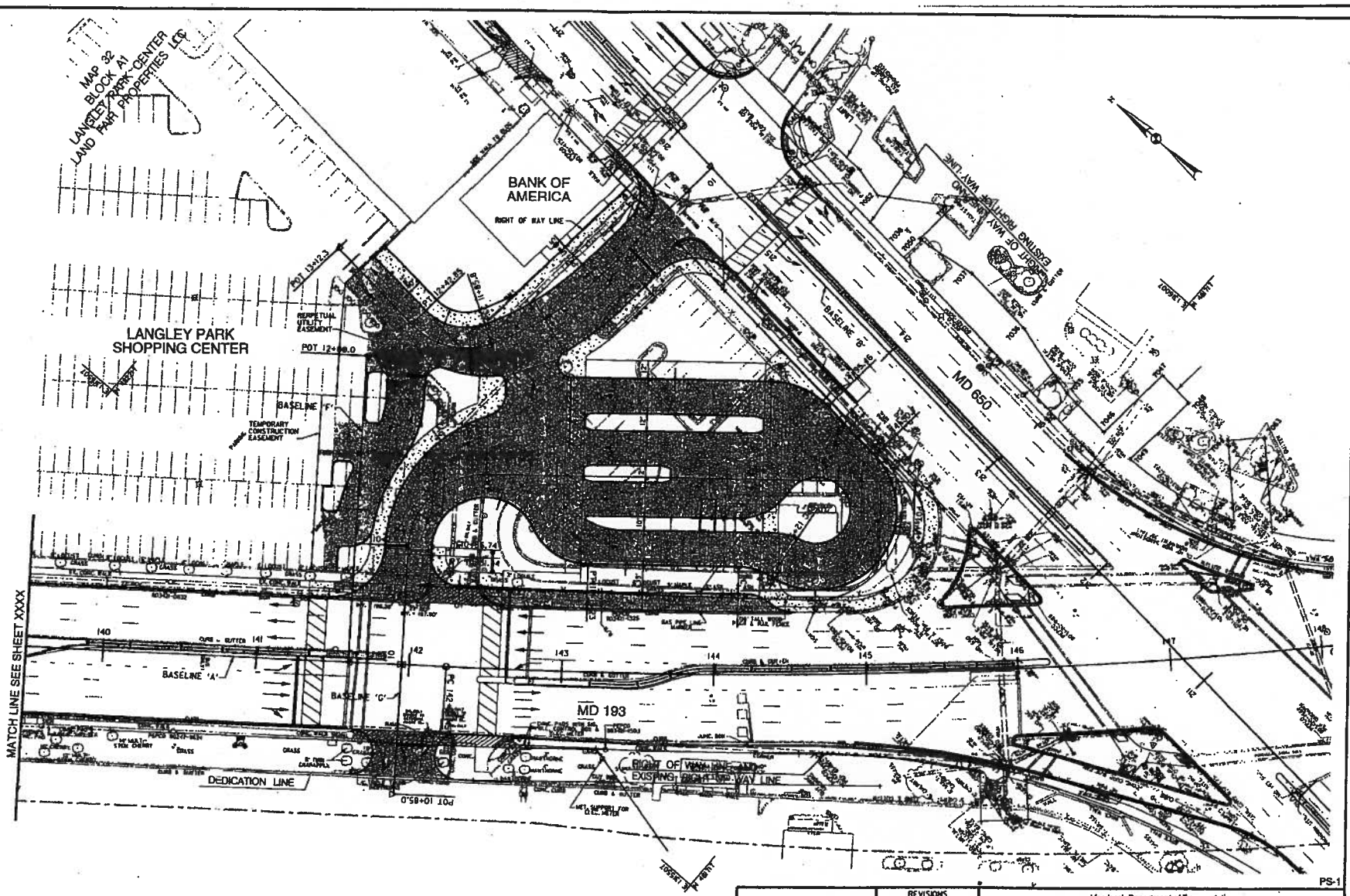
Comments:

By: Andrew Lewis 3/28/06
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Ms. Mary F. Barse, Assistant Division Chief, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-2883 and Facsimile: 410-209-5004

cc: Mr. Richard Ervin, SHA

Attachment 2



30% SUBMISSION
Preliminary Investigation
DECEMBER, 2005

SCALE: 1"=30'

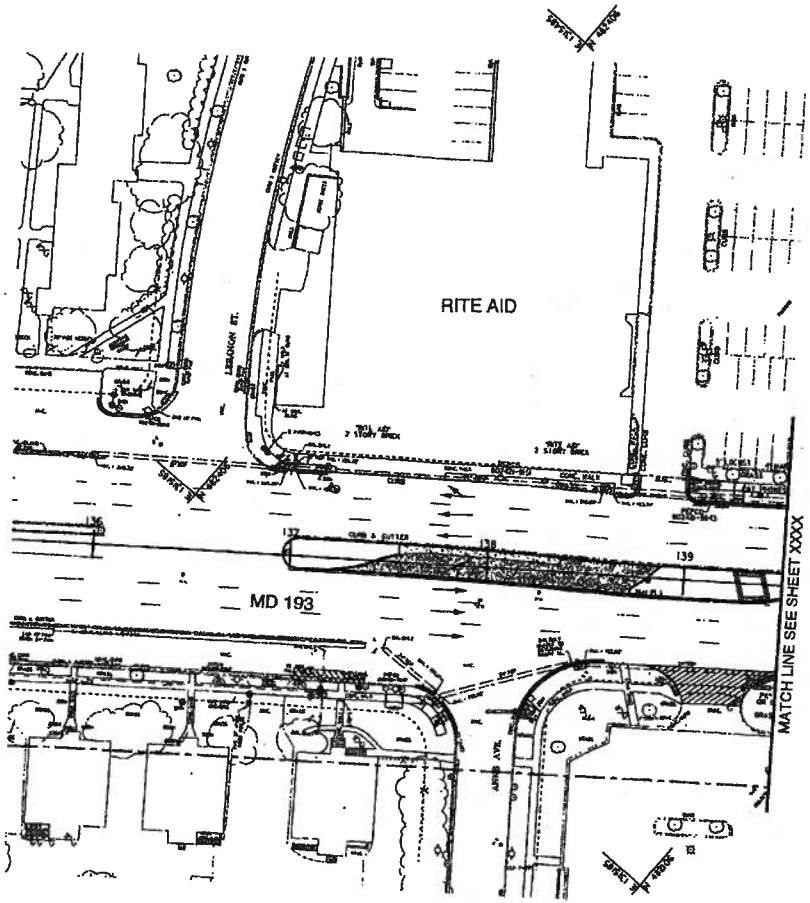
THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
OWINGS MILLS, MARYLAND

REVISIONS

Maryland Department of Transportation
State Highway Administration
HIGHWAY DESIGN DIVISION
TAKOMA / LANGLEY PARK TRANSIT CENTER
PLAN: MD 650 - STA. 210+00 TO STA. 217+00

CONT. NO. XXXXX F.A.P. NO. NONE SHEET NO. OF
PROJ. TRAC. BY FINAL TRAC. BY DATE: DECEMBER, 2005

PS-1



SCALE: 1"=30'

30% SUBMISSION
Preliminary Investigation
DECEMBER, 2005

PS-2

THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
OWINGS MILLS, MARYLAND

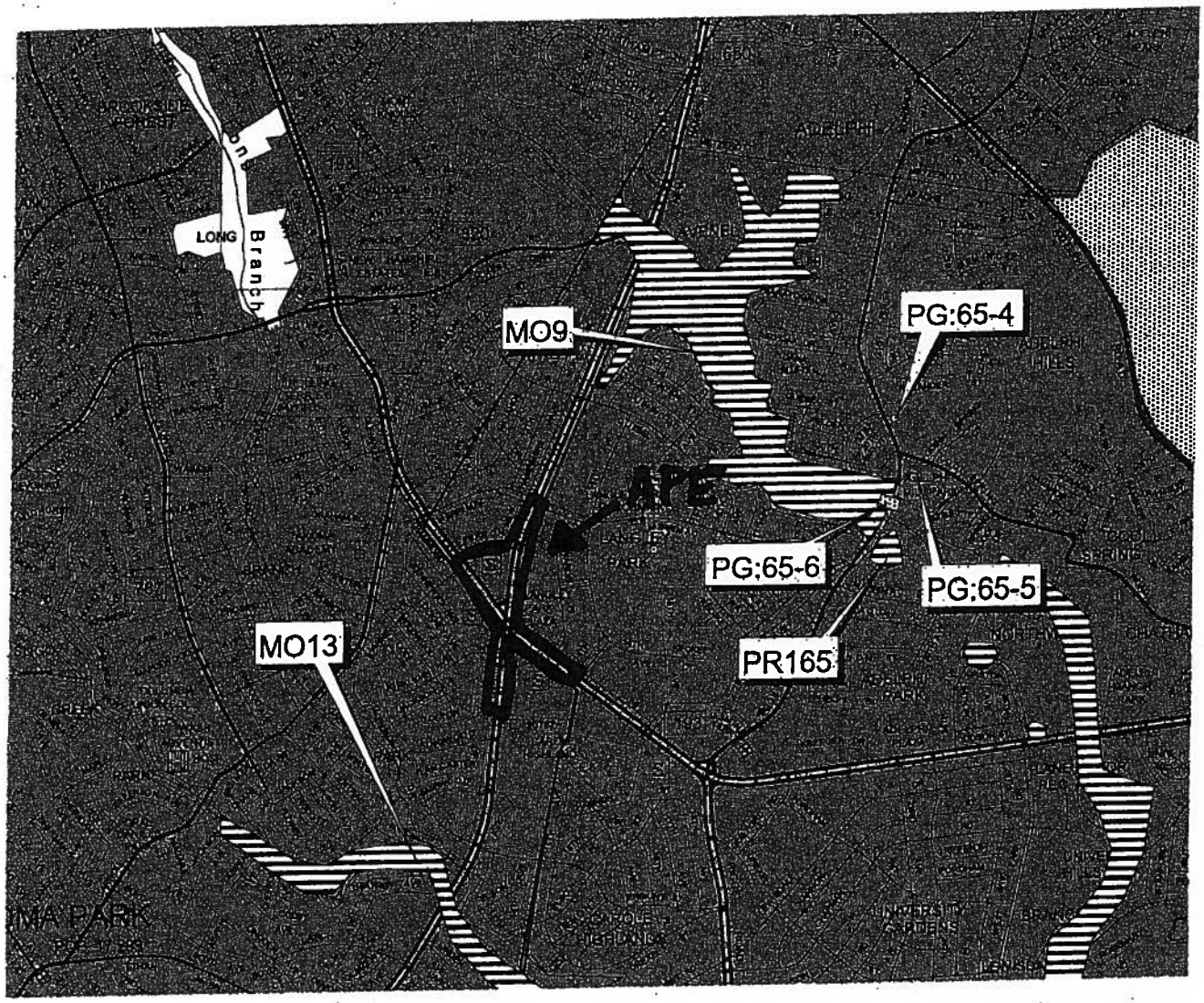
REVISIONS

Maryland Department of Transportation
State Highway Administration
HIGHWAY DESIGN DIVISION

TAKOMA / LANGLEY PARK TRANSIT CENTER
PLAN: MD 193 - STA. 135+50 TO STA. 139+50

CONT. NO. XXXXX F.A.P. NO. NONE SHEET NO. ____ OF ____

Area of Potential Effects Map
MD 650 @ MD 193
Takoma/Langley Park Transit Center
Prince George's County



0.8 0 0.8 1.6 Miles

Maryland Inventory of Historic Places
National Register of Historic Places
Archaeological Surveys
Maryland Historical Trust Easements
USGS Topo Quad Index
Roads
CO
IS
MD
OP
SR
US
MU
GV
County

N
W E
S

Washington East Quad

Attachment 2

Hybrid Eligibility/Effects Table

Attachment 4

MD 650 at MD 193 – Takoma/Langley Park Transit Center

February 8, 2006

Resource	Type	SHA Nomination	SHPO Opinion	Impact	SHPO Opinion	Attachment	Remarks
Langley Park Shopping Center	**S**	**X**	**Requested 02/2006**	**None**	**Requested 02/2006**	**3**	
7950 New Hampshire Avenue	**S**	**X**	**Requested 02/2006**	**None**	**Requested 02/2006**	**3**	
Buffer				NPA	Requested 02/2006		

Codes:

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion
Impact: None, No Adverse, Adverse
Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
Bold rows indicate review action requested

Appendix F

USFWS Certification Letter and DNR Correspondence

This page intentionally left blank.

U.S. Fish & Wildlife Service

Takoma Park Langley Transit Center

IPaC Trust Resource Report

Generated May 14, 2015 01:46 PM MDT

US Fish & Wildlife Service

IPaC Trust Resource Report

Project Description

NAME

Takoma Park Langley Transit Center

PROJECT CODE

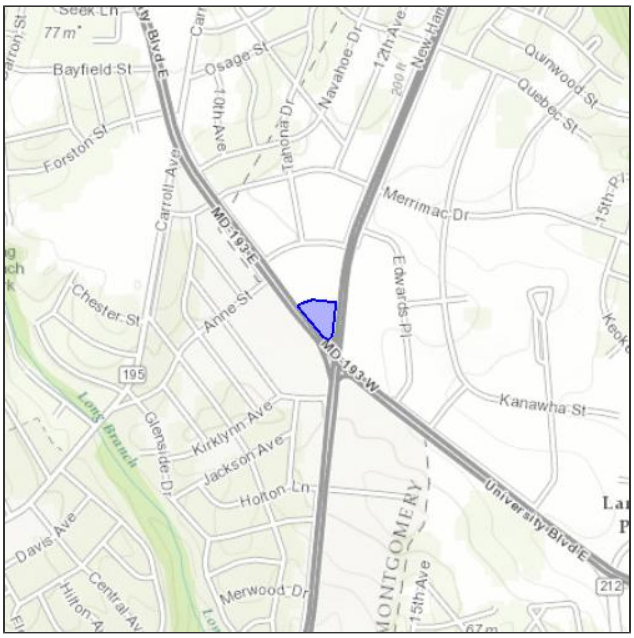
2PJ6R-JAO4R-EJHGO-NF2ER-N4EG6E

LOCATION

Montgomery and Prince George's counties, Maryland

DESCRIPTION

Transit center near the intersection of MD 650 (New Hampshire Avenue) and MD 193 (University Boulevard) in Takoma/Langley Park, Prince George's County, Maryland.



U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

Chesapeake Bay Ecological Services Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
(410) 573-4599

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the Endangered Species Program and should be considered as part of an effect analysis for this project.

There are no endangered species identified for this project area

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

American Oystercatcher Haematopus palliatus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G8

American Bittern Botaurus lentiginosus — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0F3

Bald Eagle Haliaeetus leucocephalus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008

Black-billed Cuckoo Coccyzus erythropthalmus — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HI

Blue-winged Warbler Vermivora pinus — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JY

Cerulean Warbler Dendroica cerulea — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B09I

Fox Sparrow Passerella iliaca — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NE

Kentucky Warbler Oporornis formosus — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0IN

Least Bittern Ixobrychus exilis — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JW

Pied-billed Grebe Podilymbus podiceps — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JQ

Prairie Warbler Dendroica discolor — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0K4

Prothonotary Warbler Protonotaria citrea — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0IJ

Purple Sandpiper Calidris maritima — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0L1

Red-headed Woodpecker Melanerpes erythrocephalus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HR

Rusty Blackbird Euphagus carolinus — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JI

Saltmarsh Sparrow Ammodramus caudacutus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MY

Short-billed Dowitcher Limnodromus griseus — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JK

Short-eared Owl Asio flammeus — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD

Snowy Egret Egretta thula — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0LC

Wood Thrush Hylocichla mustelina — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0IB

Worm Eating Warbler Helmitheros vermivorum — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0II

Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to NWI wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

C. Ronald Franks
Secretary

W. P. Jensen
Deputy Secretary

Maryland Department of Natural Resources
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

January 21, 2004

Ms. Cynthia D. Simpson
Deputy Director
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

RE: Environmental Review for Project No. MO333A21, MD 650 from Holton Drive to Merrimac Drive and MD 193 from Approximately 800 Feet East and West of MD 650, Streetscape Improvements, Prince George's Co., MD.

Dear Ms. Simpson:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted. It is also important to note that the utilization of state funds, or the need to obtain a state authorized permit may warrant additional evaluations that could lead to protection or survey recommendations by the Wildlife and Heritage Service. If this project falls into one of these categories, please contact us for further coordination.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER #2004.0012.pg

cc: Ray Dintaman, Environmental Review