

**Boys Transit Improvements CIP Project #509337**  
**30% Design - Concept Submittal**  
**Public Comments**

Reveiver: MS: Miriam Schoenbaum, Boyds Citizen

Response Legend: CA=comment accepted, CR=clarification required, DC=diagree with comment- see response

ORIGINAL			RESPONSES		
COMMENT NO.	Reviewers No. & Initials	Section # or Sheets #	REVIEWER COMMENT	STATUS	WRA
1	MS	General	This is much better. Thank you for the improvements, and thank you for listening to the community comments!	N/A	
2	MS	GR-01	It's still a lot of pavement, even if much of it is now pervious pavement. Especially in the bus loop. All of the runoff will end up in the lake.	CA	The lane widths have been minimized and revised throughout the site.
3	MS	HD-01	Car drivers are going to go through the bus loop if it's convenient for them. Are there ways to make the bus loop less convenient for car drivers than the car entrance - while still maintaining convenience for the bus drivers and passengers?	CA	Noted, to be investigated.
4	MS	General	I support retaining the concrete block building and its bathroom, and I hope that this design works with the septic system/drain field.	N/A	
5	MS	General	Please ask SHA to remove the permissive right-turn lane from Barnesville onto Clarksburg!	DC	This is outside the scope of this project but coordination with SHA is on going.
6	MS	General	Please work with SHA to add complete pedestrian facilities to the Barnesville/Clarksburg signalized intersection.	DC	This is outside the scope of this project but coordination with SHA is on going.
7	MS	SN-02	The design should have clear indication for drivers that pedestrians have the right-of-way at the drive entrances/exits across the sidepath.	CA	
8	MS	General	Have you reached out to the new owners of the Boyds Country Store?	CA	Noted, to be investigated further in design.
9	MS	General	Whoever maintains the current MARC parking lot and platforms uses lots of road salt. If they do that in the new parking lot, the salt will end up in the groundwater and the lake. In the groundwater, it will affect any wells of nearby residents that are downgradient from the facility (I do not know if there are any).	CA	Noted, to be investigated.
10	MS	HD-01	I am concerned about the safe pedestrian circulation in the bus loop parking lot.	CA	Noted, to be investigated.
11	MS	HD-01	I am concerned about passenger access between the facility and the train platforms.	CA	Noted, to be investigated.
12	MS	General	I really like the idea of adding an overhang to the existing concrete building as a shelter or waiting bus passengers. The concrete building is currently useful but ugly, and it looks out of place in the Boyds district.	CA	Noted, to be investigated.

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13	MS	General	Please do what you can to buffer the sidewalk along Barnesville Road from the road and to send slow-down-now signals to the east-bound and west-bound drivers. People already drive too fast there, and there will be plenty of drivers who drive too fast because they are late for a train or are eager to zoom out if the get off the train.	CA	Noted, to be investigated.
14	MS	General	Connectivity: People might walk to the Hoyles Mill Trail, the Ten Mile Creek Trail, Little Seneca Lake, Black Hill Regional Park, the commercial buildings at 15130 Barnesville Road, St. Mark's United Methodist Church, the industrial property at 14801 Clopper Road, and the Zoroastrian temple. In contrast, people are unlikely to walk from the Boyds MARC station to Lake Seneca ES (4.3 miles by car). People are also unlikely to walk to Ronald McNair ES or Trinity Methodist Church in Germantown until there's a sidepath along Clopper Road between Boyds and Germantown	DC	This is outside the scope of this project.
15	MS	General	Master Plan Issues: In addition, the MARC Rail Communities master plan calls for a buffered sidepath along Barnesville Road from the MARC platform to Clarksburg Road, a sidewalk along Barnesville Road from the MARC platform to the post office, secured/covered bicycle parking at the MARC station, and upgrading of the existing pedestrian underpass with ADA-compliant ramps, wheelchair lifts, improved lighting on the ramps, and entrance canopies to allow use during inclement weather.	DC	These improvements are outside the scope of this project at this time.
16	MS	General	Existing conditions: In addition, there is no ADA-compliant way to get from one platform to the other, across the tracks. As you know, passengers generally get on the eastbound train on the south platform and get off the westbound train on the north platform. (Also, I don't know whether you know that MTA recently built a ramp from the existing parking lot to the south platform.)	DC	This is outside the scope of this project.
17	MS	General	Recommended improvements: In addition, there also needs to be pedestrian/bicycle/ADA access from Barnesville Road to the proposed sidewalk next to the bus loop, as well as ADA access for passengers to cross the tracks.	DC	This is outside the scope of this project as the tracks are owned by CSXT.

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18	MS	General	Additional costs/impacts/issues: In addition, the project needs to provide safe pedestrian/bicycle/ADA access from Barnesville Road to the project, as well as ADA access for passengers to cross the tracks.	DC	This is outside the scope of this project as the tracks are owned by CSXT.
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