

T&E COMMITTEE #1
March 8, 2018

MEMORANDUM

March 2, 2018

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: ^{GO} Glenn Orlin, Deputy Council Administrator

SUBJECT: FY19-24 Capital Improvements Program (CIP)—transportation: road, pedestrian/bikeway, and mass transit projects

PURPOSE: Review and make recommendations on these projects

Please bring the Executive's Recommended FY19-24 CIP to this worksession.
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This is the second Committee worksession scheduled to review the transportation portion of the FY19-24 CIP. This worksession will include a review of road, pedestrian/bikeway, and mass transit projects. A third worksession is scheduled for March 15, should it be needed. Parking Lot District (PLD) capital projects will be reviewed in April with the PLD operating budgets.

Staff anticipated to attend this worksession include:

Al Roshdieh, Director, Department of Transportation (DOT)

Emil Wolanin, Deputy Director, DOT

Chris Conklin, Deputy Director for Transportation Policy

Dan Hibbert, Chief, Division of Transit Services, DOT

Bruce Johnston, Chief, Division of Transportation Engineering, DOT

Fred Lees, Chief, Management Services, DOT

Brady Goldsmith, Office of Management & Budget

As the Committee reviews each of the projects, Council staff will highlight how many years each of these projects have been delayed to date, and how much longer the delay would be under the Executive's recommendations.

The Planning Board and staff comments on the transportation CIP are on ©1-3. Councilmembers Berliner and Hucker of the T&E Committee, plus Council President Riemer (hereafter in the memo referred to as "The 3 Councilmembers") propose delaying construction of Montrose Parkway East by another 3 years. This would free up about \$94.2 million of fiscal space in FYs19-24 to add or accelerate several other transportation projects, and leave about \$25.0 million for other priorities in the CIP (©4-8).

A. ROAD PROJECTS

1. "Consent" projects.

Consent bridge projects (page)	Funding Change	Timing Change
Advance Reforestation (20-4)	None	not applicable
Clarksburg Transportation Connections (20-10)	None	none
County Service Park Infrastructure Imprvts. (20-11)	-\$200,000	to FY22
Dedicated but Unmaintained Roads (20-12)	None	none
Public Facilities Roads (20-29)	none	not applicable
Seminary Road Intersection Improvement (20-30)	none	none
Snouffer School Road North (Webb Tract) (20-34)	none	none
State Transportation Participation (20-36)	none	none

Council staff recommendation: Concur with the Executive.

2. **Bethesda CBD Streetscape** (20-4). This project was included in the CIP by the Council in Year 2000 to meet one of the staging requirements of the 1994 Bethesda CBD Sector Plan. In the 18 years since this project was initiated, the only County spending has been for some design work; no County money has been spent on streetscaping.

Originally the project was to fund streetscape improvements along the 5,425' of frontage on three roadway segments mentioned in the sector plan: 1,125' along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550' along Wisconsin Avenue between Cheltenham Drive and the north end of the CBD; and 750' along East-West Highway between Waverly and Pearl Streets. Over time the scope of the project has been reduced, since the Planning Board has required abutting developments to construct the streetscaping along their frontage. The cost of \$5,721,000 is unchanged from the Approved CIP.

The 1994 Sector Plan has been superseded by the new Sector Plan adopted last year, and it does not include a staging requirement for streetscaping. Most of the remaining properties fronting the aforementioned segments of Wisconsin Avenue, Woodmont Avenue, and East-West Highway have been upzoned in the 2017 Plan, and when they redevelop, the Planning Board certainly will require streetscaping along their frontage.

Council staff recommendation: Delete this project. Once Bethesda is close to buildout and if there are gaps in the streetscaping, it would be appropriate for the Council to resuscitate a project like this to complete the work.

3. **Burtonsville Access Road** (20-7). The purpose of this road is to provide access to businesses on the north side of MD 198 in the Burtonsville commercial area, thus reducing some of the turning traffic in this segment between US 29 and Old Columbia Pike. As currently designed, the road would be 32'-wide (two 12'-wide lanes and an 8'-wide parking lane) with 5'-wide sidewalks on both sides. The project has been delayed multiple times over the years due to the schedule—or, more to the point, the lack of one—for the improvement to MD 198. With some revenue from the 2013 gas tax increase, the

project planning study for MD 28/MD 198 was re-started after a hiatus of more than a decade. That study is nearly complete.

The Approved CIP would have design re-started in FY22, but the Executive recommends deferring it until after FY24. The cost in the published CIP has increased by \$1,386,000 (+20.1%) to \$8,276,000, mainly due to a higher estimate for land acquisition. However, DOT has re-estimated the total cost, and it is now \$9,481,000. The Planning Board recommends advancing the project within the six-year period. This position is also supported by the Greater Colesville Citizens Association and several individuals in the Burtonsville area. The 3 Councilmembers recommend funding design in FYs22-24 and land acquisition in FYs23-24. This would tee up construction in FYs25-26.

There are two primary reasons for this road. One is to provide rear access to many of the businesses on the north side of MD 198 while the highway is reconstructed. The second is to provide the rear access if MD 198 is built with a median that does not allow easy access to egress from the front of these properties. In either case, there is no pressing need to program funds for this road until SHA has selected a preferred alternative and, more importantly, programmed it for construction.

Council staff recommendation: Concur with the Executive, except show the total cost to be \$9,481,000. However, when SHA budgets funds for reconstructing MD 198, the Council should amend the CIP to include the Burtonsville Access Road project on its production schedule. The project has a small enough in cost that the capital reserve in the CIP should be able to accommodate such an amendment.

4. East Gude Drive Roadway Improvements (20-13). This project includes the following elements:

- Add a westbound lane from Calhoun Drive to Crabbs Branch Way.
- Extend the length of the eastbound taper east of Calhoun Drive.
- Add a left-turn lane in the median for east-to-northbound left turns at the Dover Road intersection.
- Build the segment of missing sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive.
- Build sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection.

The project was initially included in the CIP in 2012, with completion by 2021. The Approved CIP continued to show completion by 2021. In the Recommended CIP the cost estimate remains the same at \$6,027,000, but the Executive recommends deferring it by 3 years, with completion in 2024.

Council staff recommendation: Approve the current production schedule, which would have the project completed in 2022 (see below). Due to a slowdown in initiating design, the project effectively has been delayed by a year already. The congestion improvement at the Crabbs Branch intersection, as well as the pedestrian and safety improvements that help achieve Vision Zero, should not be delayed further.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	1395	53	682	660	334	61	106	159	0	0	0
Land	229	0	0	229	50	179	0	0	0	0	0
Site Imps/Util.	415	0	0	415	0	0	0	415	0	0	0
Construction	3988	0	0	3988	0	0	1140	2848	0	0	0
Total	6027	53	682	5292	384	240	1246	3422	0	0	0

5. **Goshen Road South** (20-19). This master-planned project would widen 3.5 miles of Goshen Road to a four-lane roadway with a median from south of Girard Street to north of Warfield Road. It would have a 5'-wide sidewalk on the east side and an 8'-wide hiker-biker path on the west side, 5'-wide bike lanes on both sides, streetlighting and landscaping. For many years the road has been projected to carry 26,000 vehicles per day by 2025, and that all its 18 intersections would fail by then without an improvement.

The project was initially included in the CIP in 2010, with completion by 2020. The Executive has recommended and the Council has concurred with deferring it several times since, primarily to create fiscal space for other projects in the CIP. The Approved CIP suggests completion by 2027, a 7-year delay from the initial schedule. The Executive recommends keeping the project nearly on the same schedule, with completion still projected in 2027. (DOT forecasts expenditure of \$43,850,000 in FY25, \$43,850,000 in FY26, and \$43,710,000 in FY27.) The project cost, however, has increased by \$35,549,000 (+26.8%) due mainly to an updated construction and utility relocation cost estimate. Furthermore, because the project has been delayed so long, DOT will have to reapply for certain permits that are due to expire.

At a cost of \$168,036,000, this is the most expensive road project in the CIP. Over the past 8 years, only \$10,170,000 (6%) of it has been spent, mostly on design and a fraction of the land acquisition cost. Council staff has explored with DOT the potential for splitting the project into two phases: a southern segment from south of Girard Street to near Framingham Drive (just north of the Goshen Oak), and a northern segment from Framingham Drive to north of Warfield Road that would follow at a much later time. Unfortunately, splitting this project into two pieces would be extremely inefficient. The cut and fill balance that exists in the project as a whole would be lost if it is split in two pieces. The maintenance of traffic costs—which will be expensive and very burdensome to Goshen Road users for the duration of construction—would be even more expensive and burdensome if split into two phases, since construction would take 6 years instead of 3. As a result, DOT estimates the southern phase to be \$124,093,000 and the later northern phase to be \$97,079,000, for a total of \$221,172,000: \$53,136,000 (+31.6%) more than if the project were built at one time.

The PDF from 2010 notes that Goshen Road's traffic would reach 26,000 per day by 2025. the forecast. The southern segment of Goshen Road has average daily traffic of about 21,000 per day, which has remained stable for the past few years, so it may not reach 26,000 per day by 2025. An improvement at the intersection of Goshen Road and Midcounty Highway—which is the most significant pinch-point—may resolve the core of the congestion problem for many years to come. In the northern segment, traffic is much lower. Furthermore, there is little discernable economic development (i.e., job creation) that would be supported by this improvement.

Council staff recommendation: Delete this project from the CIP. The project would remain in the master plan, of course, so right-of-way for a potential widening may be secured through ALARF if

necessary. But given the greater priorities both within the transportation realm and the CIP as a whole, work on this project should be suspended until sometime in the future.

6. **Highway Noise Abatement** (20-22). This project is for the design and construction of noise walls identified under the County's Highway Noise Abatement Policy. The Executive is recommending funding the program at \$50,000—\$25,000 each in FY22 and FY23—to review new applications and to conduct preliminary design for candidate walls. However, no funds have been spent to build noise walls under this program since the initial set of walls along Shady Grove Road were built more than a decade ago. Interest in this program has waned since its inception; there have been very few requests for walls along County roads during the past decade. Partly this is because the residents who would benefit from a wall are unwilling to put up their share of the match under the Council's Highway Noise Abatement Policy. Two years ago, Council staff suggested that unless the program drew "paying customers" by now, the policy should either be overhauled or scrapped.

Council staff recommendation: Delete the \$50,000 from this PDF. DOT and Council staff should revisit the policy to determine, indeed, whether the program should be overhauled or scrapped, with the recommendations presented to the Council prior to the FY21-26 CIP. Even if there is no funding, however, the project should remain in the CIP for the time being.

7. **Montrose Parkway East** (20-24). This project would build a master-planned four-lane divided highway from the east side of the Rockville Pike/Montrose Road interchange to Veirs Mill Road. The project includes a bridge over the CSX Railroad, a grade-separated interchange at Parklawn Drive, and a 10'-wide bikepath and 5'-wide sidewalk throughout its length. The segment between Parklawn Drive and Veirs Mill Road would be a parkway, with narrower (11'-wide) lanes and a prohibition on heavy trucks, the same as for existing Montrose Parkway between Montrose Road and Towne Road. It is in a 300'-wide right-of-way (100' wider than much of the Beltway), so in combination with the truck prohibition and the noise walls planned for the vicinity of Parklawn Drive, there would be relatively little noise heard by residents living nearby.

Since the project has been programmed, it has been delayed even more than Goshen Road South. In the FY09-14 CIP it was programmed such that it would be completed in FY16: that is, two years ago. Eight years later, the FY17-22 CIP programmed it to be completed in FY24: six years later. The Executive is not recommending a further deferral in the FY19-24 CIP. The project's cost is about \$142 million, about \$17.5 million of which will have been spent in its design (mostly complete) and right-of-way acquisition (nearly half complete). Its cost estimate has increased by \$2,049,000 (+1.5%) from that in the Approved CIP.

As noted above, The 3 Councilmembers recommend deferring the start of construction by 3 years to FY24. This means that it would be completed in FY27, an 11-year delay. Under their proposal the remaining land acquisition would be stretched out over the next 5 years.

DOT has prepared a presentation describing the benefits of keeping Montrose Parkway East on schedule towards its completion (©9-19). The main points are:

- There would be substantial congestion reduction on Randolph Road and Twinbrook Parkway between Veirs Mill Road and Rockville Pike. Soon after its opening the Parkway would carry over 35,000 vehicles daily, and so traffic on these two parallel roads would be reduced by 25% and 32%, respectively. This would benefit especially commuters from Aspen Hill and Glenmont heading to White Flint and I-270, who would shave 5 minutes from their commute in both the morning and evening rush. The Randolph Road intersections at Parklawn Drive and at Nebel Street will fail without the Parkway. Delays along Randolph Road will be even greater once the curve into Nicholson Lane by Loehmann's Plaza (called for in the White Flint 2 Plan) is eliminated, and all movements between Randolph Road and Parklawn Drive are consolidated at one intersection.
- Each further year of delay will increase the cost of the project by 3-4%.
- Reduction of congestion on Randolph Road due to Montrose Parkway East will improve the speed of bus service on Randolph Road in the short term and the performance of the planned Randolph Road BRT in the long term. The Countywide Transit Corridors Plan calls for BRT to run only in mixed traffic, but with less volume it may be possible to claim space for one or more dedicated lanes.
- Fire emergency response times would be reduced in the area between Aspen Hill and White Flint. The project would eliminate the need for east-west traffic to go across the existing CSX crossing, ranked as the most unsafe railroad grade crossing in Maryland.
- The project would include a bikeway that Planning staff ranks very high in its anticipated use.

Furthermore, the reduction of traffic on Randolph Road will help residents living in the 75-80 single-family houses abutting this stretch to access their homes. The extension of Montrose Parkway over the CSX tracks to Parklawn Drive is a County commitment in the funding plan for White Flint (©20), and it is assumed in the White Flint 2 and Twinbrook Plans, as well.

From its mandatory referral late last year, the Planning Board supports some modifications to the design (©21-23). The major change would be to enlarge the width of the shared use path from 10' to 16', consistent with its view that this trail be part of its proposed off-road "breezeway" network of bikeways. DOT is reviewing these comments but have not yet decided which of these changes it would include in the design.

In testimony and correspondence, the Executive's recommendation is supported by the Montgomery County Chamber of Commerce, the Suburban Maryland Transportation Alliance, as well as several individuals. The Coalition for Smarter Growth and several individuals recommend the project's deferral in, or deletion from, the CIP.

Council staff recommendation: Concur with the Executive.

8. Observation Drive Extended (20-26). The Clarksburg Master Plan calls for extending Observation Drive 2.2 miles north from the Milestone area of Germantown to Stringtown Road in Clarksburg. It is master-planned to be a four-lane divided highway with a wider right-of-way than most roads of its type—150'—to accommodate the northernmost section of the CCT. The project in the Approved CIP would build the full cross-section between Germantown and Old Baltimore Road, including an 8'-wide share use trail on the west side and a 5'-wide sidewalk on the east side. However,

from Old Baltimore Road north it would fund only the shared use trail and two travel lanes; the other two lanes and the east-side sidewalk would follow later. The reduced scope was crafted to hold down the project cost.

The project was initially included in the CIP in 2014; its schedule implied completion by 2024. The Executive has recommended and the Council has concurred with deferring it since, primarily to create fiscal space for other projects in the CIP. The Approved CIP suggests completion by 2025, a 1-year delay from the initial schedule. The Executive recommends delaying the start of design another 3 years, which means the project would not be completed until 2028, a cumulative 4-year delay from the initial schedule. The Planning Board supports advancing this project without further delay. The project cost, however, has decreased by \$36,179,000 (-25.6%) due a more recent appraisal of land costs. The total cost is now \$104,909,000.

Council staff has explored with DOT another option: to construct the four-lane road, shared use trail and sidewalk north beyond Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, as well to construct the Little Seneca Parkway Extension (©24). This project would thus directly connect the homes in Arora Hills and Clarksburg Village to Observation Drive, and from there south to Ridge Road, close to the I-270 interchange there. The four lanes of Observation Drive north of Little Seneca Parkway would follow in the future, perhaps as conditions of subdivision approvals in Clarksburg's Employment Corridor when it develops. This revised scope would cost \$68,587,000: \$36,322,000 (-34.6%) below the Executive's recommendation and \$72,501,000 (-51.4%) below the cost in the Approved CIP.

Council staff recommendation: Program Observation Drive Extended with this revised scope, but without the further delay recommended by the Executive: design would begin in FY20 and construction would be completed in FY25.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	8013	0	0	5974	0	2236	2401	146	32	1159	2039
Land	1088	0	0	1088	0	0	0	779	309	0	0
Site Imps/Util.	1150	0	0	1150	0	0	0	0	0	1150	0
Construction	58336	0	0	23880	0	0	0	0	0	23880	34456
Total	68587	0	0	32092	0	2236	2401	925	341	26189	36495

Note in the text that anticipated spending is \$36,495,000 in FY25.

9. Platt Ridge Drive Extended (not in CIP). The extension of Platt Ridge Drive will be a new, two-lane road extending north from Jones Bridge Road across from existing Platt Ridge Drive (the northern access to Howard Hughes Medical Institute), connecting to Spring Valley at the intersection of Spring Valley Drive and Montrose Driveway. There will be a new traffic signal at Jones Bridge Road/Platt Ridge Drive. This new intersection would be set back far enough west from Connecticut Avenue so that existing and future queues would not block it. In the meantime, DOT has operated a temporary traffic signal at the Jones Bridge Road/Spring Valley Road intersection that will be removed once Platt Ridge Drive Extended is open to traffic. The project crosses North Chevy Chase Local Park, so the road would be built with as small a footprint as possible: two, 10'-wide lanes with rolled curbs, and no sidewalk, bikeway, or streetlights. Pedestrians would continue to access Jones Bridge Road via the sidewalks on Spring Valley Road.

The project's cost has increased by \$601,000, and this difference was covered with transfers from other projects with excess appropriation. The project does not appear in the Recommended CIP because the expectation was that it would be completed by the end of FY18. However, construction activity has just begun and the project will not be finished until FY19: late this summer or early this fall. Therefore, the project should still be shown in the new CIP.

Council staff recommendation: Include the PDF with the expenditure schedule on ©25. The funding in FY19 will not count against the FY19 spending affordability guideline, since it was counted against the FY18 guideline. Thus, these funds do not compete against other funds in the CIP.

10. Snouffer School Road (20-32). This project would widen the 1.1-mile segment of Snouffer School Road from near Woodfield Road to Centerway Road to a 5-lane arterial (two lanes in each direction with a continuous center turn-lane) with 5½'-wide bike lanes, an 8'-wide hiker-biker path on the north side, a 5'-wide sidewalk on the south side, plus streetlights and landscaping, within a 90'-wide right-of-way. The only part of this 1.1-mile segment that would add capacity is the 1,500' between Earhart Court/Flower Hill Way and Centerway Road; the rest already has two lanes in each direction.

The project's cost estimate is unchanged at \$23,710,000. The Recommended CIP shows completion in FY19, but the latest project schedule does not show completion until the fall of 2019 (FY20). As with Platt Ridge Drive Extended, the PDF should be revised to reflect the current schedule.

Council staff recommendation: Revise the PDF with that shown on ©26. The funding in FY20 will not count against the FY20 spending affordability guideline, since it has already been counted in a year prior to FY19.

11. Subdivision Roads Participation (20-38). This umbrella project provides funds for roadwork of joint use to new subdivisions and to the public. Since these improvements are public-private partnerships, the work is usually tied to when a development is ready to make its improvements.

There are three active subprojects, all in Clarksburg. Their costs have increased substantially, due to the completed design plans and construction bids. The cumulative developer contribution of \$3,200,000 has not increased. The subprojects are:

- *Clarksburg Town Center Connector Road.* The road will connect the Town Square with Frederick Road (MD 355) across from Redgrave Place. Construction has begun and will be completed by the end of the year. The cost has increased by \$1,697,000 (+123%) to \$3,077,000.
- *Clarksburg Road at Snowden Farm Parkway.* This project will widen 1,400' of roadway to provide left-turn lanes at intersections and vertical curve revision along the Clarksburg Road southern approach to Snowden Farm Parkway. North of the intersection, the roadway width will transition for 600' to the existing roadway section. A 400' section of Snowden Farm Parkway will be widened at the eastern approach to align with the proposed developer extension of the existing segment of Snowden Farm Parkway that currently terminates at MD 355 north of Clarksburg Road. The proposed improvements include bike lanes and sidewalks along Clarksburg Road. Completion has been delayed 3 years to FY22. The cost has increased by \$1,462,000 (+37%) to \$5,403,000.

- *Clarksburg Road/MD 121/MD 355 Intersection Improvement*. This project provides additional turn lanes and/or extension of existing travel lanes to increase the intersection's capacity. It includes bike lanes within the project limits along Clarksburg Road and extension of the existing sidewalk along the northern side of Clarksburg Road from Spire Street to MD 355. Completion has been delayed one year, to mid-FY20. The cost has increased by \$2,841,000 (+77%) to \$6,509,000.

Council staff recommendation: Concur with the Executive.

12. *White Flint District East: Transportation* (20-41), *White Flint District West: Transportation* (20-43), and *White Flint District West Workaround* (20-45). The Executive's proposed funding of the three projects are unchanged, but their schedules would be delayed once again. Several of the subprojects within *White Flint West Workaround* are delayed up to one year (mainly for production reasons), while the subprojects within *White Flint West: Transportation* have been another 3 years, and the subprojects within *White Flint East: Transportation* have been delayed at least another 7(!) years.

Until the Executive and Council addresses the shortfall of revenue from the White Flint Special Taxing District, either by substantially broadening the assessable or raising the tax rate, progress on these projects will continue at a snail's pace. The Council may soon be acting on Bill 5-18 that would increase the assessable base by annexing into the special taxing district a few properties to its northwest, and by eliminating the exemption on pre-2010 residential properties if they redevelop. But these actions will increase revenue only marginally, at best. **Council staff recommendation: Concur with the Executive.**

B. PEDESTRIAN FACILITIES AND BIKEWAY PROJECTS

1. 'Consent' projects.

Consent Pedestrian Facilities and Bikeways (page)	Funding Change	Timing Change
Sidewalk Program – Minor Projects (19-44)	None	not applicable
Transportation Improvements for Schools (19-47)	None	not applicable

Council staff recommendation: Concur with the Executive. The new sidewalks scheduled to be built under the *Sidewalk Program – Minor Projects* program in FY17 are shown on ©X.

2. *ADA Compliance* (19-3). This program, inaugurated in FY93, constructs curb ramps and other street-related improvements required by the Americans with Disabilities Act of 1991 (ADA). By now curb ramps have been retrofitted at nearly every corner with sidewalks, but there is still a need for funds to relocate or build ways around obstructions, such as utility poles. Oftentimes this work is done concurrently with work conducted under the *Sidewalk and Curb Replacement* program.

The Executive is recommending reducing the annual expenditure for this project from \$1,525,000 down to \$1,000,000 (-34.4%), a reduction of \$3,150,000 during the six-year period. With the decline in need for additional curb ramps, a reduction in funding is appropriate. A \$1 million annual funding should be sufficient for DOT to address complaints from persons with disabilities regarding obstructions. **Council staff recommendation: Concur with the Executive.**

3. **Bethesda Bikeway and Pedestrian Facilities** (19-4). DOT is completing design and land acquisition in FY18 for on-street route for the Capital Crescent Trail through the Bethesda CBD. (The off-street route is currently under design in the Capital Crescent Trail PDF.) The trail will run along 47th Street, Willow Lane, and Bethesda Avenue. The segment along Bethesda Avenue would replace the north-side parking lane where there are now more than a dozen on-street spaces. This trail will be built in FY19, and its cost is unchanged.

This project also includes \$3 million of new funding for the Bethesda Loop Trail identified in the recently approved Bethesda Downtown Sector Plan. It will consist of protected bike lanes on Woodmont Avenue between Norfolk Avenue and Wisconsin Avenue (\$1,860,000), protected bike lanes on Montgomery Avenue between Woodmont Avenue and Pearl Street (\$1,004,000), and bike lanes on Norfolk Avenue/Cheltenham Drive between Woodmont Avenue and Pearl Street (\$91,000) and on Pearl Street between Cheltenham Drive and Montgomery Avenue (\$45,000). The Pearl Street bike lanes would be finished in FY20, and the other segments in FY21. The Greater Bethesda Chamber of Commerce and the Washington Area Bicyclist Association support these projects. **Council staff recommendation: Concur with the Executive.**

4. **Bicycle-Pedestrian Priority Area Projects** (19-7). The Council initiated this continuing project four years ago to design and build bicycle and pedestrian improvements in more than two dozen areas designated as Bicycle-Pedestrian Priority Areas (BPPAs). In FY15 the County identified subprojects in five BPPAs: Silver Spring, Grosvenor, Wheaton, Veirs Mill, and Glenmont. The funding was increased in the last CIP to \$2 million annually through FY19, \$2.5 million in FY20, and \$3.25 million annually from FY21 forward.

The Executive recommends retaining these year-by-year funding levels, and extrapolating the higher \$3.25 million into FYs23-24, thus raising the six-year total by \$2.5 million (+16.7%) over the Approved CIP. With these funds, DOT anticipates completing the remaining major elements in Silver Spring—in particular, cycle tracks on Fenton Street and Dixon Avenue—by FY22. The few Grosvenor BPPA improvements would be completed in FY21. The subprojects in the Wheaton and Glenmont BPPAs would be completed by FY24.

The Planning Board supports advancing the BPPA programs in Veirs Mill, Long Branch, and Takoma/Langley. In fact, the Executive's recommended funding would complete subprojects in the Veirs Mill BPPA by FY25, and the design of new subprojects in Long Branch and Takoma/Langley would be completed in FY24.

The 3 Councilmembers recommending adding \$2.8 million above the Executive's funding proposal. The added funds would accelerate the BPPA subprojects in Wheaton, Veirs Mill, Takoma/Langley, and Long Branch by 1 year, and in the Piney Branch Road/University Boulevard area by 2 years.

Council staff recommendation: Concur with The 3 Councilmembers.

5. **Bikeway Program – Minor Projects** (19-10). This project funds a host of bikeway-related efforts. Its mission is to fund preliminary engineering of new bikeway projects and to construct those improvements costing less than \$1 million each. The construction funding for higher cost bikeways are shown in stand-alone PDFs, such as MacArthur Boulevard Bikeway Improvements.

The Executive recommends substantially increasing the funding of this program, rising by \$4,920,000 (+155%) for the next six years. Funding is planned to build bikeways along sections of Avery Road, Emory Lane, Muncaster Mill Road, Executive Boulevard, Dr. Bird Road, Riffle Ford Road, Layhill Road, and a Washington Grove Connector Trail. Smaller amounts are set aside each year for bike racks and bike route signing.

The 3 Councilmembers would add \$1,075,000 more in FY19 for protected bike lanes along Marinelli Road in White Flint: \$1 million to construct the lanes east of the Pike to Nebel Street, and \$75,000 to design the lanes west of the Pike to Executive Boulevard. **Council staff recommendation: Concur with The Three Councilmembers.**

6. **Bradley Boulevard (MD 191) Improvements** (19-13). The project would reconfigure Bradley Boulevard between Goldsboro Road and Wilson Lane to have a 5'-wide bike lane in each direction, an 8'-wide shared-use path on the northeast side, and a 5'-wide sidewalk on the southwest side. There are no continuous bikeways or sidewalks in this segment now. The project would also add a left-turn lane to each of the four approaches to the Bradley Boulevard/Wilson Lane intersection where congestion is currently exceeding capacity, especially in the morning peak.

The project was first included in the CIP two years ago. It was divided into two phases: Phase I includes the sidewalk on the southwest side and the intersection improvement, while Phase II includes the shared-use path and the associated drainage improvements. At that time the design of Phase I was to begin in FY21 and the phase would be completed in FY25, while Phase II was to be further in the future. The cost was estimated to be \$15,500,000 for the entire project.

The Executive has recommended delaying the start of the project by at least 5 years, until sometime after FY24, presumably to create fiscal space for other CIP priorities. (The Recommended CIP continues to show the \$15,500,000 cost, but DOT advises that it has re-estimated the cost to be about \$4 million higher than that.) The South Bradley Hills Neighborhood Association testified that the project should proceed so that the drainage issues along Bradley Boulevard in this section can be addressed.

At the February 15 worksession it was noted that the intersection improvement at Bradley Boulevard and Wilson Lane was also included in the Intersection & Spot Improvements project. DOT preferred to keep the funds in that project, under which the intersection would be reconstructed in FYs22-23. DOT has re-estimated the cost and production schedule with just the sidewalk, shared use path, and drainage improvements.

Council staff recommendation: Keep this project on schedule, and recombine the two phases into one comprehensive project (see below): design would begin in FY20, and construction completed in FY26.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	2134	0	0	1350	0	668	682	0	0	0	784
Land	5029	0	0	4824	0	0	0	1776	2534	514	205
Site Imps/Util.	2143	0	0	1505	0	0	0	0	0	1505	638
Construction	7210	0	0	0	0	0	0	0	0	0	7210
Total	16516	0	0	7679	0	668	682	1776	2534	2019	8837

Note in the text that anticipated spending is \$6,306,000 in FY25 and \$2,531,000 in FY26.

7. Falls Road East Side Hiker/Biker Path (19-17). This project would ultimately build an 8'-wide hiker-biker trail along the east side of Falls Road (MD 189) from River Road to Dunster Road, about four miles. Most of this stretch of Falls Road does not even have a sidewalk, so the project would provide a safe pedestrian and bike connection to the many places of worship, schools, and businesses on or near Falls Road. Furthermore, it would link to hiker-biker trails at both ends, providing a continuous trail from Rockville to Great Falls.

The project was initially included in the CIP in 2008, with completion by 2015. The Executive has recommended and the Council has concurred with deferring it several times since, primarily to create fiscal space for other projects in the CIP. The Approved CIP suggests completion by 2024, a 9-year delay from the initial schedule. The Executive recommends a further 3-year delay, suggesting completion in 2027, a 12-year delay from the original schedule. The project cost, however, has remained unchanged from the Approved CIP: \$24,830,000.

The 3 Councilmembers recommend restarting design in FY20. Because this is a 4-mile-long project, DOT believes it will take 7 years from the start of design until construction is complete, so even with accelerating the restart of design by a year, it would not be completed until FY25, a year later than suggested in the Approved CIP.

Council staff recommendation: Concur with The 3 Councilmembers (see below). A consistent theme throughout this CIP review is the desire to retain current schedules, especially if a project has been delayed several years already.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	1786	0	0	880	0	410	0	0	0	470	906
Land	2700	0	0	2700	0	0	990	990	720	0	0
Site Imps/Util.	3000	0	0	3000	0	0	0	0	3000	0	0
Construction	17344	0	0	5735	0	0	0	0	0	5735	11609
Total	24830	0	0	12315	0	410	990	990	3720	2019	12515

Note in the text that anticipated spending is \$6,218,000 in FY25 and \$2,297,000 in FY26.

8. Forest Glen Passageway (not in CIP). On an average weekday, more than 700 people walk across Georgia Avenue at Forest Glen Road, one of the most challenging locations for a pedestrian given the proximity to the on- and off-ramps with the Beltway. Several years ago, the Council funded a feasibility study for a grade-separated bike/ped crossing between the Forest Glen Metro Station at the east side of Georgia Avenue. Five years ago, the T&E Committee indicated its preference for a below-ground passageway to the northeast corner of the intersection, where there is ample space to accommodate an entrance (©27). (The Montgomery Hills Baptist Church sits close to the southeast corner.) The scope of the project also includes construction of a sidewalk along the north side of Forest

Glen Road from the entrance to Dameron Drive, across from Holy Cross Hospital where there is a traffic signal and a protected crossing.

Efforts to have the State design and build this project have fallen short. DOT estimates the project cost to be \$20,150,000, and it would take 5 years to implement. There has been considerable interest from the Forest Estates neighborhood to move forward with the project as soon as possible. The Planning Board, the Action Committee for Transit, the Coalition for Smarter Growth, the Friends of Forest Glen, and many individuals support the project.

The 3 Councilmembers propose funding the project, initiating design in FY21, starting construction in FY23, and completing the project in FY25. **Council staff recommendation: Concur with The 3 Councilmembers (see below).**

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	4350	0	0	3900	0	0	1500	1500	450	4500	450
Land	1000	0	0	1000	0	0	0	1000	0	0	0
Site Imps/Util.	1300	0	0	1300	0	0	0	0	650	650	0
Construction	13500	0	0	9000	0	0	0	0	4500	4500	4500
Total	20150	0	0	15200	0	0	1500	2500	5600	5600	4950

Note in the text that anticipated spending is \$4,950,000 in FY25.

During the next 2 years, DOT is urged to determine whether a protected ped crossing across Forest Glen Road is viable at or near Woodland Drive, a block east of Georgia Avenue. Such a crossing would connect with the sidewalk along the south side of Forest Glen Road than continues to Holy Cross Hospital. This would obviate the need to construct the expensive and impactive sidewalk extension on the north side to Dameron Drive.

9. Franklin Avenue Sidewalk (19-20). This project would build a continuous 5'-wide, 4,600'-long sidewalk on the north side of Franklin Avenue between US 29 and University Boulevard in Silver Spring. Presently there are some short segments of sidewalk, some of which are 5' wide, while others are no wider than 4'. It is in the walkshed of Blair HS and other neighborhood schools. The project's cost is \$3,300,000.

The project was first included in the CIP that was approved in 2016. The Approved CIP shows design beginning in FY20 and construction completed in FY22. The Executive recommends deferring the completion of the project by 3 years, to FY24, to create fiscal space for other priorities. The project cost is unchanged.

Council staff recommendation: Retain the project on its current schedule (see below). This pedestrian improvement will contribute to the goals of Vision Zero and should not be delayed, if possible.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	914	0	0	914	0	346	355	213	0	0	0
Land	865	0	0	865	0	0	412	453	0	0	0
Site Imps/Util.	0	0	0	0	0	0	0	0	0	0	0
Construction	1521	0	0	1521	0	0	0	1521	0	0	0
Total	3300	0	0	3300	0	346	767	2187	0	0	0

10. Frederick Road Bike Path (19-22). This will be a new 2.5-mile-long 10'-wide bike path along the west side of Frederick Road (MD 355) from Stringtown Road in Clarksburg to the existing hiker-biker trail on MD 355 near Milestone Manor Lane, just south of Brink Road in north Germantown. The project would include streetlights and street trees.

The project's cost has risen by \$209,000 (+2.9%) from the Approved CIP due to higher design, supervision, and construction costs, offset somewhat by lower land and utility relocation costs. The project's completion has been delayed a year, to early 2020, due to a longer anticipated time to obtain permits from SHA and M-NCPPC. **Council staff recommendation: Concur with the Executive.**

11. Good Hope Road Sidewalk (19-25). This is a new project to the CIP. It would fund design and construction of a 3,300'-long, 5'-wide sidewalk along the west side of Good Hope Road in Cloverly between Briggs Chaney Road to Rainbow Drive. There is no continuous pedestrian way along the road to bus stops and the soon-to-be open Good Hope Recreation Center.

The project is supported by the Good Hope Estates Civic Association and the Greater Colesville Citizens Association. The Planning Board would rather this sidewalk be a 10'-wide path, or at least 8'-wide, although it acknowledges there may be issues with topography and the fact that this is in the Upper Paint Branch Special Protection Area where additional imperviousness is to be limited. The project's cost is \$3,680,000; certainly, a wider path would cost more. This issue could be explored during design.

The Executive's recommended schedule is to conduct design in FYs19-20 and to construct the sidewalk in FY21. Council staff concurs with the need for this project, but like many other new projects, there is concern that it would be jumping ahead of other worthy pedestrian/bikeway improvements that have been in the CIP longer, and for which residents have had to wait. **Council staff recommendation: Approve this project, but set the schedule so that design occurs in FYs 21-22 and construction in FY23 (see below).**

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	1713	0	0	1713	0	0	772	466	475	0	0
Land	51	0	0	51	0	0	0	29	22	0	0
Site Imps/Util.	54	0	0	54	0	0	0	50	4	0	0
Construction	1862	0	0	1862	0	0	0	0	1862	0	0
Total	3680	0	0	3680	0	0	772	545	2363	0	0

12. Goldsboro Road Sidewalk/Bikeway (not in CIP). Facility planning is nearly complete for this combination sidewalk/bikeway improvement on Goldsboro Road in Bethesda between River Road and MacArthur Boulevard. In October 2014 the T&E Committee reviewed the first phase of facility planning and recommended that DOT develop the project with a 5'-wide sidewalk and a one-way cycle track (i.e., separated bike path) in each direction (©28).

This project would cost about \$21.1 million and would take about 6 years to design and build. If it were staged, the segment between MacArthur Boulevard and Massachusetts Avenue would cost about \$16.3 million, and the segment between Massachusetts Avenue and River Road would cost about \$6.5 million. Therefore, there would be a savings of about \$1.7 million if the project were built at one time.

Coincidentally, on March 8 DOT is holding a public meeting at Whitman HS about these alternatives, where it hopes to gauge the community's reaction. Therefore, it is a bit premature for the Committee to take a position on this project now. Council staff plans to bring it back to the Committee for its consideration in April.

13. Life Science Center Loop Trail (19-32). Two years ago, the Council programmed \$400,000 in FYs17-18 to develop a preliminary design for a 3.5-mile-long 10-12'-wide shared-use path that would loop through the Life Science Center, the to-be-redeveloped Public Safety Training Academy property, the future Johns Hopkins development, and the Crown Farm. The preliminary design work will be completed this fiscal year.

The Executive does not recommend more funding for this trail in FYs19-24. He is showing \$1 million after FY24 for final design. DOT estimates that the remaining cost—final design, land acquisition, and construction—would take 4 years to complete at a cost of \$12,500,000.

The Great Seneca Science Corridor Master Plan (adopted in 2010) split the development in this area in four phases. Eight years later it has not proceeded beyond the small Stage 1: 400,000 additional square feet of commercial development and 2,500 additional dwelling units. Stage 2 would allow for another \$2.5 million square feet of commercial development and 2,000 dwelling units. One of the conditions that must be met before proceeding the Stage 2 is to program this trail within the six years of a CIP. However, there are three other conditions that must be met: (1) fully programming the construction of the Phase 1 of the Corridor Cities Transitway (CCT) from Shady Grove to Metropolitan Grove within the six years of a CIP or Consolidated Transportation Program (CTP); (2) relocation of the Public Services Training Academy (PSTA) to a new site; and (3) achieving an 18% non-auto-driver mode share (NADMS).

The 3 Councilmembers recommend funding this trail within the six-year period: design in FYs23-24 and construction in FYs25-26. Council staff would like to move forward with the project, too, but the need is not as urgent as others in the CIP.

Council staff recommendation: Program the design of the Loop Trail in FYs23-24 and construction in FYs25-26 (see below). The PSTA has been relocated, and with a concerted effort the 18% NADMS goal could be met in the next two years. However, there is no funding plan for the CCT yet. If the County can develop such a plan and budget the CCT in the FY21-26 CIP (or the State does so in its Consolidated Transportation Program), then, with this proposed schedule for the Loop Trail, the conditions for Stage 2 will have been met.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	2330	50	350	1030	0	0	0	0	375	655	900
Land	1200	0	0	0	0	0	0	0	0	0	1200
Site Imps/Util.	0	0	0	0	0	0	0	0	0	0	0
Construction	9370	0	0	0	0	0	0	0	0	0	9370
Total	12900	50	350	1030	0	0	0	0	375	655	11470

Note in the text that anticipated spending is \$4,032,000 in FY25 and \$7,438,000 in FY26.

14. MacArthur Boulevard Bikeway Improvements (19-27). The project upgrades the MacArthur Boulevard bikeway between the Capital Beltway and the District of Columbia. The first

stage of improvements, between the Beltway and Oberlin Avenue in Glen Echo, was completed in FY15. The improvements included widening the existing shared-use path to 8', widening the roadway to 26' to allow sufficient width for on-road biking, and providing a 5'-wide buffer between the road and the shared-use path. The second stage would construct the same improvements in the 2.1 miles between Oberlin Avenue and the District of Columbia boundary. This segment had been identified by the Bicycle and Pedestrian Subcommittee of the National Capital Region Transportation Planning Board (TPB) as one of its twelve priority projects in the Washington region—the only one of the twelve that is in Montgomery County.

The project was first included in the CIP that was approved in 2016; at that time design was to occur in FYs19-20 and the construction would take place in FYs21-22. The Approved CIP shows the same schedule. The Executive recommends delaying the start of design 4 years. He also recommends compressing design and construction to only 2 years, which is unrealistic. The project's cost estimate has increased by \$178,000 (+1.0%). Alternatively, The 3 Councilmembers recommend keeping this project on its current schedule.

Council staff recommendation: Concur with The 3 Councilmembers; set the expenditures according to DOT's latest production schedule (see below). This bikeway is one of the most highly used in the county; completing it supports the Vision Zero initiative.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	5255	2877	0	2378	464	685	640	589	0	0	0
Land	233	180	0	53	7	46	0	0	0	0	0
Site Imps/Util.	182	8	0	174	0	0	2	172	0	0	0
Construction	11981	5563	0	6418	0	0	2469	3949	0	0	0
Other	3	3	0	0	0	0	0	0	0	0	0
Total	17654	8631	0	9023	471	731	3111	4710	0	0	0

15. MD 355 Crossing (BRAC) (19-30). This project in the Approved CIP consists of a bank of three high-speed elevators from the Medical Center Metro Station's mezzanine to the east side of Rockville Pike on the grounds of the Walter Reed Medical Center, as well as a shallow hiker-biker underpass beneath Rockville Pike to connect Walter Reed to the existing west-side Metro entrance, the station's bus bays, and the NIH campus. The elevators and underpass are federally funded, and the balance is State-funded.

The completion date has been deferred a little more than a year to the late summer of 2020. The construction bids came in much higher, increasing the cost by \$36 million(!), or 49.3%. The increase is funded entirely with Federal aid. **Council staff recommendation: Concur with the Executive.**

16. MD 355-Clarksburg Shared Use Path (19-33). This was a new project added to the CIP two years ago, bridging a gap between two other projects. The 10'-wide Frederick Avenue Bike Path, which will run between Germantown and Stringtown Road along the west side of MD 355, is programmed for completion in FY20. The Little Bennett Trail Connector, which would run along the east side of MD 355 from Snowden Farm Parkway to Little Bennett Park would be funded in the out-years of the CIP. The MD 355-Clarksburg Shared Use Path would run along the east side of MD 355 between Stringtown Road and Snowden Farm Parkway.

The Approved CIP estimated the cost of the project at \$3,310,000; \$523,000 of the design cost is funded from a State grant. However, the design that is underway has determined that the costs for construction and land will be much higher. The new estimate is \$8,539,000: a \$5,229,000 (158%) increase. The Executive is also recommending deferring the construction start by 4 years, to FY23.

Council staff recommendation: Concur with the Executive. The initial scope had called for only a 5'-wide sidewalk, which is woefully insufficient for a shared use path. Time should be taken to explore a more cost-effective means of making the connection between the two aforementioned paths.

17. Metropolitan Branch Trail (19-36). This project would construct an 8-12'-wide hiker-biker trail roughly parallel to the CSX Metropolitan Branch between the Silver Spring Metrorail Station and Montgomery College's Takoma Park campus. It is a part of a regional trail that eventually will extend through the District of Columbia to Union Station; several parts of the trail have been built. The project is divided into three phases. The first phase will extend the existing trail from Montgomery College north along Fenton Street to Kings Street, and then west on King Street. The second phase will extend the trail north along the CSX tracks beneath Burlington Avenue (MD 410) and next to Selim Road to Georgia Avenue. The final phase will have the trail cross Georgia Avenue on a new bridge and continue along the tracks to the Silver Spring Transit Center. The northern segment is the last phase to allow time for the Progress Place and neighboring private developments to be built.

The project completion in the PDF has been delayed by 2 years, to FY21, and the cost has increased by \$2,369,000 (+13.0%) due to SHA design requirements for the crossing over Georgia Avenue (MD 97) and under Burlington Avenue (MD 410). **Council staff recommendation: Concur with the Executive.**

18. Needwood Road Bikepath (not in CIP). This project is funding the design and construction of the missing 1.7-mile bikepath link along the south side of Needwood Road between the Shady Grove Metro Station on the west and the ICC Bike Trail on the east.

The project does not appear in the Recommended CIP because the expectation was that it would be completed by the end of FY18. However, construction activity is now scheduled to begin this summer and the project will not be finished the spring of 2019. Therefore, the project should still be shown in the new CIP.

Council staff recommendation: Include the PDF on ©29. The funding in FY19 will not count against the FY19 spending affordability guideline, since it has already been counted against the FY18 guideline. Thus, these funds do not compete against other funds in the CIP.

19. Oak Drive/MD 27 Sidewalk (19-39). DOT has completed facility planning two years ago for sidewalks along Oak Drive and MD 27 (Ridge Road) on the west side of Damascus. There are very few sidewalks in this area of Damascus and it is difficult for many students living there to walk to school. The Damascus Master Plan (2006) calls for sidewalks here. This project would build a set of 5'-wide sidewalks in three phases, mapped on page 19-40.

- Phase I: A new 4,200'-long sidewalk on Oak Drive, from its southern terminus at MD 27 north to Baker MS, and a 350'-long segment on Kingstead Road from Oak Drive to John Haines Park. There is an existing sidewalk on Oak Drive north of Baker MS to MD 27.
- Phase II: A new 2,300'-long sidewalk along the east side of MD 27 from the northern intersection of Oak Drive to the existing sidewalk at Damascus HS. Pedestrians would be able to cross MD 27 at Oak Drive since it is signalized.
- Phase III: A new 2,500'-long sidewalk along the east side of MD 27 from the existing sidewalk that ends at Ridge Landing Place south to the southern intersection with Oak Drive.

The Executive recommends the full funding of Phase I in FYs19-21, at a cost of \$1,416,000. Although his project scope includes Phases II and III, their costs are not shown in the PDF, even in the "Beyond 6 Years" column.

The Planning Board recommends that all three 5' sidewalks be built as 10'-wide shared use paths instead. The Board also recommends that Phase II be programmed within the six-year period. There is potential that parts of Phase II (cost=\$6,248,000, duration=4 years) and Phase III (cost=\$4,847,000, duration=2 years) may be built by SHA, perhaps with County funding from the State Transportation Participation project. However, there is no agreement at this time.

As with some other new projects in the Recommended CIP, the schedule as proposed for Phase I would be jumping the queue over many other worthy projects that have languished in the CIP for years, each with its own constituency. As with other new projects brought forward over the years, the schedule should start towards the back of the six-year period and proceed forward over time, and not bump these earlier Council commitments.

Council staff recommendation: Program Phase I in FYs22-24, and show the costs for Phases II and III in the "Beyond Six Years" column, as shown below. In the interim DOT could examine the Planning Board's recommendations for 10'-wide paths, which would be beneficial but also increase costs and impacts.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	3134	0	0	164	0	0	0	72	26	66	2970
Land	2584	0	0	695	0	0	0	326	308	61	1889
Site Imps/Util.	1590	0	0	20	0	0	0	0	10	10	1570
Construction	5203	0	0	537	0	0	0	0	0	537	4666
Total	12511	0	0	1416	0	0	0	398	344	674	11095

20. Seven Locks Bikeway & Safety Improvements (Phase I) (19-41). For several years DOT evaluated potential sidewalk, bikeway, and safety improvements along the 3.3-mile stretch of Seven Locks Road between Montrose Road and Bradley Boulevard in Potomac. This is a complex project, the full cost of which will be in the \$50-60 million range. Therefore, DOT divided it into three phases:

- Phase I: a hiker-biker trail on the west side of Seven Locks Road—plus on-road bikeways—between Montrose Road and Tuckerman Lane, a trail along Montrose Road between Seven Locks Road and its interchange with I-270, a second northbound lane on Seven Locks Road at

Tuckerman Lane, and an exclusive right-turn lane from eastbound Tuckerman Lane to southbound Seven Locks Road.

- Phase II: continuation of the hiker-biker trail and on-road bikeways on Seven Locks Road between Tuckerman Lane and Democracy Boulevard.
- Phase III: continuation of the hiker-biker trail and on-road bikeways on Seven Locks Road between Democracy and Bradley Boulevards.

Phase I is the most critical section, especially given the number of people walking to the three synagogues and three churches lining this stretch of Seven Locks Road. The added turning lanes at the Seven Locks/Tuckerman intersection will also help relieve congestion at that bottleneck.

The project was first included in the CIP that was approved in 2012; design was to start in FY17, suggesting that Phase I would be completed by FY21. The Approved CIP shows design beginning in FY20, suggesting completion by FY24, a 3-year delay to date. The Executive recommends deferring the start of design by at least another 5 years: a cumulative 8+ years over delay. No reason is given for this deferral; presumably it is to create fiscal space for other CIP priorities. The project's cost has declined by \$2,109,000 (-7.5%) to due to a lower land acquisition cost estimate.

Council staff recommendation: Retain the start of design in FY20, and proceed to completion by FY24, according to DOT's latest production schedule (see below). This pedestrian improvement will contribute to the goals of Vision Zero and should not be delayed, if possible. The cost would be slightly lower than in the Recommended CIP, because it would not include the inflation adjustment for the proposed extensive delay.

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	3880	0	0	3880	0	750	1015	313	20	1782	0
Land	4507	0	0	4507	0	0	1813	1921	773	0	0
Site Imps/Util.	378	0	0	378	0	0	0	0	0	378	0
Construction	16090	0	0	16090	0	0	0	0	0	16090	0
Total	24855	0	0	24855	0	750	2828	2234	793	18250	0

C. MASS TRANSIT AND PURPLE LINE-RELATED PROJECTS

1. 'Consent' projects.

Consent Mass Transit & Purple Line projects (page)	Funding Change	Timing Change
Bethesda Metro Station South Entrance (17-2)	none	none
Intelligent Transit System (17-6)	none	not applicable
Purple Line (17-7)	none	none
Silver Spring Green Trail (19-45)	none	none

Council staff recommendation: Concur with the Executive. The new sidewalks scheduled to be built under the Sidewalk Program – Minor Projects program in FY17 are shown on ©X.

2. **Bus Stop Improvements** (17-4). This is a program to improve the location of, connections to, and amenities at most of the several thousand bus stops in the county. When the program was put in the FY07-12 CIP by the Council, it was scheduled for completion by 2012. Most of the work was

conducted during FYs07-12, but some of the more complex—and expensive—bus stop improvements have taken longer to complete. The last set of improvements should be next year.

Beyond FY19 there is a need for \$400,000 annually for the replacement of old shelters to provide additional shelters where warranted: a minimum of 50 boardings/day. The current CIP includes the \$400,000 for FY20 but not for the remaining years in the six-year period. In his Recommended CIP, the Executive would add \$400,000 for FY21. The addition and replacement of shelters is a Current Revenue expense.

Council staff recommendation: Concur with the Executive's recommendation, but also add \$400,000 annually in FYs22-24 (Current Revenue). From FY20 on this becomes a level-of-effort project; if \$400,000 is the annual need, funding should be shown each year, just as it is for Traffic Signals, Guardrail, and a host of other infrastructure maintenance projects.

3. Capital Crescent Trail (19-15). There is no change to the cost or schedule of payments to the State for completion of the new trail next to the Purple Line between Bethesda and Silver Spring. The project also includes \$3.8 million for design of a trail tunnel from beneath the new buildings on the Apex site to Elm Street Park, and its connection to the main trail beneath the Air Rights Garage. There are three options being evaluated (©30-32) and their construction costs range from \$15-25 million. Once the design is complete and an option is selected, it is anticipated the Council will fund construction of the trail/tunnel on a schedule that will have it open concurrent with the Year 2022 opening of the Purple Line and the rest of the Capital Crescent Trail. **Council staff recommendation: Concur with the Executive.**

4. Rapid Transit System (17-9). This project currently includes three elements: (1) planning funds for master-planned bus rapid transit (BRT) routes, the studies for three of which are either completed (Veirs Mill Road and US 29) or underway (MD 355); (2) program development and outreach; and (3) design and construction funds for the US 29 project. The Executive recommends increasing the funding by \$1 million (\$500,000 each in FY19 and FY20) for program development.

As this program continues to grow and spin out projects, the PDF is becoming more complex, and is mixing some elements that should be separated. The current PDF should be split in two. One should include planning of individual routes, as well as program development and outreach for the entire system: Rapid Transit System: Development and Outreach. The other should include all the funds for the construction of the US 29 project, including its final design, bus acquisition, bus stations, traffic signal priority, and ped/bike access improvements: Rapid Transit System: US 29.

Council staff believes it is time to program funds for the design of the Council's preferred option Alternative 2.5 for the Veirs Mill Road BRT: curb-lane BRT with queue jumpers at several intersections. DOT estimates that design would take three years at a cost of \$7 million. Because design is a commitment to implementation, this funding should be included in a third PDF: Rapid Transit System: Veirs Mill Road.

It is also time to begin programming project planning funds for two other routes. The New Hampshire Avenue BRT has often been noted as the "next in line," given the ridership potential from

Colesville and White Oak to Takoma/Langley and the joint Red/Green Line Metro Station at Fort Totten, as evidenced by the well-subscribed K9 Metrobus route. The next priority after New Hampshire Avenue should be the North Bethesda Transitway, connecting from the Red Line at either Grosvenor or White Flint to the Rock Spring Park job center and, ultimately, an extension of express of RTS service on the planned HOV system on the I-270 Spur and I-495 to Tysons Corner and the Dulles Corridor. DOT estimates the New Hampshire Avenue BRT planning would cost \$7 million over three years, and the North Bethesda Transitway planning would cost \$4 million over two years.¹

The 3 Councilmembers recommend funding the design of Veirs Mill Road BRT and the planning for the New Hampshire Avenue BRT in FYs21-23.

Council staff recommendations:

- Split the current Rapid Transit System PDF into a Rapid Transit System: Development and Outreach PDF and a Rapid Transit System: US 29 PDF.
- Concur with the Executive's funding recommendation, which, under this reorganization, would add \$1 million to the Rapid Transit System: Development and Outreach PDF (\$500,000 each in FY19 and FY20). This net increase is funded with G.O. bonds.
- Create a new Rapid Transit System: Veirs Mill Road PDF that would fund the design of Alternate 2.5 starting in FY22: \$3 million in FY22, \$3 million in FY23, and \$1 million in FY24. This is 1 year later than is recommended by The 3 Councilmembers. The funding would be with G.O. bonds.
- Add \$7 million for project planning funds for the New Hampshire BRT in the Rapid Transit System: Development and Outreach PDF: \$3 million in FY21, \$2 million in FY22, and \$2 million in FY23. This is the same schedule as recommended by The 3 Councilmembers. The funding would be with Current Revenue.
- Add \$4 million for project planning funds for the North Bethesda Transitway in the Rapid Transit System: Development and Outreach PDF: \$2 million in FY23 and \$2 million in FY24. The funding would be with Current Revenue.

5. Ride On Bus Fleet (17-11). In his January 16 transmittal, the Executive proposed a substantial \$20,374,000 (+20.0%) increase in the six-year expenditure for this program, that acquires new Ride On buses both to replace those that are retired and to expand the size of the fleet. However, DOT reports that the Executive will be revising his recommendation when the Operating Budget is transmitted in mid-March. Therefore, the Committee should postpone review of this project until April, with the FY19 Operating Budget.

6. White Flint Metro Station Northern Entrance (not in CIP). The White Flint Master Plan calls for a second entrance to the White Flint Metro station, which would be on the southeast corner of Rockville Pike and Old Georgetown Road. Eight years ago, WMATA completed a Station Access Plan that evaluated several options, including alternatives that would connect to the southwest corner via a pedestrian tunnel or bridge or to the northwest (Pike & Rose) corner via a pedestrian tunnel. The Executive Summary of the 2010 plan is on ©33-35. A northern entrance would somewhat shorten the walk distance to the station from residents and businesses on the north side of White Flint; the Council is in the process of revising the boundary of the White Flint Metro Station Policy Area and the White Flint Special Taxing District to acknowledge that, with a northern entrance, more properties would be within a

half-mile walkshed of the Metro Station. A northern entrance is supported by Federal Realty, Friends of White Flint, the Action Committee for Transit, the Coalition for Smarter Growth, and several companies and individuals.

As this entrance would be part of the Metro system, the next step is to engage WMATA to conduct a refresh of its 2010 study, especially since the cost estimates are 8 years old and out of date. Furthermore, the relative benefits of the alternatives could be better quantified. If approved by Maryland DOT and WMATA, the study would be funded out of its \$1 million project development fund. A draft scope of work developed by WMATA staff is on ©36-40; the type of considerations that would concern WMATA are spelled out in a letter from its General Manager regarding a similar request by Arlington County (©41-42).

The estimated cost of the study is about \$200,000, and WMATA staff believes it would take about 6 months to complete. If begun this summer, the study will be complete in time for the Council to select an option and program its funding through an amendment to the FY19-24 CIP during the winter and spring of 2019. Concurrently the County can work with stakeholders on an equitable funding plan, something that the WMATA Board will need before it considers this add-on to its system.

Council staff has alerted MDOT staff that the County may request funding for this study during the first half of FY19. If the Committee concurs, it should request County DOT to follow up with WMATA and MDOT during the next few weeks.

The 3 Councilmembers proposing earmarking \$7 million for design and some construction of this entrance in FYs21-22. However, there is not enough information to make an informed decision about the scope of the project (that what the study is for) nor how it would be funded. Attributing G.O. bonds to this project at this stage would be very premature.

Council staff recommendation: Do not program County funds for this entrance now. Next year, once the study is finished and a financing plan has been developed, would be the time for such a decision.

7. Boyds MARC Station. Within its facility planning program, DOT has been studying potential means for increasing the park-and-ride lot and implementing a bus turnaround at the Boyds MARC Station. The Planning Board recommends advancing this project. There is concurrence that the Anderson property on the northeast side of the CSX tracks would be the preferred location, and the County is actively pursuing its acquisition. The facility planning study will not be completed for 2 more years, so this project may be a candidate for design and construction funding in the FY21-26 CIP.

D. FACILITY PLANNING-TRANSPORTATION (20-16)

This project funds the planning and preliminary engineering of road, transit, bikeway, and major sidewalk projects: it is the 'gatekeeper' for all new major transportation projects, except bridge replacements and rehabilitations. Facility planning is conducted in two phases: a feasibility study (Phase I), and a preliminary engineering study (Phase II). Once a project has proceeded through the preliminary engineering (a.k.a. 35% design) phase, its scope is well defined and its cost estimate is reliable. Upon

completion of facility planning is the appropriate time for the Council to decide whether the project should be funded for construction as planned or with revisions, or be rejected.

For FYs19-24 the Executive is recommending spending \$12,460,000, a \$1,060,000 (-7.8%) decrease compared to the six years in the Amended FY17-22 CIP. Here are the significant changes to studies already programmed:

- North High Street Extended to Morningwood Drive: delayed 2 years, from FY19 to FY21.
- Capitol View Avenue/Metropolitan Avenue Sidewalk: deferred to after FY24.
- Tuckerman Lane Sidewalk, Old Georgetown Road to Gainsborough Road: Phase II delayed one year, consistent with the FY18 Savings Plan.

The Executive is also recommending several new studies to start within the FY21-24 period:

- Great Seneca Highway at Sam Eig Highway and Muddy Branch Road intersection improvements: \$585,000 in FYs23-24; \$390,000 in FY25.
- MD 355 at Gude Drive intersection improvements: \$195,000 in FY24; \$390,000 in FY25.
- Parklawn Drive/Nicholson Lane multimodal improvements: \$325,000 in FYs23-24; \$530,000 in FYs25-26.
- Lyttonsville BPPA improvements: \$260,000 in FYs23-24.
- MacArthur Boulevard Bikeway, Fawsett Road to Old Angler's Inn: \$130,000 in FY24; \$650,000 in FYs25-26.
- Middlebrook Road/Wisteria Drive multimodal improvements: \$520,000 in FYs22-24; \$260,000 in FY25.
- Metropolitan Grove Park & Ride: \$390,000 in FYs21-22.

The 3 Councilmembers recommend adding \$300,000 to this project to study long-term solutions to pedestrian safety issues on Dale Drive between Colesville Road and Georgia Avenue. At the February 15 worksession DOT indicated that sufficient funds were available to address such issues at spot locations on Dale Drive through the Traffic Calming and Pedestrian Safety Program PDFs.

Council staff recommendation: Concur with the Executive, except do not defer the North High Street study. The Greater Olney Citizens Association requested that North High Street in the Olney Town Center be extended from its dead end to Morningwood Drive, as called for in the Olney Master Plan (2005). Because the project is so small, and because the right-of-way for the extension is already controlled by the County, this study will cost only \$150,000 and can be completed in one year.



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

February 27, 2018

The Honorable Hans Riemer
President, Montgomery County Council
Council Office Building
100 Maryland Avenue, 5th Floor
Rockville, Maryland 20850

RE: County Executive's Recommended FY19 Capital Budget and FY19-24 Capital Improvements Program

Dear Council President Riemer:

At its regularly scheduled meeting on February 15, 2018, the Planning Board discussed the County Executive's Recommended FY19 Capital Budget and FY19-24 Capital Improvements Program (CIP) and voted to transmit the following comments for the County Council's consideration. The staff memo for our discussion of the CIP is attached for your reference.

Our specific recommendations (not presented in priority order) are as follows:

1. **Montrose Parkway East (P500717):** We recommend that modifications be made to the proposed design as requested by the Planning Board in a mandatory referral completed in December 2017. A copy of a letter sent to Al Roshdieh on January 4, 2018 is attached.
2. **Dorsey Mill Road Bridge (501906):** Changes to the proposed design are requested as follows:
 - Provide 12'-wide sidepath on the north side
 - Provide a 7'-wide sidewalk on the south side and an 8'-wide two-way separated bicycle lane
 - Provide vegetated buffer, potentially with raised planters, on the bridge structure
 - Provide pedestrian lighting fixtures
 - Provide artwork on the bridge with an art wall and ornamental fencing
3. **Oak Drive/ MD 27 Sidewalk (P501908):** We recommend that all three phases of this project be modified to change the planned improvement from a 5'-wide sidewalk to a 10'-wide sidepath in order to provide safe facilities for both pedestrians and bicyclists. In addition, we recommend that Phase 2 of this project be advanced in the current recommended 6-year CIP cycle. This is supported in the Public Hearing Draft of the Bicycle Master Plan.
4. **Observation Drive Extended (P501507):** We support the advancement of this important project in Clarksburg and request that higher priority be given to advancing this project without continuing delays.

①

5. **Burtonsville Access Road (P500500):** We recommend that this critical county project be advanced. Many of the proposed transportation improvements along Burtonsville Road (MD 198) identified by MDOT-SHA in their MD28/MD 198 Improvement Study hinge on the completion of this county project in order to maximize access management improvement benefits on MD 198 and allow for improved streetscape, installation of a median, and provision of pedestrian and bicycle facilities.
6. **Dennis Avenue Bridge Replacement (P501701):** We recommend that the proposed design be modified to change a 7'-wide sidewalk on the north side of the bridge structure to a 10'-wide sidepath. This is to provide an improved connection on Dennis Avenue as supported in the Public Hearing Draft of the Bicycle Master Plan.
7. **Good Hope Road Sidewalk (P501902):** We recommend that this project be modified to change the planned improvement from a 5'-wide sidewalk to a 10'-wide sidepath to provide safe facilities for both pedestrians and bicyclists. We recognize that there may be environmental issues constraining the ability for this modification in this area.
8. **Forest Glen Passageway:** We recommend that this project be funded as a county project and funded in the current CIP. This proposed pedestrian and bicycle passageway underneath Georgia Avenue to connect to the Forest Glen Metro Station has been thoroughly studied by the Montgomery County Department of Transportation in the past and was recommended for implementation by the Council's T&E Committee in 2013. Despite requests from the County to add this project into MDOT-SHA's current MD97 Improvement project in the Forest Glen/Montgomery Hills area, this pedestrian connection is not planned by MDOT-SHA.
9. **Bicycle-Pedestrian Priority Area (BPPA) Improvements (P501532):** We recommend that the following four proposed BPPAs be added back into this project (they were included in this PDF in previous CIPs) and that funding be increased in the current CIP to cover the advancement of these additional BPPAs:
 - Veirs Mill Road/Randolph Road
 - Flower Avenue/Piney Branch Road
 - Piney Branch Road/University Boulevard
 - Takoma-Langlely
10. **Pedestrian Projects:** In response to Montgomery County's Vision Zero Action Plan, we recommend that budget and CIP funding be increased for the following extremely important ongoing projects:
 - Pedestrian Safety Program (P500333)
 - Sidewalk Program Minor Projects (P506747)
 - Transportation Improvements for Schools (P506747)

The Honorable Hans Riemer
February 27, 2018
Page Three

11. **Boyd's Area MARC Rail Station Improvements:** We recommend that a project be advanced in the current CIP to improve the existing MARC Rail Station in Boyds as identified in the Draft MARC Rail Communities Sector Plan, including the acquisition of the Anderson property, rehabilitation of a historic structure as a rail station, and development of parking and circulation improvements.

Thank you for your attention to this matter. The staff report to the Planning Board is enclosed for further background information. If you have any questions or comments concerning our review, please call Steve Aldrich at 301-495-4528.

Sincerely,


Casey Anderson
Chair

Enclosure: Staff report to the Planning Board

CA:SA:aj

3



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

March 2, 2018

TO: Councilmembers

FROM: Council President Riemer
Councilmember Berliner
Councilmember Hucker

SUBJECT: Transportation FY19-24 Capital Improvements Program

Colleagues, it is important that we focus the County's limited resources for transportation improvements on projects that will most efficiently move the most number of people while reflecting our goal of creating walkable, vibrant, and environmentally sustainable places. That is why we believe the Council should defer funding for Montrose Parkway East (P500717) in the County Executive's proposed FY19-24 Capital Improvements Program (CIP).

While Montrose Parkway East could be needed in the future to handle vehicle traffic as the White Flint area develops, we believe there are other worthy transportation projects that are higher priorities both for White Flint and the rest of the county. We recommend delaying the start of construction for this project from FY 21 in the County Executive-proposed schedule to FY 24 and evenly spreading out land acquisition costs in years FY 19-FY 23 (all expenditures in 000s):

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Montrose Parkway East	30,262	2,786	2,753	2,753	2,753	2,753	16,464	94,346

This would free up \$94.1 million in the CIP for other priorities of councilmembers. We have heard from a significant number of residents who believe this funding could be put to better use on projects that encourage transit use and enhance walkability and our bicycle infrastructure network. These projects include:

Northern Entrance to White Flint Metro Station

This project, recommended in the 2010 White Flint Sector Plan and 2017 White Flint 2 Sector Plan, would increase accessibility and connectivity at the intersection of Rockville Pike and Old Georgetown Road and to Executive Boulevard. WMATA has indicated it has funding available in its FY 19 Project Development Program to update a 2010 study of northern entrance options. This funding would have to be approved by the Maryland Department of Transportation and would allow for the study to be completed in FY 19.

(4)

In order to ensure that real progress is made on this important project beyond the updated study, we recommend creating a White Flint Metro Station Northern Entrance project to include a total of \$7 million in funding to plan, design, and begin implementation – with \$3.5 million in FY 21 and \$3.5 million in FY 22.

Forest Glen Pedestrian Tunnel

In a 2013 Feasibility Study Report, MCDOT recommended a pedestrian tunnel from the northeast quadrant of the intersection of Georgia Avenue and Forest Glen Road to the Forest Glen Metro station. This entrance would provide a safe, below-grade crossing for thousands of residents who now must cross this dangerous intersection to get to the Metro station. It would also enhance connectivity and accessibility from the Metro station to Holy Cross Hospital and other points east of Georgia Avenue.

We recommend adding this estimated five-year, \$20,150,000 project to the CIP beginning in FY 21 as follows, consistent with the production schedule provided by MCDOT:

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Forest Glen Pedestrian Tunnel	15,200	-	-	1,500	2,500	5,600	5,600	4,950

New Hampshire Avenue Bus Rapid Transit Corridor

Accelerating Bus Rapid Transit (BRT) planning on additional corridors is critical to addressing traffic congestion. Planning for the New Hampshire Avenue BRT will allow work to begin on this corridor between the Colesville Road Park and Ride and Eastern Avenue. We recommend funding this total \$7 million project starting with \$3 million in FY 21, \$2 million in FY 22, and \$2 million in FY 23.

Veirs Mill Bus Rapid Transit Corridor

Last year, the Council selected a hybrid alternative as its locally preferred alternative for BRT on Veirs Mill Road between the Rockville and Wheaton Metro stations. No funding has been proposed to implement this project. To start work on this important corridor, we recommend programming \$7 million total of design funding beginning with \$3 million in FY 21, \$3 million in FY 22, and \$1 million in FY 23.

Burtonsville Access Road

This new roadway called for in the Burtonsville Crossroads Neighborhood Plan will provide rear access to businesses along MD 198, creating a more unified and pedestrian-friendly downtown Burtonsville and building on the safety improvements to MD 198 being planned by the State Highway Administration. We recommend \$4.5 million in planning and land acquisition funding for this project in the six-year CIP based on the 2014 proposed schedule:

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Burtonsville Access Road	4,530	-	-	-	1,448	1,328	1,754	3,746

Bikeway and Pedestrian Safety Funding Recommendations

A number of long-planned or ready-to-be-built bikeway improvements need attention in the FY19-24 CIP. Some of these projects have been delayed for several years, including:

- ***Marinelli Road Separated Bicycle Lanes***

This project was included as a Tier One bikeway priority in the White Flint Sector in the Planning Department's proposed Bicycle Master Plan and would provide a critical connection to the White Flint Metro station. We recommend programming \$1 million in funding in FY 19 to construct this project from Rockville Pike to Nebel Street and adding \$75,000 in FY 19 to the Bikeway Program Minor Projects for planning and design of this bicycle lane from Rockville Pike to Executive Boulevard.

- ***Additional funding for Facility Planning - Transportation to address Dale Drive safety concerns***

We recommend adding \$300,000 to the FY 19 budget for Facility Planning – Transportation to allow MCDOT to study long-term solutions to pedestrian safety issues along Dale Drive between Colesville Road and Columbia Boulevard.

- ***Falls Road East Side Hiker/Biker Path***

This long-delayed project would allow for final design, right-of-way acquisition and construction of an approximately four-mile long, eight-foot-wide hiker/biker path along the east side of Falls Road from River Road to Dunster Road, providing pedestrians and cyclists safe connections to communities in Rockville and Potomac. The current right-of-way in this area is very narrow and dangerous for cyclists and pedestrians. The County Executive has recommended further delaying this project by starting final design in FY 24. We recommend the following expenditure schedule, reflective of the current approved CIP and the production schedule provided by MCDOT:

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Falls Road East Side Hiker/Biker Path	12,195	-	410	990	990	3,719	6,086	12,635

- ***MacArthur Blvd Bikeway Improvements***

This long-planned, roughly \$9 million project would allow for the completion of this important bikeway along a popular commuter and recreational cyclist route from Oberlin Avenue to the District line, improving safety for all users along MacArthur Boulevard consistent with the 2004 Potomac Subregion Master Plan and 2005 Countywide Bikeways Functional Master Plan. We recommend the following expenditure schedule, consistent with the production schedule provided by MCDOT:

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
MacArthur Blvd Bikeway Improvements	9,029	471	731	3,111	4,716	-	-	-

- ***Life Sciences Center Loop Trail***

This 3.5-mile cycling and walking path is recommended in the 2010 Great Seneca Science Corridor Master Plan in order to connect five districts within the area and connect to the planned Corridor Cities Transitway. We recommend the following expenditure schedule, consistent with the production schedule provided by MCDOT:

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Life Sciences Center Loop Trail	12,500	-	-	375	655	4,032	7,438	-

- ***Additional funding for Bicycle-Pedestrian Priority Area Improvements (BiPPAs)***

This project allows for improved bicycle and pedestrian facilities within areas where such improvements have been identified as a priority. The \$2.8 million in additional funding proposed below would allow MCDOT to accelerate bicycle infrastructure projects in the Wheaton, Veirs Mill, Takoma-Langley, Long Branch and Piney Branch BiPPAs.

	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Bicycle- Pedestrian Priority Area Improvements	2,800	600	-	700	500	-	1,180	

Thank you for your consideration of this recommendation to defer funding for the Montrose Parkway East project and to fund these other transportation priorities. We look forward to answering any questions.

	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL	OUT		
Montrose Parkway East CE Proposed	4,950	2,117	23,000	28,000	32,477	33,869	124,413			
Montrose Parkway East Delayed	2786	2753	2753	2753	2753	16,464	30,262	28,000	32,477	33,869
Capacity	2,164	-636	20,247	25,247	29,724	17,405	94,151			
White Flint Metro Northern Entrance - Planning/Design			3,500	3,500			7,000			
Forest Glen Pedestrian Tunnel			1,500	2,500	5,600	5,600	15,200	4,950		
New Hampshire Avenue BRT - Planning			3,000	2,000	2,000		7,000			
Veirs Mill Road BRT - Design			3,000	3,000	1,000		7,000			
Marinelli Road Separated Bicycle Lanes	1,075						1,075			
Falls Road East Side Hiker/Biker Path	0	410	990	990	3,719	6,086	12,195	12,635		
Life Sciences Center Loop Trail			375	655	4,032	7438	12,500	-1,000		
MacArthur Blvd Bikeway Improvements	471	731	3,111	4,716	-4,323	-4,700	6			
Bicycle-Pedestrian Priority Area Improvements (added funding)	600		700	500	-180	1,180	2,800			
Burtonsville Access Road				691	1,698	1,650	4,039	5,442		
Facility Planning - Transportation (added funding)	300						300			
Total new projects/funding	2,446	1,141	16,176	18,552	13,546	17,254	69,115			
Capacity	-282	-1,777	4,071	6,695	16,178	151	25,036			



Montrose Parkway East

CIP 500717

March 2018

County Department of Transportation

10

Benefits of Montrose Parkway East

**1. Traffic
Mitigation**

**2. The Cost of
Project Delay**

3. BRT

4. Safety

**5. Emergency
Response**

**6. Pedestrians
& Bicycles**

1. Traffic Mitigation

To and from White Flint:

LATR intersection threshold for
North Bethesda CLV = **1550**

Enhances **pedestrian/bicycle**
access to existing and planned
developments, transit stations
and a continuous path from Park
Potomac Place to Veirs Mill
Road.

Reduces **traffic conflicts and**
delays associated with
Randolph Rd and Parklawn Drive

Randolph Rd./Nebel St. Intersection
2040 No-Build p.m. CLV = 1611 **X**
2040 Build p.m. CLV = 1379 ✓

Randolph Rd./Parklawn Dr.
Intersection
2040 No-Build p.m. CLV = 1665 **X**
2040 Build p.m. CLV = 1495 ✓

Traffic Mitigation
(continued)

Improved accessibility for
Mid-county residents

Aspen Hill to I-270/495

6.75 mi



8.50 mi



20 %
5 min (+/-)

shorter distance
time savings

\$650/yr

savings per
commuter



Traffic Mitigation
(continued)

Traffic Reductions on
Twinbrook Pkwy and
Randolph Rd

32%

Master Plan
for Kensington
Wheaton

25%

Grade Separation
at CSX Crossing

North Bethesda
Garrett Park
Master Plan

Montrose
Parkway

Parklawn Drive
Interchange

White Flint
Sector Plan
Phase 2

At-Grade
CSX Crossing

White Flint
Sector Plan
Phase 2

White Flint
Sector Plan

North Bethesda
Garrett Park
Master Plan

Bethesda North
Marriott Hotel &

Whole Foods Market

North
Bethesda

VIERS MILL
VILLAGE

Holiday Park

Aspen Hill

ASPEN
HILL PARK

Twinbrook

Parklawn Cemetery

Rollins Park

OLD GEORGETOWN
ESTATES

oods
m
Park

Hensc
State P

Weller R

Randolph

CON
AVEN

Connecticut Ave

Dursey Rd

Randolph Rd

Parkland Dr

Aspen Hill Rd

Twinbrook Pkwy

E Jefferson St

Montrose Rd

Montrose Pkwy

Parklawn Dr

586

355

586

355

586

586

586

586

13

Traffic Mitigation (continued)

2025 Traffic to & from White Flint



2. The Cost of Project Delay

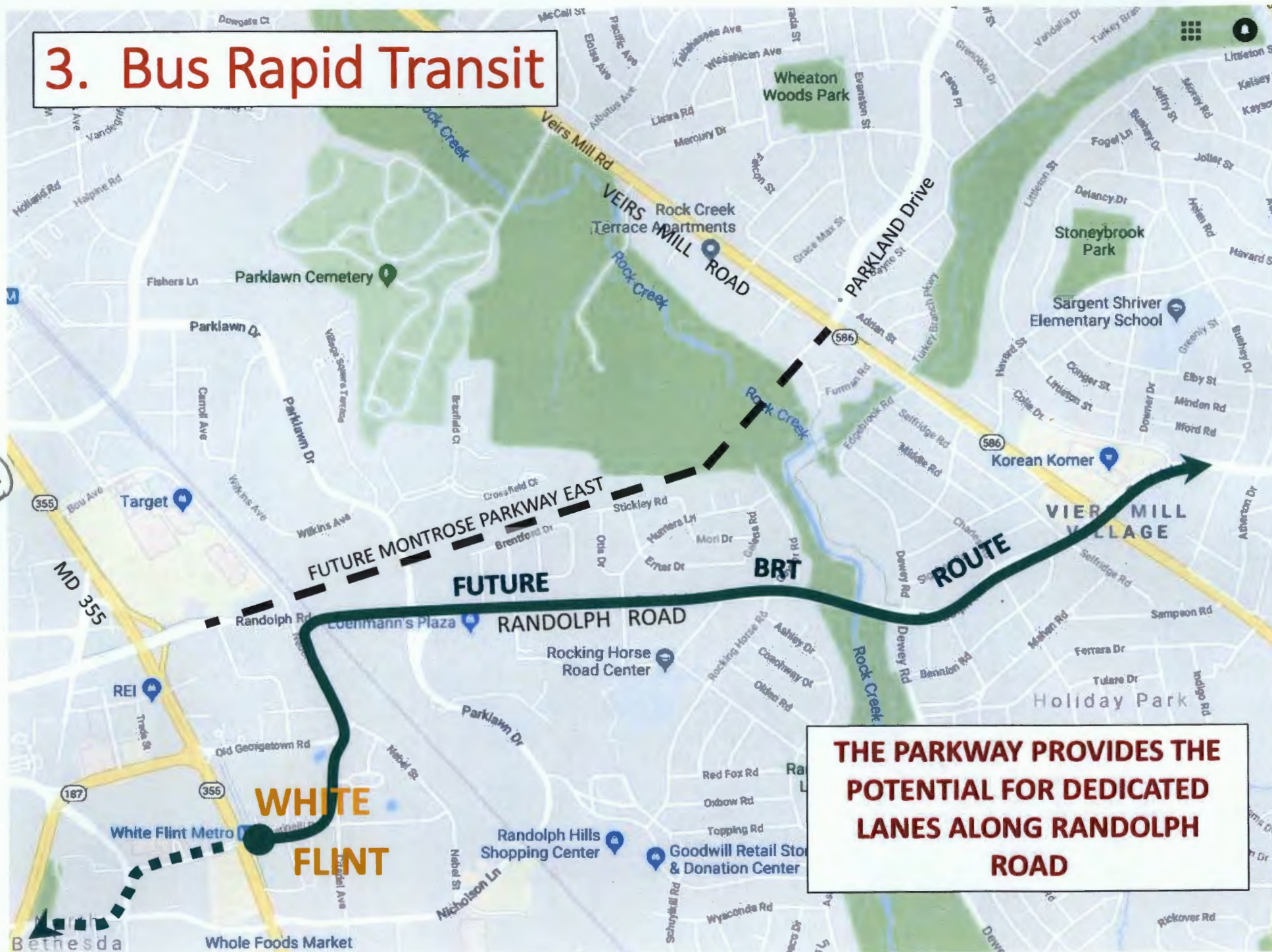
Added construction cost at 3 – 4% escalation per year:

- 1-Year \$2,997,000 - \$3,996,000
- 2-year \$6,083,910 - \$8,151,840
- 3-year \$9,263,427 - \$12,473,914
- 4-year \$12,538,330 - \$16,968,870
- 5-year \$15,911,480 - \$21,643,624
- 6-year \$19,385,825 - \$26,505,369

(15)

3. Bus Rapid Transit

(16)



4. Safety

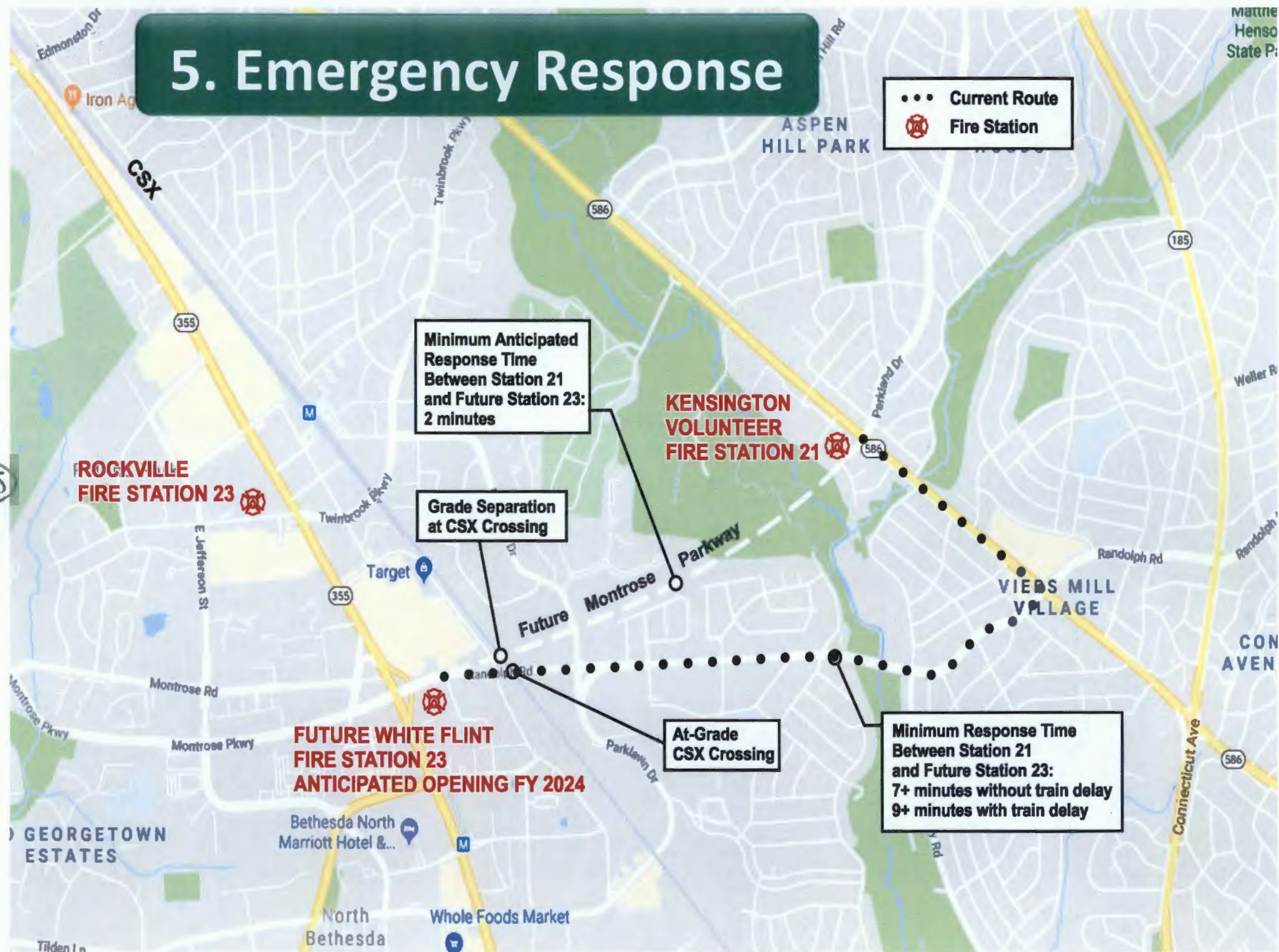
The CSX crossing of Randolph Road is ranked the No. 1 in Maryland for Predicted Accidents per Year by USDOT/FRA.

Improved safety for pedestrians and bicycles at Parklawn Drive due to reduced conflicts with traffic.

Along Randolph Road, there are 100 (+/-) cross street & driveway traffic conflicts, but only 2 along Montrose Parkway East.

5. Emergency Response

18





6. Pedestrians and Bicycles

Improved pedestrian and bicycle network from Veirs Mill Road to Park Potomac



Montrose Parkway Breezeway

Ranking of *Bicycle Master Plan* Corridors by Projected Use:

1. Woodmont Avenue
2. Montrose Parkway
3. MD 355

White Flint Sector Plan Executive Branch Cost Estimates - District

January 6, 2011

Assumes Property Dedications (County Estimates Assume No Property Dedications)

ROW Estimates Based Solely on FAR at White Flint Partnership's estimated \$50 per FAR foot

N.B. land values are assumptions and not based on appraised values

				County Estimates					
				Stages - TOTAL COST					
MP #	Name	Limits	Comments	County Estimated Construction Cost	ROW (Minimum Estimated by Partnership)	Total Cost (Construction + ROW)	Stage 1	Stage 2	Stage 3
County									
Phase 2: Fund	9	Second entrance to Metro (includes construction, planning, design, and permitting, construction administration, and contingency/escalation)		\$35,000,000		\$35,000,000		\$35,000,000	
This was shown under the Eastern workaroud until Sept 2010. These are developers estimates (Shirley)	6	Nebel Street	Nicholson Lane to Randolph Road	REVISED PROJECT SCOPE (was \$38.8 Million)	\$9,200,000	\$9,200,000			\$9,200,000
	16	Merinelli Road ²	Citadel Ave to Wentworth Pl		\$2,200,000	\$2,200,000	\$2,200,000		
	17	Randolph Rd	Metrol Street to CSX tracks		\$4,929,000	\$114,000	\$5,043,000	\$0	\$5,043,000
	18	Montrose Pkwy Phase 1 (MD 355 Interchange Phase I)	Old Georgetown Rd to Chapman Ave	Funded and Under Construction	\$0	\$0	\$0	\$0	\$0
	19	Montrose Pkwy Phase 2 (MD 355 Interchange Phase 2)	Chapman Ave to Parklawn Drive		\$72,156,000	\$72,156,000	\$0	\$0	\$0
	20	Nebel Street Ext. (North)	Randolph Road to Plan Area Boundary		\$13,931,000	\$13,931,000	\$0	\$0	\$0
	21	Chapman Ave (Citadel Ave/ Maple Ave)	Old Georgetown Road to Plan Area Boundary		\$27,075,000	\$27,075,000	\$14,147,000	\$0	\$0
	22	Montgomery Aquatic Center (MAC) Expansion			\$19,104,000	\$19,104,000	\$0	\$0	\$19,104,227
	23	Fire Station with Police Substation and Urban District Office	(excludes operating and one time costs)		\$29,960,000	\$29,960,000	\$29,960,000	\$0	\$0
	24	Bus Depot			\$0	\$0	\$0	\$0	\$0
	25	Civic Green	1 acre		\$11,390,000	\$11,390,000	\$0	\$11,390,000	\$0
	26	Elementary School	(excludes operating and personnel costs)		\$25,000,000	\$25,000,000	\$0	\$0	\$25,000,000
	27	added Recreation Center at Wall Park			\$37,420,000	\$37,420,000	\$0	\$37,420,000	\$0
	28	Outside Sector CLATR Intersections outside of District				\$90,000,000			\$90,000,000
	29	M-4 East Jefferson St Ext (Md 187)	Old (Old) Georgetown Road to Rockville Pike	25% of Total	\$1,789,000	\$136,000	\$1,925,000	\$0	\$0
Phase 1: Fund: Streetscape/ Sidewalks/Bikeways Phase 2: Construct S/S/B	30	Nicholson Lane	Old Georgetown Road to CSX tracks	10% of Total	\$5,313,000	\$0	\$5,313,000	\$0	\$5,313,000
State									
31	MARC Station	MTA		\$35,655,000		\$35,655,000	\$0	\$0	\$35,655,000
Subtotal County (or State)				\$330,122,000	\$250,000	\$420,372,000	\$46,307,000	\$94,166,000	\$180,884,227
Subtotal County (or State): Percent of Grand Total				44.3%					

Montrose Parkway
East

20



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

January 3, 2018

JAN 2 2018
MCDOT
DIRECTOR'S OFFICE

48442
Mr. Al Roshdieh
Director, Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

RECEIVED

JAN 12 2018

DIVISION OF
TRANSPORTATION
ENGINEERING

SUBJECT: MD 355 Phase 2 Montrose Parkway Mandatory Referral-MR 2018006:
Proposed road construction between west of Chapman Avenue to east of
Parklawn Drive, 2017 *White Flint 2 Sector Plan*.

Dear Mr. Roshdieh:

At its regularly scheduled meeting on December 14, 2017, the Montgomery County Planning Board approved the Mandatory Referral No. 2018006, for the design of road, sidewalk and sidepath improvements on proposed Montrose Parkway, Randolph Road and Parklawn Drive, with the following comments:

1. Modify the roadway typical sections on both Montrose Parkway and Parklawn Drive to conform to the 2014 Complete Streets Design Policy and Guidelines for an Urban Road Code area. The typical section for Montrose Parkway should be based on urban Parkway design standards.
2. Widen the shared-use path (16-foot wide path, versus the proposed 10-foot wide path) proposed on the north side of Montrose Parkway between Parklawn Drive and the eastern project limits. The proposed sidepath cross section would provide 11 feet for bicyclists and 5 feet for pedestrians per the *Montgomery County Planning Department Bicycle Facilities Design Toolkit* (July 2017). This is consistent with the recommendations and vision of the Working Draft of the Bicycle Master Plan.
3. Retain the interchange configuration (single-point urban interchange) as included in the Mandatory Referral Submittal. This interchange is consistent with the North Bethesda/Garrett Park Master Plan vision. The White Flint II Sector Plan does not discuss or recommend specific improvements at this intersection. Changes identified in the 2013 Design Review have been incorporated into the crosswalk design to more safely accommodate pedestrian and bicycle crossing needs, including a more direct crossing and an exclusive pedestrian crossing phase.

(21)

4. Support the finding of the MCDOT Bus Rapid Transit (BRT) Feasibility Study (attached as Attachment 2) identifying a preferred BRT alignment for the Randolph Road corridor using the Randolph Road - Nebel Street - Marinelli Road route to the White Flint Metro Station with a BRT Station located on Randolph Road at Lauderdale Drive.
5. Include a 6-foot wide buffer on both sides of Parklawn Drive between Randolph Road and the north side of Montrose Parkway. This would be provided between the curb and the proposed 6-foot wide sidewalk on the east side and between the curb and the proposed ten-foot wide sidepath on the west side.
6. Include a crosswalk across Montrose Parkway on the east side of Maple Avenue/Chapman Avenue. This crosswalk currently exists at the existing intersection of Montrose Parkway/Randolph Road with Maple Avenue/Chapman Avenue. The sidewalk on the east side of Chapman Avenue should be extended to connect to the southeast corner of this intersection.
7. Replace a proposed 8-foot wide sidewalk on the north side of Randolph Road, between Chapman Street and Nebel Street, with a 10-foot wide sidepath with a 6-foot-wide buffer between the sidepath and the adjacent curb. This improvement will greatly improve bicycle connectivity between the existing Nebel Street separated bike lanes and the proposed sidepath on the north side of Montrose Parkway.
8. Consider a change in the traffic signal design at the intersection of Parklawn Drive with the Montrose Parkway ramps to modify the NB Left/SB Left Phases (Phases 1&5) to simultaneously turn the EB Right Turn and WB Right Turn signals during this phase and not during the EB Left/WB left (Phases 3&7) Phase. This signal phasing was evaluated correctly in the MDOT SHA traffic operations analyses. The traffic signal plan should be revised accordingly.
9. Revise the Tree Save Plan to address the following prior to any demolition, clearing, or grading:
 - a. Provide a total of 13.79 acres of reforestation on-site or in comparable locations to meet the requirements of Sec. 22A-9.
 - b. Provide all planting details for the proposed reforestation.
 - c. Provide mitigation for 2404.75 inches diameter at breast height (DBH) specimen tree removal at a rate of 1" caliper replacement per 4" DBH removed, using a minimum 3" caliper native canopy tree. The proposed plan must be revised to provide 601.2" of mitigation trees.
 - d. Move reforestation trees outside of the areas of forest planting. Individual trees shown as planted in areas of reforestation, shrub seeding, and turf establishment. In order to mitigate for the loss of specimen trees, mitigation trees cannot be planted in areas of forest.
 - e. Tree #484 cannot be saved with the proposed impacts. Show as removed and mitigate for tree #484.

Mr. Al Roshdieh
January 3, 2018
Page Three

- f. Provide mitigation for the proposed wetland impacts.
- g. Replace the tree protection details with the most recent versions.

It should be noted that the proposed revision to the Tree Save Plan identifying the need for a mitigation proposal, while included as part of the mandatory referral review, is part of a separate M-NCPPC regulatory review and permit process with which the applicant will need to comply.

The Planning Board appreciates the opportunity to review this proposal and looks forward to working closely with MCDOT on future projects. If you have questions, please contact Stephen Aldrich at 301-495-4528 or Stephen.Aldrich@montgomeryplanning.org.

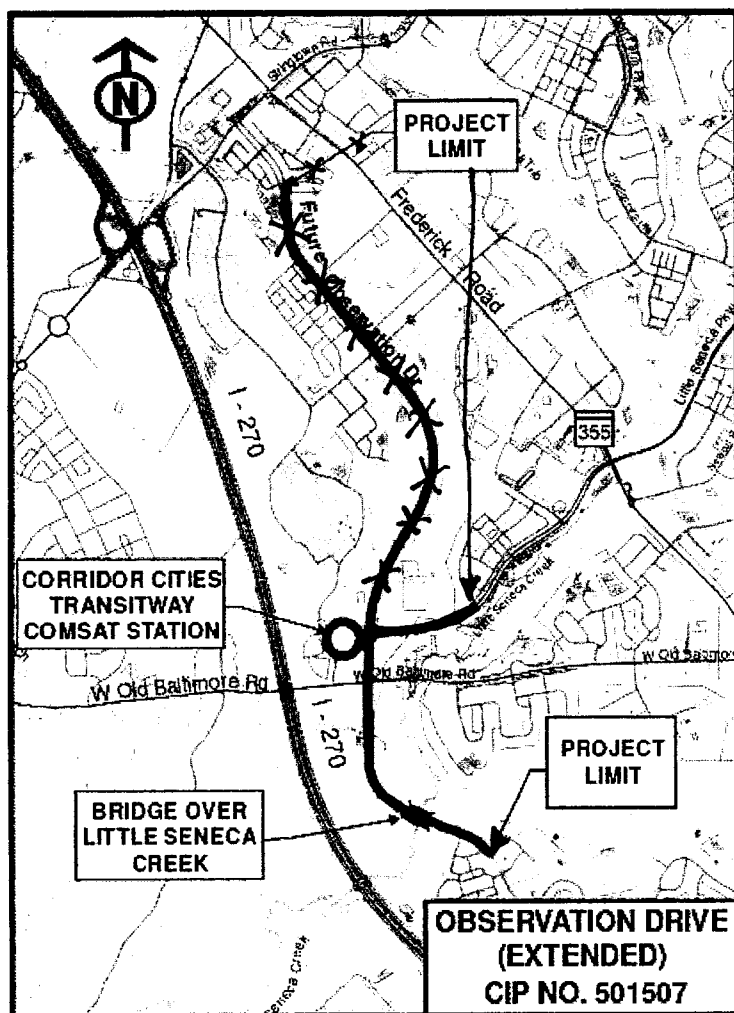
Sincerely,


Casey Anderson
Chair

Attachment:
Technical Staff Report dated December 14, 2017

cc: Stephen Aldrich, Master Planner/Supervisor, M-NCPPC
Pamela Dunn, Chief, M-NCPPC

Mr. Al Roshdieh
Director,
Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville, MD 210850



24

Platt Ridge Drive Extended — No. 501200					
Category	Transportation			Date Last Modified	February 27, 2018
Agency	Transportation			Previous PDF Page Number	11-94
Planning Area	Bethesda-Chevy Chase (P.A.35)			Required Adequate Public Facility	No
Relocation Impact	None				

EXPENDITURE SCHEDULE (\$000)											
Cost Element	Total	Thru FY17	Est. FY18	Total 6 Years	FY19	FY20	FY21	FY22	FY23	FY24	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	997	937	45	15	15	-	-	-	-	-	-
Con Mgmt	430	125	90	215	215	-	-	-	-	-	-
Land	5	5	-	-	-	-	-	-	-	-	-
Site Improvements	-	-	-	-	-	-	-	-	-	-	-
Utilities	-	-	-	-	-	-	-	-	-	-	-
Construction	2,869	-	954	1,915	1,915	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	4,301	1,067	1,089	2,145	2,145	-	-	-	-	-	-

FUNDING SCHEDULE (\$000)											
G.O. Bonds	4,301	1,067	1,089	2,145	2,145	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total	4,301	1,067	1,089	2,145	2,145	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY	(\$000)
Initial Cost Estimate		3,700
First Cost Estimate		
Current Scope	FY	3,700
Last FY's Cost Estimate		3,700
Present Cost Estimate		4,301
Appropriation Request Budget	FY	-
Appropriation Request Budget Est	FY	-
Supplemental		
Appropriation Request	FY	-
Transfer		-
Cumulative Appropriation		-
Expenditure/		
Encumbrances		-
Unencumbered Balance		-
Partial Closeout thru	FY	-
New Partial Closeout	FY	-
Total Partial Closeout		-

25



Snouffer School Road (P501109)

Category Transportation **Date Last Modified** 12/19/17
SubCategory Roads **Administering Agency** Transportation
Planning Area Gaithersburg and Vicinity **Status** Final Design Stage

Expenditure Schedule reflecting revised project completion date to FY20

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	4,092	3,204	838	80	80	319	-	-	-	-	-
Land	3,226	3,092	134	638	84	-	-	-	-	-	-
Site Improvements and Utilities	2,135	279	-	1,856	928	928	-	-	-	-	-
Construction	13,814	2,360	8,548	2,906	2,906	3,654	-	-	-	-	-
Other	443	443	2,550	8,904	5,250	-	-	-	-	-	-
TOTAL EXPENDITURES	23,710	9,378	9,520	4,812	4,812	-	-	-	-	-	-

2,934 4,398 6,497 4,701

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	17,160	5,088	7,260	4,812	4,812	-	-	-	-	-	-
Impact Tax	5,300	4,290	1,010	-	-	-	-	-	-	-	-
Intergovernmental	1,250	-	1,250	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	23,710	9,378	9,520	4,812	4,812	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	5	-	1	1	1	1	1
NET IMPACT	5	-	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY11
Appropriation FY 20 Request	-	Last FY's Cost Estimate	23,710
Cumulative Appropriation	23,710		
Expenditure / Encumbrances	22,050		
Unencumbered Balance	1,660		

Project Description

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer

MEMORANDUM

February 5, 2013

TO: Arthur Holmes, Jr., Director
Department of Transportation

FROM: Roger Berliner, Chair
Transportation, Infrastructure, Energy and Environment (T&E) Committee

SUBJECT: Forest Glen Passageway

On February 4 the T&E Committee (with Councilmember Ervin also in attendance) reviewed the results of Phase I facility planning for the Forest Glen Passageway project. The Committee unanimously concluded that the study be continued into the preliminary engineering phase of development, and to:

- work with the State Highway Administration to develop safer at-grade crossings of Georgia Avenue and Forest Glen Road, as part of the (County-funded) project planning study recently undertaken;
- proceed with either Tunnel Alternative 2 as the “build” alternative, including extending the proposed sidewalk on the north side of Forest Glen Road east to Dameron Drive; and
- review with WMATA the need for the elevators in both the southwest and northeast corners of the Georgia Avenue/Forest Glen Road intersection.

The Committee appreciates the work the Department of Transportation has completed for this study, especially the efforts of Greg Hwang and Aruna Miller.

cc: Councilmembers
Françoise Carrier, Chair, Montgomery County Planning Board

MEMORANDUM

October 28, 2014

TO: Arthur Holmes, Jr., Director
Department of Transportation

FROM: Roger Berliner, Chair
Transportation, Infrastructure, Energy and Environment (T&E) Committee

SUBJECT: Goldsboro Road Pedestrian and Bicycle Improvements

On October 27 the T&E Committee reviewed the results of the Phase I facility planning study for the Goldsboro Road Pedestrian and Bicycle Improvements project. The Committee unanimously concluded that the study be continued into Phase II (preliminary engineering) to develop an alternative that includes a continuous 5'-wide sidewalk along the north side of Goldsboro Road from River Road to MacArthur Boulevard, with a landscaped buffer between the sidewalk and roadway, and separated bike lanes—i.e., cycle track(s)—in the same segment.

The Committee appreciates the work the Department of Transportation has conducted to date for this study, especially the efforts of Greg Hwang and Aruna Miller.

cc: Councilmembers
Casey Anderson, Chair, Montgomery County Planning Board



Needwood Road Bikepath (P501304)

Category	Transportation	Date Last Modified	02/08/18 12/21/17
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Under Construction
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	2,557	1,471	735	1,086	351	-	-	-	-	-	-
Land	90	33	57	-	-	-	-	-	-	-	-
Site Improvements and Utilities	146	50	96	-	-	-	-	-	-	-	-
Construction	2,972	2,371	180	601	421	-	-	-	-	-	-
TOTAL EXPENDITURES	5,765	3,925	1,068	1,840	772	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	4,905	3,368	765	1,537	772	-	-	-	-	-	-
State Aid	860	557	303	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	5,765	3,925	1,068	1,840	772	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

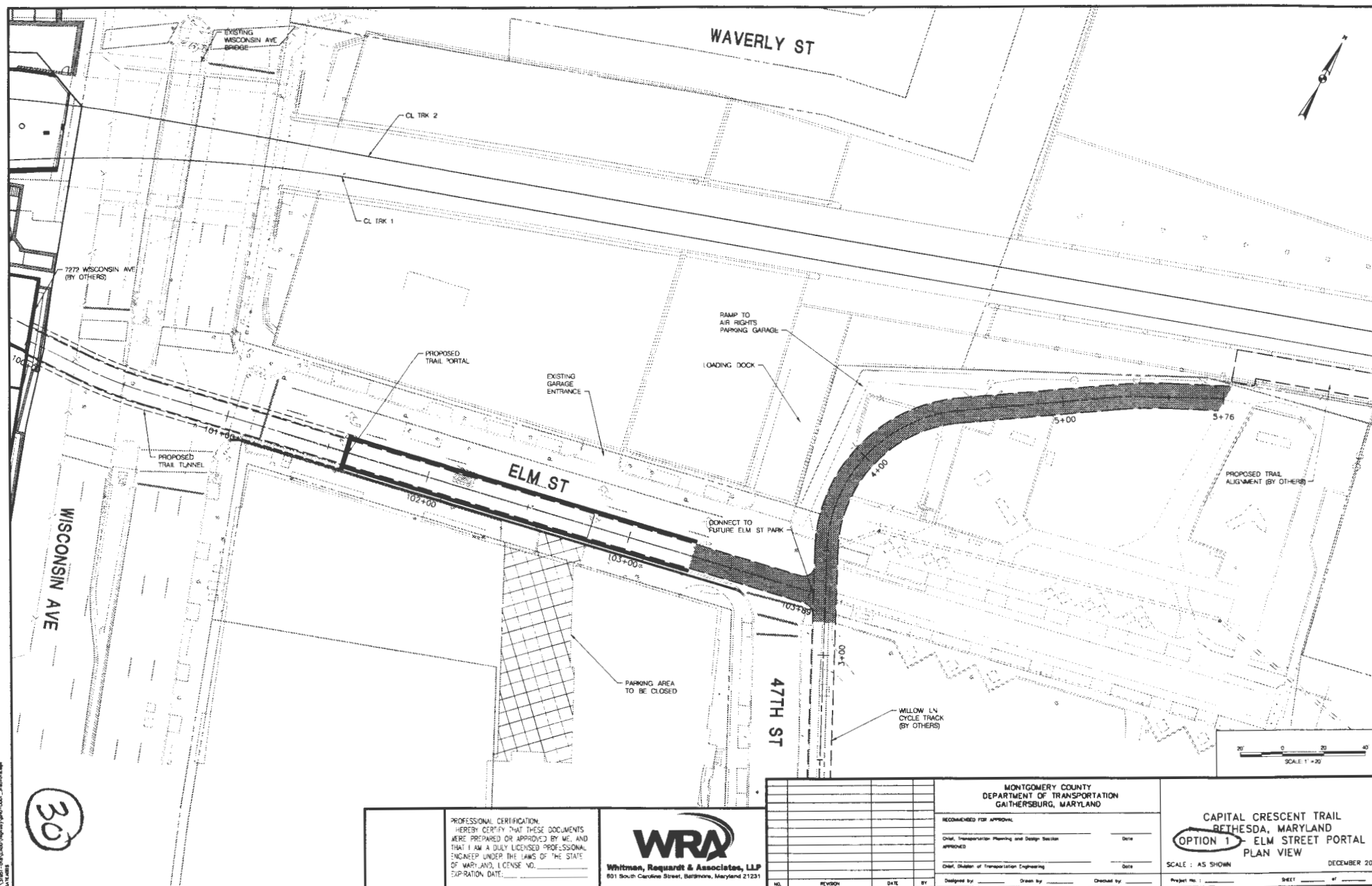
Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	10	12	0	2	2	2	2
Energy	50	60	0	40	10	10	10
NET IMPACT	60	72	0	12	12	12	12

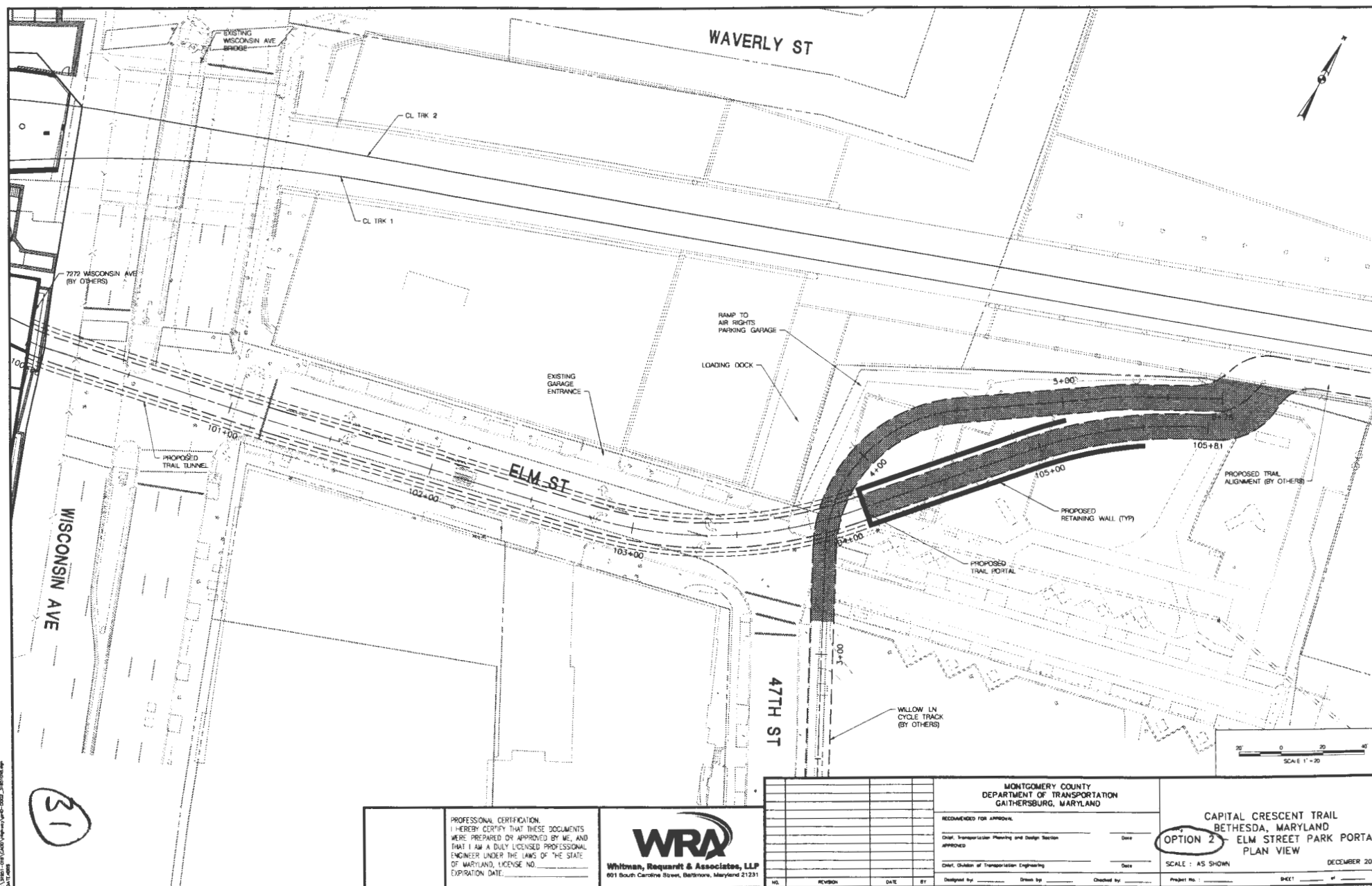
APPROPRIATION AND EXPENDITURE DATA (\$000s)

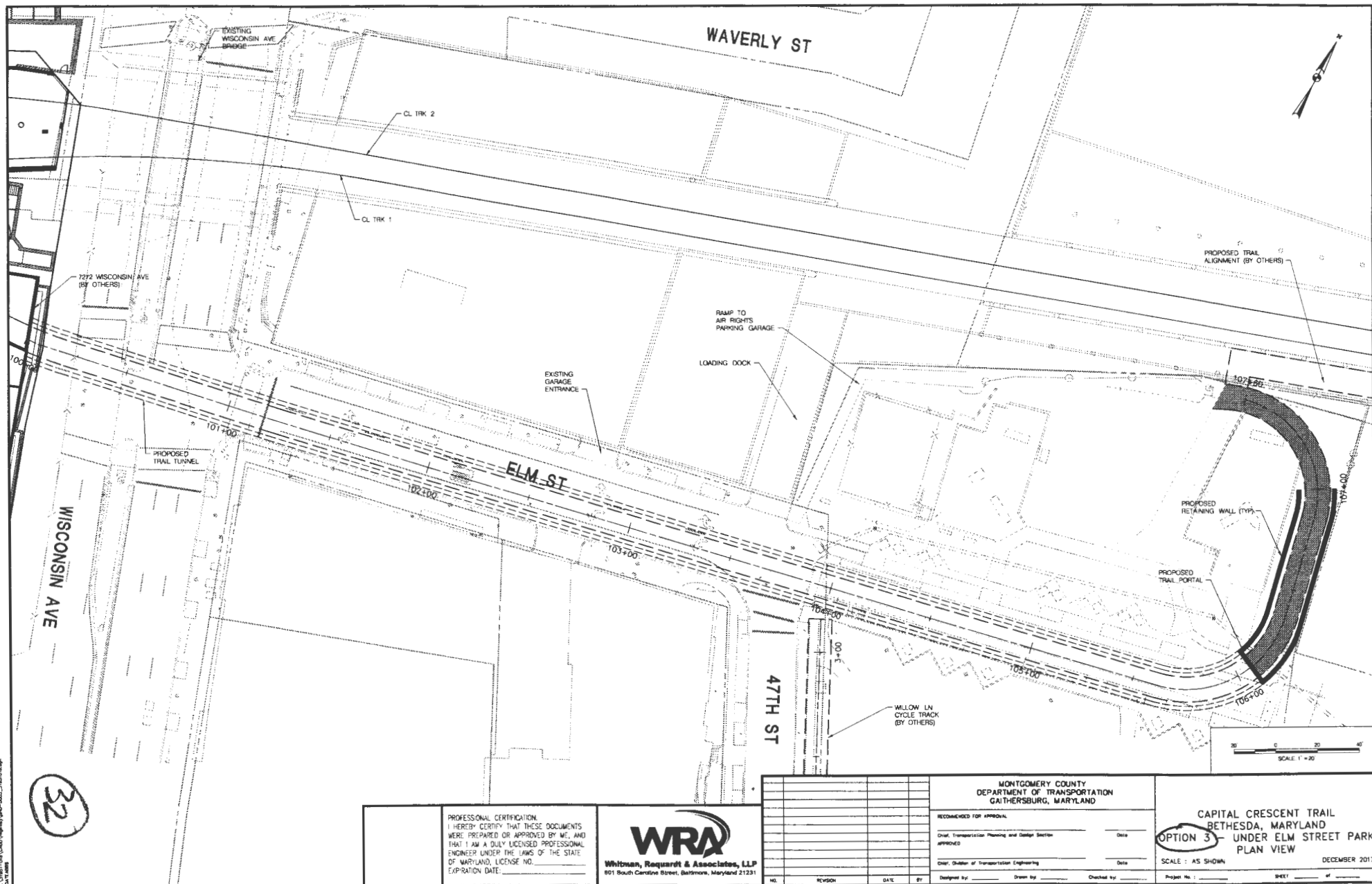
Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	5,765
Cumulative Appropriation	5,765		
Expenditure / Encumbrances	5,595		
Unencumbered Balance	170		

Project Description

This project provides for the design of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of







Executive Summary

The White Flint Metrorail station is on the Red Line and alongside Rockville Pike in Bethesda, Maryland. As envisioned by the community, planners, and developers, the White Flint area will become substantially more urban over the next 10 to 15 years. New residential, office, and retail development in the area has outpaced even recent projections, and the North Bethesda area has become a node of development in the region.

The plan for joint development and adjacent development along Rockville Pike has generated interest in a second station entrance at the north end of the platform as well as improving pedestrian, bicycle, and transit access. To that end, the Washington Metropolitan Area Transit Authority (Metro) initiated this study in coordination with the Maryland National Capital Park and Planning Commission (M-NCPPC).



Figure ES-1: White Flint Station Area

Source: M-NCPPC, Metro

The report focuses on the White Flint Metrorail Station and its immediate vicinity; other planning efforts in the area have a broader scope. In 1992, the M-NCPPC, including the Montgomery County Planning Department, developed a vision for the White Flint area as part of its North Bethesda Sector Plan.

White Flint Metrorail Station Today

The White Flint Station is in a mixed urban/suburban setting, with a variety of strip malls, high-density condominiums, and offices within a mile of the station. The station property includes a 1,270-space parking garage for use by Metro customers on a 32-acre Metro site, the majority of which has been leased to the LCOR Development Group on a long-term lease. The LCOR development, North Bethesda Center, is currently under construction and includes plans for 1.2 million square feet of office space, 1,368 residential units, and 200,000 square feet of retail. LCOR's lease includes the area immediately to the east of the station.

The White Flint Metrorail station carried an average of approximately 8,500 passengers per weekday in 2009. Ridership during the peak periods is generally balanced, with only slightly more riders boarding at the station than alighting. The majority of riders are accessing the station in the morning by walking (42 percent) or driving and parking (32 percent). In the evening peak period, most riders (80 percent) access the station by walking. This indicates that while in the morning most riders either walk or drive from home to get to the station; in the evening most riders walk from their places of employment to the station. The station has adequate capacity to handle current passenger volumes.

White Flint Metrorail Station in the Future

The North Bethesda area is growing very quickly, as it has become a new center of condominium and apartment development along the Metrorail Red Line. Between 2000 and 2030, households within the White Flint station area are projected to grow 480 percent, and employment is expected to nearly double. There is a projected threefold increase in Metrorail ridership at the White Flint station in the 12 year period between 2008 and 2020. By 2020, over 17,000 passengers per weekday are anticipated to pass through the station.

To address the study goal of increasing access to the station and adding a second station entrance, several improvements were developed:

Improvement 1, the upgrade of the existing entrance, includes modifications to the existing entrance to provide an enhanced arrival experience. The existing entrance would be reconfigured to create openings on the west and east sides, a landscaped plaza, a new bicycle storage area, and one additional faregate.

Improvement 2 is the construction of a new north entrance above the existing service rooms at the northern end of the plaza. Two sub-alternatives are provided, one a virtual architectural copy of the southern entrance (2A), and one an architecturally distinct entrance with a sloping green roof (2B). In either scenario, the new entrance would include a secure bicycle storage area, standard station facilities, and new service rooms. The area around the new entrance would be landscaped, and new crosswalks would be provided across Rockville Pike and Old Georgetown Road. Figure ES-2 shows Improvement 2B.

Improvement 3 provides three sub-alternatives to crossing Rockville Pike: a short pedestrian tunnel under Rockville Pike to the west (3A), a longer pedestrian tunnel diagonally across the intersection to the northwest (3B), or a pedestrian bridge directly across Rockville Pike (3C). All alternatives would be accessible from street level via elevator, escalator, or stairs at each end. Though the new bridge or tunnel would be most practical if built in conjunction with Improvements 2A or 2B, its configuration is physically independent from the new entrance. This improvement may not be needed



Figure ES-2: Improvement 2B North Entrance

if improvements to Rockville Pike are made to enhance the pedestrian environment.

Evaluation of Improvement Alternatives

The improvements were analyzed to assess station capacity in the future according to Metro standards and capacity criteria. The current infrastructure at the White Flint station is generally sufficient to handle expected loads in 2020; however, the addition of a new northern entrance would dramatically improve the egress time of the station and expand the stations walkshed to more than 800 additional riders.

Table ES-1 compares the potential improvements with respect to evaluation criteria derived from study goals. Evaluation criteria are reported on a relative scale and are meant for qualitative comparison only.

While Improvements 2A and 2B are costly, they would increase Metro's convenience by providing more access points. They could also

generate an increase in Metrorail riders, primarily due to the expanded capture area of walkers. Both improvements would substantially decrease emergency evacuation time from the station because they provide another exit point. Though 2A and 2B would provide access benefits, developers and residents expressed a preference for Improvement 2B, with its architecturally distinct features and green elements, at stakeholder meetings. As the private sector would likely finance a significant portion of the improvements at the White Flint station, this is a key factor.

Improvement 1 would provide some benefit at a lower cost. It would increase the convenience of Metro by creating additional openings at the existing station entrance that align with some pedestrian and bicycle traffic. Because it would open up the station entrance to the east and create a new plaza, it would also be an attractive change for LCOM, who is developing the joint development site to the east.

All of the Improvement 3 variations would increase pedestrian safety by completely separating pedestrian and

vehicular traffic, reducing the chance for conflict. They would also provide some increased convenience for transit riders by eliminating the need to wait at the Old Georgetown Road intersection, which has a long traffic signal cycle length. Improvement 3B, the diagonal pedestrian tunnel, could be more attractive to developers because it would provide more direct access to the Mid-Pike Plaza, which is to be significantly redeveloped. However, it is a costly improvement.

One of Metro's roles as regional agency is to study station access alternatives and evaluate their effectiveness. Metro is strongly supportive of transit improvements. The decision about whether to modify the White Flint station and/or which Improvement(s) to construct will be a collaborative one between Metro, MDOT, Montgomery County, area landowners, and other stakeholders. As part of that process, those groups would determine which improvement is most desirable and feasible. As discussed, all improvements would provide benefits related to the study goals to varying degrees.

Table ES-1: Evaluation of Improvement Alternatives

Evaluation Criteria	Improvement					
	1 (Upgrade to Existing Station)	2A (New Standard Entrance)	2B (New Enhanced Entrance)	3A (Pedestrian Tunnel)	3B (Diagonal Pedestrian Tunnel)	3C (Pedestrian Bridge)
Increase convenience of Metrorail	somewhat	yes	yes	somewhat	somewhat	somewhat
Increase Metrorail riders	no	yes	yes	no	no	no
Increase pedestrian safety	no	no	no	yes	yes	yes
Increase attractiveness to developers and residents	somewhat	yes	yes	no	somewhat	no
Decrease emergency evacuation time	no	yes	yes	no	no	no
Estimated project cost FY08\$(M)*	1.5	13.5	22.3	11.9	23.7	6.8

* Estimates include construction, planning, engineering, construction management, and administrative costs and are order of magnitude in scale for planning purposes only.

Background

Excerpt from Council President Roger Berliner's Letter to Metro GM/CEO Paul Wiedefeld (July 2017):
"Access to the White Flint Metro station is critical to Montgomery County's vision for the surrounding area as a vibrant, walkable and transit-oriented community....I strongly support a second station entrance near the intersection of Rockville Pike and Old Georgetown Road.....A second entrance would greatly enhance the transit-oriented nature of the area, including a series of existing office buildings along Executive Boulevard and the Pike & Rose community northeast of the Old Georgetown Road and Rockville Pike intersection."

Purpose

The purpose of this effort is to advance the design concepts included in Metro's 2010 *White Flint Station Access Plan* through refining design alternatives, conducting walk time analyses, updating capital cost estimates, and conducting engineering and constructability assessments. These efforts are required to align the project with Metro's new Development & Evaluation (D&E) requirements and to address overall project feasibility.

D&E Task Outline:

Task 1: Project Management

- Monthly Project Management meetings with Metro and Consultant staff
- Monthly progress reports and invoices, detailing progress of work and issues related to scope, schedule, and budget

Task 2: Data Collection and Review of Existing Conditions

- Collect, review and summarize findings from previous studies, including:
 - White Flint Station As-built Drawings
 - 2010 *White Flint Station Access Plan*
 - 2017 White Flint Station Planning Work (funded by Federal Realty)
- Collect, review and compile existing data, including:
 - Under construction, approved and planned development in vicinity
 - Montgomery County small area and relevant comprehensive plans
 - Geotechnical information as provided by Metro
 - Utilities information as available and provided by Metro
 - Station as-built information as available and provided by Metro
- Conduct a site tour with Metro, including aboveground areas, station public areas, and station service rooms
- Prepare summary of completed work on passageway site and connecting areas to the station based on available information

Task 2 Deliverables:

- **2.1** Station tour, including initial station profile info and plan handouts, and notes of comments and info collected during the tour
- **2.2** Technical Memorandum summarizing the findings of Task 2, including:
 - Short profile of the station, site and proposed improvements
 - Brief summary of past study findings, focusing on design alternatives considered, the costs/benefits of each, and stakeholder outreach
 - Photographs taken on the site visit, including both above- and below-ground areas
 - Plans, sections and diagrams as necessary to convey existing constraints and design intent
 - Existing station plans and sections
- **2.3** Project background drawings created from existing as-builts, including structural, mechanical-electrical, geotechnical, and utilities

Task 3: Needs Assessment

Conduct a needs assessment and ridership analysis showing how the proposed improvements address growth in demand for passenger access. This assessment will address the risk-based criteria that inform Metro's Capital Needs Inventory (CNI).

Conduct a ridership analysis to show current and future (2030) ridership levels, and a walk time analysis to assess the benefits of providing an additional station entrance and tunnel. Forecasts will reflect projected growth and changes in land use, as well as planned development projects in the area around the station.

The latest Metrorail ridership demand forecast models for 2030 or later will be utilized to the extent feasible and will be refined for the Red Line travel market in the area of White Flint. The consultant will review the latest MWCOG cooperative land use forecasts and recent Montgomery County development data and small area plans to determine if the MWCOG forecasts account for the anticipated development. The consultant will supplement the regional demand forecasting with local trip generation as needed and with walk-time analyses. Forecast demand will be estimated for the second entrance.

Task 3 Deliverables:

- **3.1** Technical memorandum summarizing findings of Task 3

Task 4: Alternatives Refinements

Alternative conceptual station improvements will be developed in sufficient detail to support recommendations on a preferred concept to advance for further engineering and constructability analysis.

Design Refinements include the following elements:

- Second entrance
- Pedestrian tunnel
- Phased implementation approach

The task will begin by confirming design assumptions, refining schematic design, and developing design options, including:

- Programming assumptions, such as elevators, escalators, station manager kiosk, fare machines, restrooms, and equipment rooms as required by WMATA
- Design criteria and requirements for emergency egress, in coordination with Metro internal departments as needed (e.g., Architecture, ADAP, Fire Marshall)

An initial evaluation matrix for the alternative design concepts will facilitate decisions regarding the preferred concepts to advance for further analysis. The consultant shall support Metro staff in coordinating with key external stakeholders, preparing materials, presenting design concepts, and documenting meeting proceedings.

Task 4 Deliverables:

- **4.1** Preliminary sketch plans, sections, elevations, and axonometric views as required to convey design intent for up to three alternative concepts with up to 3 phases each for each of the three design elements (entrance, passageway, phasing)
- **4.2** Evaluation matrix with supporting documentation
- **4.3** Presentation materials and meeting notes

Task 5: Engineering Assessment

This task includes analysis and application of applicable standards specific to each discipline as summarized below:

Architectural

Develop the programming and sequencing of the required spaces and Vertical Circulation Elements (VCEs) in each of the proposed phases. Illustrate the visual impacts of the station improvements at each proposed phase.

Fire/Life Safety

Evaluate the current Fire/Life Safety condition of the station as a baseline. Develop alternative approaches to improve upon the existing condition for each of the proposed phases.

Accessibility Codes and Standards

Evaluate compliance of the station with ADAAG in its existing condition as a baseline. Develop alternative approaches to improve upon the existing condition for each of the proposed phases.

Fare Collection

Evaluate the number of required Ticket Vending Machines (TVMs) and faregates based on future ridership.

Geotechnical

Geotechnical exploration will be performed based on as-built information from WMATA and other existing sources to characterize the subsurface conditions at the proposed station improvement locations. Engineering calculations and analyses will be performed to compare foundation design alternatives for the proposed construction.

Utilities

Based on as-built information from WMATA and other existing sources, the Consultant will assemble composite utilities mapping to characterize conditions at the proposed station improvement locations. The analysis will quantify specific impacts, and concept design work will be completed to propose required relocations and modifications to accommodate the recommended alternatives.

Structural

The structural engineering feasibility analysis will detail each major element of the recommended alternatives, including foundations, retaining structures, and platform and canopy.

Mechanical, Electrical, and Plumbing

Impacts to existing ductwork by the recommended alternatives will be assessed. Document requirements for any recommended changes to HVAC elements based on WMATA Design Criteria and applicable codes and standards. Possible locations for mechanical equipment and ductwork/piping routing will be identified.

An estimate will be provided of the overall additional electrical load that will be added to the station to accommodate the new systems and equipment related to the recommended alternatives. The estimate will include the power demand of the following new systems: HVAC, lighting, elevators, escalators, ticket vending machines, and general purpose receptacles. Potential electrical source to serve the new systems will also be identified.

Plans shall be reviewed to provide recommended plumbing requirements for utility tie-in including drainage and sanitary systems, new toilet rooms, and elevator sump pumps.

Maintenance of Traffic

Schematic maintenance of traffic (MOT) scenarios will be developed to address temporary roadway closures, sidewalk closures, and re-routing of buses and relocation of stops over the duration of construction.

Environmental Scan

The Consultant shall compile information relevant to inform a decision by WMATA and responsible agencies on the level of NEPA or comparable environmental analysis to be conducted as part of a subsequent phase of project implementation. The Environmental Scan memo shall be organized to cover potential impacts to the human and natural environment typical of an FTA Categorical Exclusion checklist.

Task 5 Deliverables:

- **5.1** Engineering Assessment technical memorandum, to include sections of narrative for each discipline summarized above, as well as supporting documentation and analysis

Task 6: Constructability Assessment

The constructability analysis will incorporate findings of the other engineering disciplines to confirm the viability and complexity of available techniques for construction staging, including excavation, shoring, demolition, and placement of new elements.

The work will include a draft sequence for construction for the recommended alternative and a sequenced construction schedule for each phase of work.

A detailed risk assessment will quantify potential risks and likelihood of occurrence associated with each main engineering discipline and the proposed construction sequence steps.

Task 6 Deliverables:

- **6.1** Narrative and supporting graphics and drawings, suitable for inclusion in the Draft Final Report, summarizing constructability and construction sequence.
- **6.2** Risk assessment technical memorandum with supporting documentation and calculations.

Task 7: Cost Estimates

With the findings of the engineering analysis and constructability analysis, prepare order-of-magnitude capital and operations cost estimates for the recommended alternative.

Task 7 Deliverables:

- **7.1** Capital cost estimates and supporting documentation for the recommended alternative
- **7.2** Operating cost estimates and supporting documentation for the recommended alternative

Task 8: Final Report

Prepare a final report summarizing the findings of each task. No new analyses will be conducted for the final report. The report will be prepared in Microsoft Word similar to recent station study reports in level of formatting style and graphic design.

A separate reader-friendly executive summary will be prepared with emphasis on illustrations and infographics to convey the key findings of the study to Metro senior management and jurisdictional stakeholders and to address Metro's D&E requirements.

An accompanying PowerPoint presentation summarizing the project findings will be prepared for use by Metro project staff.

This scope assumes two rounds of revisions:

- Preliminary draft to Draft Report; and
- Draft Report to Final Report.

Task 8 Deliverables:

- **8.1** Draft Final Report.
- **8.2** Final Report, including 10 hard copies, and electronic copies of PDF and native files.
- **8.3** Executive Summary and PowerPoint presentation



December 15, 2017

Mark Schwartz
Arlington County Manager
2100 Clarendon Boulevard, Suite 302
Arlington, VA 22201

Dear Mr. Schwartz:

Thank you for your letter dated November 28, 2017 requesting Washington Metropolitan Area Transit Authority's (WMATA) support of three Metrorail station projects in Arlington County: 1) Crystal City Metro Station East Entrance, 2) Court House Metro Station Second Elevator, and 3) Ballston Metro Station West Entrance.

We welcome all enhancements that improve service for our customers and appreciate Arlington's commitment to invest in Metro's future. In order for the projects to advance within Metro's long-term capital program, there are three important criteria that will need to be fulfilled.

First, all projects must go through a Development and Evaluation (D&E) process that determines the full scope of the work, cost, and priority within Metro's larger capital program. As you know, the "Keeping Metro Safe, Reliable and Affordable" plan I introduced last spring included an acknowledgement that WMATA needs to do a better job of planning, developing, and evaluating future projects. The D&E process will do just that to develop the next generation of capital projects. This has been discussed with the WMATA Board and jurisdictional staff.

Second, consistent with the WMATA budget process, the projects will need to be included in the WMATA Capital Improvement Program (CIP). None of these projects are currently in the WMATA CIP. The WMATA Board will also need to consider the ongoing operating costs and regional subsidy that will be required to operate and maintain the new entrances and the lifecycle rehabilitation costs associated with adding the new infrastructure assets to the system.

Third, given Metro's current capital needs all new projects must be considered in light of the ongoing state of good repair and safety work that is our top priority. We are working to ensure that we have the resources, both funding and staffing, to complete that work over the next 10 years. We must also consider the effect that any additional projects will have on the limited non-revenue hours we have

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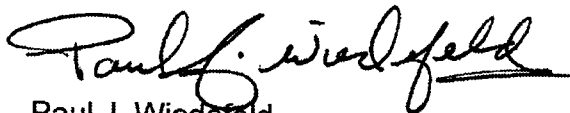
Mark Schwartz
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available. For example, in the immediate future, WMATA has planned platform reconstruction work along the Blue, Yellow, and Orange lines in Virginia. Delivery of the Crystal City and Ballston projects would conflict with this work.

In summary, prior to moving forward, all three projects need to be included in WMATA's capital prioritization and D&E process. We recognize that there has been significant planning work done to date, particularly on the Crystal City and Court House projects, so this previous work will certainly be considered. In the case of Crystal City, due to the developer time constraints, we will strive to meet the window of opportunity by continuing to coordinate on the initial phase of the project outside of the station vault.

I think it would be beneficial for Dennis Leach, Deputy Director of Transportation, Department of Environmental Services, to meet with members of my senior team to further discuss next steps. Thank you and we look forward to working with you to come to a coordinated and regionally supported decision on the projects.

Sincerely,

A handwritten signature in black ink, reading "Paul J. Wiedefeld". The signature is fluid and cursive, with a horizontal line underlining the name.

Paul J. Wiedefeld
General Manager and
Chief Executive Officer