

T&E COMMITTEE #4
June 13, 2011

MEMORANDUM

June 9, 2011

TO: Transportation, Infrastructure, Energy and Environment Committee
FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director
SUBJECT: Facility planning review—East Gude Drive

The Council programmed \$990,000 under the Facility Planning—Transportation project for the Department of Transportation (DOT) for the planning of the widening of East Gude Drive from 4 lanes to 6 lanes between Crabbs Branch Way and Southlawn Lane, just outside the City of Rockville. DOT has completed Phase I of facility planning for this project—the feasibility study stage—for which \$390,000 had been obligated: \$112,000 in staff charges and \$278,000 in consultant funding.

This worksession is the opportunity for Committee members and other interested Councilmembers to provide informal feedback to DOT as to whether to proceed to Phase II of facility planning—the detailed planning stage—that would produce the precise project scope and develop reliable estimates of cost and community and environmental impact—and if so, what should be studied. DOT could proceed to Phase II soon after this review; its programmed cost is \$770,000: \$220,000 in staff charges and \$550,000 in consultant costs. If the Phase II study goes forward according to the funding schedule in the current capital program, an East Gude Drive Capital Improvements Program (CIP) project would be ready to be included in the Recommended FY15-20 CIP in early 2014.

Patricia Shepherd, DOT's study manager, will brief the Committee on the Department's findings and recommendations; the executive summary of the Phase I prospectus is on ©1-10. Ed Axler of the Planning staff will summarize the Planning Board's perspective; the Board's letter is on ©11-12, and the text of the Planning staff packet is on ©13-22, with a memo noting corrections on ©23. Council staff will conclude with its analysis and recommendations. After the Committee has explored the issues, it will be asked for its guidance to DOT, which subsequently will be transmitted in a memorandum from the Committee Chair to the DOT Director.

Background. East Gude Drive is functionally classified as a Major Highway. The subject section of East Gude Drive falls within two County planning areas. The segment from Crabbs Branch Way to 1,000 east of Calhoun Drive is within the Shady Grove Sector Plan (adopted in 2004) and is recommended to be widened from 4 to 6 lanes within a 150'-wide right-of-way. The longer segment, from 1,000 east of Calhoun Drive to Southlawn Lane, is within the Upper Rock Creek Area Master Plan (also adopted in 2004) and is recommended to remain with 4 lanes within a 120'-wide right-of-way. However, the Planning staff notes that they likely will recommend expanding this latter segment to 6 lanes in the comprehensive update to the Master Plan of Highways, the preparation of which has been deferred until work on the Bus Rapid Transit Functional Master Plan is completed.

This portion of East Gude Drive passes through an area which is entirely commercial and industrial, with the exception of the Gude Drive Men's Facility. The 8'-wide Rockville Millennium Trail runs along the south side, and intermittent segments of sidewalk are on the north side. This road portion falls entirely within the Derwood Policy Area, which has a 1,475 Critical Lane Volume (CLV) standard under the Subdivision Staging Policy. Currently the only intersection where congestion exceeds this standard is at Crabbs Branch Way in the morning, which operated in 2009 at 1,776 CLV. However, by Year 2030 the intersections at Crabbs Branch Way, Dover Road, and Southlawn Lane will all exceed the standard, in both the morning and evening peaks.

During the course of the study DOT and its consultants reached out to the community with a public meeting in December 2009 (one citizen attending, see ©24), two meetings with East Gude Drive property owners in April 2010 (nine attending, see ©25-26), two newsletters, and a mailing list of 300.

There is a currently programmed project to add a second left-turn lane from eastbound East Gude Drive to southbound Southlawn Lane. This improvement would still not bring the level of service below the 1,475 CLV standard in 2030, but to 1,578 CLV in the morning peak and to 1,481 CLV in the evening peak. The East Gude Drive study recommends no further improvement to this intersection.

DOT and Planning Board recommendation. DOT is recommending its Alternate 3, the Enhanced Master Plan Alternative: widening the entire length to 6 lanes, filling in the missing sidewalk gaps on the north side, widening the Millennium Trail from 8' to 10' and separating it from the curb with a 6'-wide planting strip, and incorporating other safety and environmental improvements. Alternative 3 would substantially mitigate future congestion at the Crabbs Branch Way intersection, although at 1,677 CLV in the morning and 1,693 CLV in the evening, both peak hours will still exceed Level of Service E in 2030, and well exceed the 1,475 CLV standard. Alternative 3 would also eliminate future congestion at the Dover Road intersection, bringing it below the congestion standard. It would also address a safety issue on eastbound East Gude Drive just east of Calhoun Drive, where the innermost lane tapers into the second lane in a very short distance, resulting in an unsafe merge.

Cost estimates at this stage are fairly general. DOT's consultants have provided a cost estimate for Alternative 3 in the range of \$23.0-25.5 million in FY12 dollars.

The Planning Board reviewed the Phase I study at its meeting of April 28, 2011. The Board concurred with Alternative 3, highlighting certain improvements to the pedestrian aspects of the plan.

Council staff comments. As Council staff pointed out during the review of the Spending Affordability Guidelines in early February, with the concern about mounting debt service it is likely that programmed spending in the next CIP will be ramped down. Facility planning is the “gatekeeper” for new projects in the CIP; the fewer projects that are studied, the fewer that will eventually appear before the Council for consideration as fully-funded projects. Therefore, all facility planning programs should be scrutinized to determine which studies should be continued or scaled back, just as the Council eliminated funding for the Roberts Tavern Drive Extended study last December.

In this context, Council staff believes the scope of this project should be reduced in scope to its essentials: mitigating the intersection congestion that DOT forecasts at Crabbs Branch Way and at Dover Road, and addressing the safety issue presented by the eastbound merge on East Gude Drive just east of Calhoun Drive. These could be addressed by:

1. *Making the improvements called for under Alternative 3 for the short segment between Crabbs Branch Way and Calhoun Drive.* This would result in the same reduced congestion level at the Crabbs Branch Way intersection as would occur under Alternative 3.
2. *Extending the taper on the innermost lane of eastbound East Gude Drive east of Calhoun Drive.* This would provide a safe merge.
3. *Cutting into the median to add a new eastbound left-turn lane from eastbound East Gude Drive to the private driveway across from Dover Road.* This would improve the CLVs in 2030 at this intersection to 1,357 CLV in the morning peak and 1,422 CLV in the evening peak: not as uncongested as under Alternative 3, but still within the 1,475 CLV standard.

DOT’s consultants estimate that the cost of these improvements would be in the \$4.5-5.0 million range (in FY12 dollars), or *about one-fifth the cost of Alternative 3.*

Council staff’s recommendation is consistent with the current Upper Rock Creek Area Master Plan. It does not include some other aspects of Alternative 3 that are less important: adding through lanes where they are not needed in the next 20 years, widening the lightly used (in this segment) Millennium Trail and setting it back 6 feet from the edge of the roadway, connecting missing sidewalk links on the north side (there is the continuous hiker-biker trail on the south side), and some smaller improvements. Note the comment included in the prospectus from a member of the Rockville Bicycle Advisory Committee, who suggests if the project must be down-scaled his choice would be first to trim the north-side sidewalk and second to not add the 6’-wide buffer for the Millennium Trail (©27).

Council staff recommendation: Do not proceed with Phase II of facility planning for East Gude Drive; instead entertain a CIP amendment to allow the three elements listed above to proceed to design and construction. Since these three elements could proceed directly design, they can be implemented and provide congestion relief and improved safety years faster than if part of a larger Facility Planning Phase II effort.

Furthermore, if the projects proceed to design they would be bond-funded, and the \$770,000 programmed for Phase II could be set aside for a potential mid-year Savings Plan in FY12, should that be necessary. If a Savings Plan is ultimately not necessary in FY12, then these funds could be used later in the fiscal year to supplement or start up another study under Facility Planning-Transportation.

EXECUTIVE SUMMARY

INTRODUCTION

The Montgomery County Department of Transportation (MCDOT) has completed the Phase I Facility Planning Study for the East Gude Drive Roadway Improvements. The Study evaluates improving a 1.14 mile section of East Gude Drive between Crabbs Branch Way and Southlawn Lane by providing roadway, transit, pedestrian and bikeway continuity, connectivity and safety. The Phase I Study includes the purpose and need statement; development of alternatives and their benefits and impacts; outreach to the public and stakeholders; and a technical recommendation to advance to Phase II Facility Planning.

PROJECT BACKGROUND AND DESCRIPTION

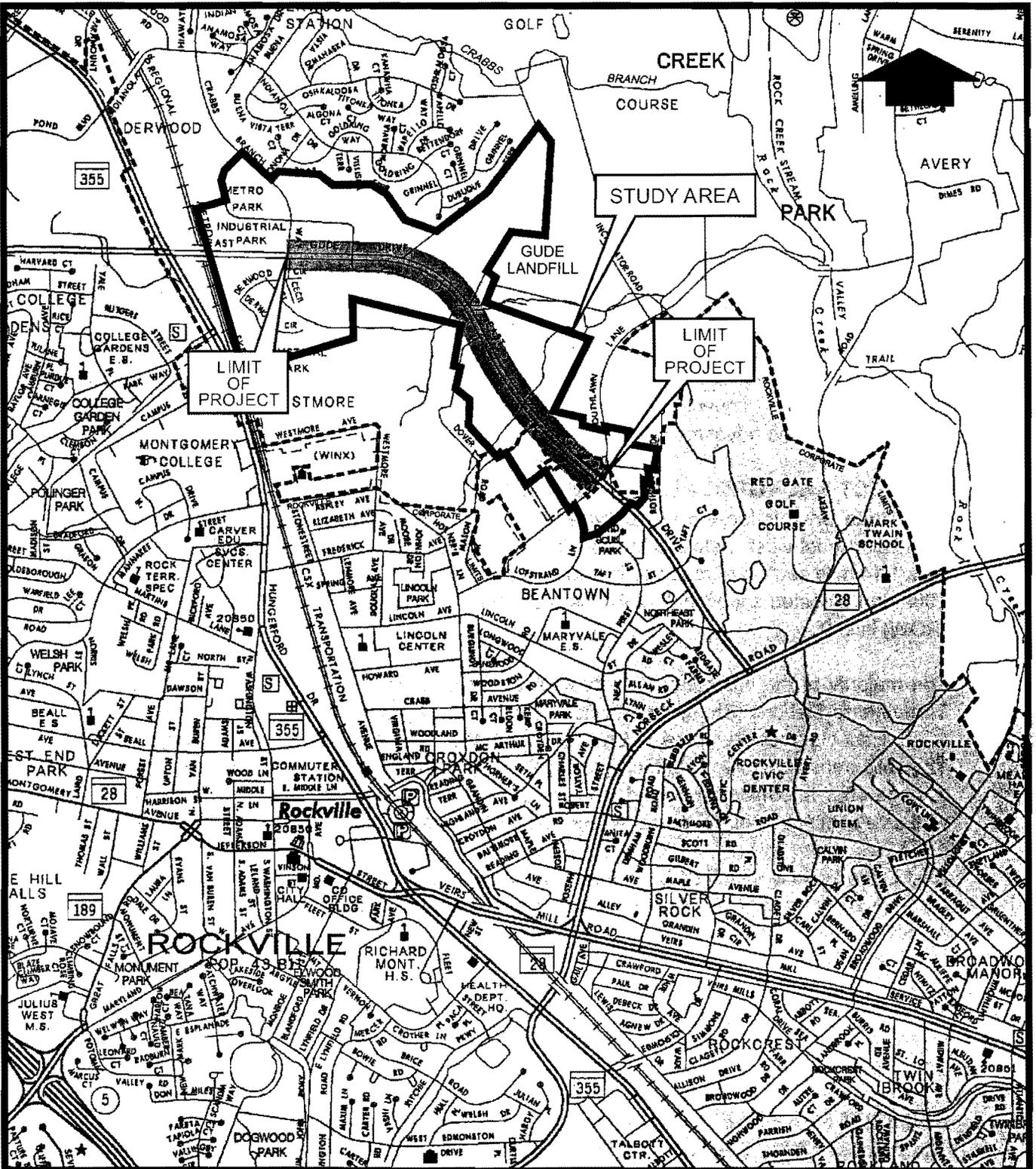
East Gude Drive is located in Rockville, Maryland. It is classified as a Major Highway (M-23) and runs east-west between Norbeck Road (MD 28) and Frederick Road (MD 355). This 1.14 mile section of roadway is a four-to six-lane divided highway with an ADT of 45,500 in 2009 and a posted speed limit of 40 miles per hour (mph). In general, the existing right-of-way (ROW) is 120'.

The majority of the immediate project area consists of industrial and commercial businesses. Three Metro Stations (Shady Grove, Rockville and Twinbrook) are within 2.5 miles of the project area. East Gude Drive, between Crabbs Branch Way and Southlawn Lane, provides access to 12 public transit bus stops via Montgomery County Transit Ride On Bus Route #59 (see **Figure 7**, page 16). Intermittent pedestrian facilities exist along the north side of East Gude Drive as well as a continuous off-road shared-use path (Rockville Millennium Trail) along the south side.

East Gude Drive is identified by four approved area master plans (see **Figure ES-1** on page *ii*): (1) April 2004 *Upper Rock Creek Area Master Plan*, (2) 2002 *City of Rockville Comprehensive Master Plan*, (3) March 2006 *Shady Grove Sector Plan*, and (4) March 2005 *Countywide Bikeways Functional Master Plan*. In addition to the approved master plans, the *Montgomery County Master Plan of Highways* also provides recommendations for East Gude Drive (A Master Plan of Highways Update or Comprehensive Functional Master Plan Amendment will be completed in 2012). A summary of Area Master Plan recommendations are highlighted in **Table ES-1** (page *iii*), and excerpts are included in **Appendix A**.

PROJECT PURPOSE

The purpose of the East Gude Drive Roadway Improvements is to implement the approved Master Plan visions in the Study Area; provide safe roadway, transit, pedestrian and bikeway continuity/connectivity; and improve existing traffic patterns and operations.



AREA MASTER PLANS	
K	Shady Grove Sector Plan
E	Upper Rock Creek Area Master Plan
Y	Rockville Comprehensive Master Plan

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
**EAST GUDE DRIVE ROADWAY IMPROVEMENTS
CRABBS BRANCH WAY TO SOUTHLAWN LANE
FACILITY PLANNING - PHASE I**

LOCATION MAP

DATE	2000	0	2000	FIGURE NO.
April 2011	SCALE IN FEET			ES-1

**East Gude Drive Roadway Improvements, Facility Planning Study – Phase I
PROJECT PROSPECTUS / APRIL 2011**

Table ES-1. Master Plan Recommendations within the East Gude Drive Project Area

	City of Rockville Comprehensive Master Plan (2002)	Upper Rock Creek Area Master Plan (April 2004)	Shady Grove Sector Plan (March 2006)	Countywide Bikeways Functional Master Plan (March 2005)	2012 Montgomery County Master Plan of Highways & Transitways**
East Gude Drive Roadway	<p>Mainline Improvements: Roadway widening, adding through lanes, and limiting the number of driveways to improve level of service.</p> <p>Intersection improvements: Adding turn lanes, altering signal timing and limiting turn movements and driveway access</p> <p>Improvements allowed on a case-by-case basis using standards allowing desirable development and limit community impacts to address safety and congestion issues</p>	Between CSX Railroad and Southlawn Lane: 4-lane divided highway (M-23) with a 120' Right-of-Way minimum width.	Between MD 355 and approximately 1000' east of Calhoun Drive: 6-lane divided highway (M-23) with a 150' Right-of-Way minimum width. <i>[This reflects existing conditions.]</i>	N/A	<p>To incorporate planned road changes and align them with the County Road Code (the Road Code was revised in 2007)</p> <p>Primary goals and objectives include: Address inconsistent recommendations affecting adjacent plans</p>
Pedestrian and Bicycle Facilities	N/A	Between CSX Railroad and Southlawn Lane, along the south side of East Gude Drive: Shared-Use Path (SP-51) (i.e., existing Rockville Millennium Trail) Proposed hard surface trail through the proposed Gude Recreational Park (on a portion of the Gude Landfill property) near Incinerator Lane; would connect East Gude Drive and existing hard surface trail within Rock Creek Regional Park.	Between MD 355 and approximately 1000' east of Calhoun Drive, along south side of Gude Drive: Shared-Use Path, SP-51, (i.e., existing Rockville Millennium Trail) Proposed off road Shared-Use Path, SP-53, along west side of Crabbs Branch Way from Gude Drive to Amity Drive; along east side of Crabbs Branch Way from Redland Road to Amity Drive. Provide connections to Shady Grove Metro Station.	Between MD 355 and MD 28 (Norbeck Road): Shared-Use Path, SP-51, (i.e., existing Rockville Millennium Trail) Proposed off-road Shared-Use Path (SP-53) along Crabbs Branch Way from East Gude Drive to Shady Grove Road Proposed hard surface trail through the proposed Gude Recreational Park (on a portion of the Gude Landfill property) near Incinerator Lane; would connect East Gude Drive and existing hard surface trail within Rock Creek Regional Park.	N/A

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*The 2006 Shady Grove Sector Plan encompasses some of the same land area and transportation facilities as the earlier 2004 Upper Rock Creek Master Plan, and it amends the 2004 Upper Rock Creek Master Plan where there are overlaps.

**Master Plan of Highways Draft Scope of Work for a Comprehensive Functional Master Plan Amendment was initiated by MNCPPC in November 2009. Work on this document has been deferred and will begin again on July 1, 2011. Council adoption of amendment to provide for consistent number of lanes from 4 lanes to 6 lanes is anticipated for November 2011.

PROJECT NEED

The East Gude Drive roadway improvements are needed to address transportation disconnects, and to improve existing traffic patterns and operations for vehicular, transit, pedestrian and bicycle safety.

ALTERNATIVES EVALUATED

The Study Team, including representatives from several MCDOT divisions and Maryland-National Capital Park and Planning Commission (M-NCPPC), with input from the public, completed an analysis of three alternatives:

- Alternative 1: No-Build
- Alternative 2: Master Plan
- Alternative 3: Enhanced Master Plan (Recommended Alternative)

TEAM RECOMMENDED ALTERNATIVE

The Recommended Alternative 3 – Enhanced Master Plan (see **Figures ES-2a** through **ES-2d** on pages *v* and *vi*) provides improvements to vehicular, pedestrian and bicycle facilities as described below within the project limits:

- Provides consistent six-lane divided roadway;
- Eliminates existing sidewalk gaps;
- Improves existing Shared-Use Path (Rockville Millennium Trail) from 8' wide to 10' wide, with a 6' wide green buffer; and
- Incorporates current Environmental Site Design (ESD) practices.

East Gude Drive Roadway Improvements, Facility Planning Study – Phase I
PROJECT PROSPECTUS | APRIL 2011

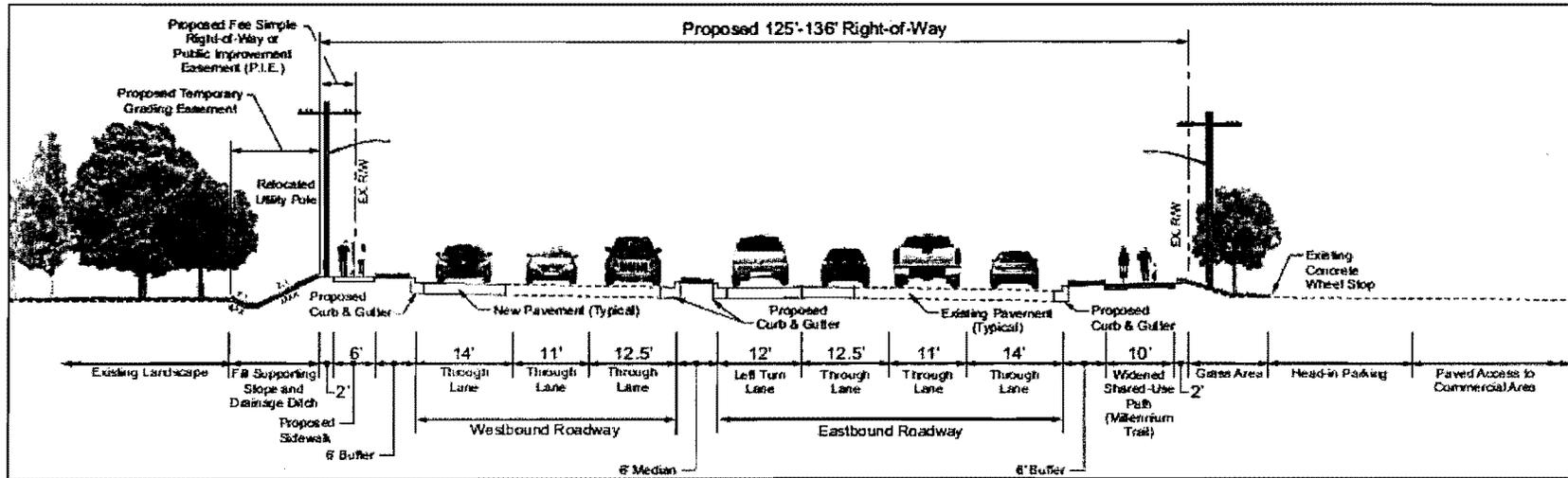


Figure ES-2a. Alternative 3: Enhanced Master Plan, Recommended Alternative. Proposed typical roadway along East Gude Drive at Section A-A, approximately 1,000' east of Calhoun Drive.

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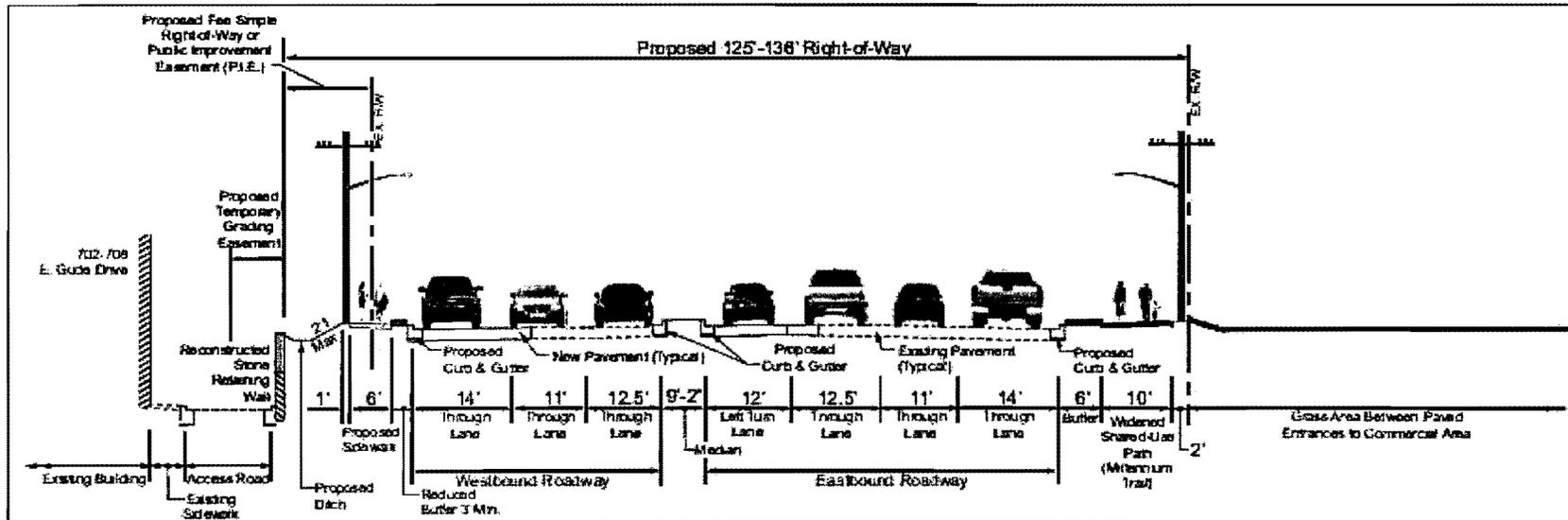


Figure ES-2b. Alternative 3: Enhanced Master Plan, Recommended Alternative. Proposed typical roadway along East Gude Drive at Section B-B, approximately 2000' east of Calhoun Drive.

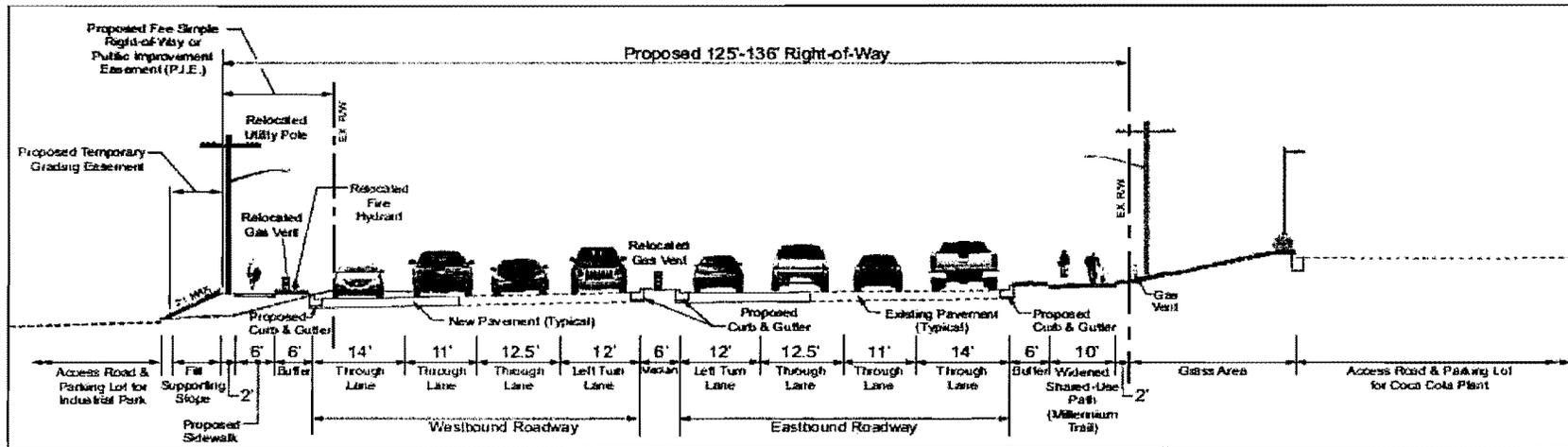


Figure ES-2c. Alternative 3: Enhanced Master Plan, Recommended Alternative. Proposed typical roadway along East Gude Drive at Section C-C, approximately 250' west of Dover Road.

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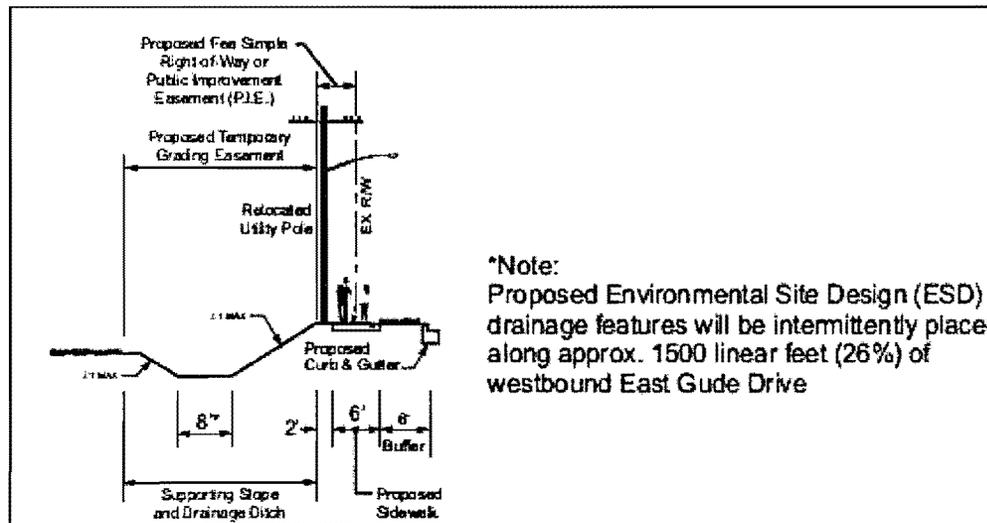


Figure ES-2d. Environmental Site Design (ESD) Typical Ditch Section.

EAST GUDE DRIVE ROADWAY IMPROVEMENTS PROJECT SUMMARY TABLE	
PROJECT STUDY INFORMATION	
Project Name/CIP #	East Gude Drive Roadway Improvements Project (CIP #509337)
Level of Effort	Facility Planning Study, Phase I
Transportation Category	Roadway / Pedestrian and Bicycle Facilities
Prepared by	Montgomery County Department of Transportation (MCDOT)
Phase I Project Manager	Patricia Shepherd, (240) 777-7231
Consultant Project Manager	Mark Lotz, The Wilson T. Ballard Company, (410) 363-0150
Facility Name	East Gude Drive
Project Limits	From Crabbs Branch Way to Southlawn Lane
Project Length	Approximately 1.14 miles
Functional Classification	Major Highway (M-23)
EXISTING CONDITIONS	
Average Daily Traffic (ADT)	2009 ADT = 45,500 vehicles per day (vpd) 2015 ADT = 57,750 vpd 2030 ADT = 55,000 vpd
# of Lanes	4-to 6-lane divided
# of Bus Stops	12 Montgomery County Ride-On Bus Stops (Route #59): - 7 westbound - 5 eastbound
Metro Stations within 2.5 miles	Shady Grove, Rockville and Twinbrook Metro Stations
# of Signalized Intersections	Four (4) Signalized Intersections along East Gude Drive: 1. Crabbs Branch Way/Cecil Street (MC Signal #580) 2. Calhoun Drive/Driveway (MC Signal #583) 3. Dover Road/Driveway (MC Signal #547) 4. Southlawn Lane (MC Signal #582) One (1) modified HAWK (High-intensity Activated Crosswalk) pedestrian signal at Incinerator Lane/Display Court
Portion of Corridor that is Closed Section	Eastbound: 100% (approximately 5,110 LF*) Westbound: 59%(approximately 3,080 LF*) Median: 44% (approximately 2,310 LF*) <i>*Calculations do not include driveway entrances or median openings.</i>
Posted Speed Limit	40 miles per hour (mph)
Roadway Fronted Communities	N/A
Roadway Fronted Schools	N/A

Roadway Fronted Places of Worship	N/A
Roadway Fronted Parks	N/A
Other Places of Interest	<u>Parks (just north of the Study Area):</u> Rock Creek Regional Park, Crabbs Branch Stream Valley Park, and Proposed Gude Recreational Park
Portion of Corridor with sidewalk/ bicycle facilities	East Side: 54% West Side: 100% with the Rockville Millennium Trail (SP-51)
Portion of Corridor with shoulder greater than 5 feet	East Side: N/A West Side: 2,150 LF (41%)
Right-of-way (ROW) width	East Gude Drive is typically within a 120' ROW, with the exception of the Crabbs Branch Way/East Gude Drive intersection (127' ROW to the west of the intersection; 124' ROW immediately east of the intersection).
Existing SWM facilities	<ol style="list-style-type: none"> 1. EB East Gude Drive/Exxon Station, just west of Southlawn Lane 2. EB East Gude Drive/southwest of Dover Road intersection 3. WB East Gude Drive, west of the 702-708 building 4. WB East Gude Drive/East of entrance to the Home Builders Care Assessment Center 5. EB East Gude Drive, east of Display Court (east) between the Irwin Stone Co. and RAM Cycles commercial buildings.
Watershed name	Upper Rock Creek (main stem) watershed
Location of 100-year floodplain and buffers	100-year floodplain is associated with two unnamed tributaries to Rock Creek (Unnamed Tributaries No. 138 and No. 139).
Hazardous Materials	Gude Landfill (location for proposed Gude Recreational Park) Beantown Dump
Cultural Resources	N/A
CRASH HISTORY	
2003 - 2007	160 police-reported crashes within the East Gude Drive study corridor between Crabbs Branch Way and Southlawn Lane
2008 - 2009	Two (2) bicycle-related crashes Seven (7) pedestrian-related crashes
Fatalities	One (1) at East Gude Drive/Incinerator Lane/Display Court
FACILITY PLANNING, PHASE I SUMMARY	
Transportation Category	Roadway / Pedestrian and Bicycle Facilities
Referenced Master Plans	<i>2002 City of Rockville Comprehensive Master Plan</i> <i>April 2004 Upper Rock Creek Area Master Plan</i> <i>March 2006 Shady Grove Sector Plan</i> <i>March 2005 Countywide Bikeways Functional Master Plan</i>

East Gude Drive Roadway Improvements, Facility Planning Study – Phase I
PROJECT PROSPECTUS / APRIL 2011

	Montgomery County Master Plan of Highways (development of 2012 version in progress)
Purpose	<ul style="list-style-type: none"> • Provide roadway, pedestrian and bikeway continuity, connectivity and safety; • Improve multimodal access to existing/proposed business parks, trails, office and service facilities within the Study Area; • Improve existing traffic patterns and operations; and • Implement and enhance the approved Master Plan visions in the Study Area.
Need	<ul style="list-style-type: none"> • Improve access to major destinations along and beyond the study area as recommended in the local area Master Plans; • Address existing sidewalk and bicycle facility disconnects; • Provide safe facilities to address pedestrian and bicycle demand; and • Improve existing traffic patterns and operations for vehicular safety.
Project Start Date	March, 2009
Project Prospectus Completion Date	March 2011
Alternatives Evaluated	<p>Alternative 1: No-Build</p> <p>Alternative 2: Master Planned/Transportation Systems Management Improvements within existing 120' ROW</p> <p>Alternative 3: Enhanced Master Planned Improvements within a proposed 125' to 136' ROW</p>
Recommended Alternative	<p><u>Alternative 3 - Enhanced Master Planned Improvements*</u></p> <ul style="list-style-type: none"> • Recommends roadway continuity along East Gude Drive to a six-lane divided roadway between Crabbs Branch Way to Southlawn Lane; • Replaces open section median with closed section median between eastbound and westbound travel lanes; • Proposes continuous pedestrian facilities along westbound East Gude Drive, with variable green buffer; • Widens existing Rockville Millennium Trail along eastbound East Gude Drive from 8' to 10' with variable green buffer; • Incorporates Environmental Site Design (ESD) practices
Recommended Alternative Impacts	<p><u>Property Impacts*</u></p> <ul style="list-style-type: none"> • Just over one acre of right-of-way⁽¹⁾ • Between two to three acres of grading easement⁽¹⁾ • No building or parking impacts <p><u>Natural Environmental Impacts</u></p> <ul style="list-style-type: none"> • Minor impacts to environmental resources • No wetland impacts <p><u>Utility Impacts/Relocations⁽²⁾</u></p> <ul style="list-style-type: none"> • Potential relocation of utility poles, underground utilities (e.g., water,

**East Gude Drive Roadway Improvements, Facility Planning Study – Phase I
PROJECT PROSPECTUS / APRIL 2011**

	<p>sewer and gas lines), fire hydrants, gas vents, bus shelters, and traffic signal modification</p> <p><i>Notes: (1) Property Impacts include Environmental Site Design (ESD) stormwater management facility acreages; (2) Relocations may be deemed avoidable during the Final Design stage.</i></p> <p><i>*All measurements and referenced impacts to resources determined during Phase I are based on planning level information and are subject to change, at anytime, during preliminary and final design. Right-of-way (ROW) impacts will not be available until the project advances to Facility Planning, Phase II, whereby a field survey will identify the specific ROW requirements.*</i></p>
PUBLIC OUTREACH	
Public Meeting	December 7, 2009
Adjacent Property Owner Meetings	April 13 & 15, 2010
Newsletter(s) Distributed	October, 2009 May, 2010 (notification of on-line newsletter distributed via postcard to adjacent property owners)
Mailing List	Approximately 300
Active Civic/HOA with President Name	East Rockville Civic Association, Maryilyn Al-Mansoor, President Greater Shady Grove Civic Alliance, Pat Labuda, President Legacy at Lincoln Park HOA, Jonathan Walker, Sr., President Lincoln Park Community Center, Neal Owens
OTHER	
Unresolved issues	<ul style="list-style-type: none"> • Analyze existing driveway entrances for access improvements; • Roadway sight distance improvement from Calhoun Drive to Dover Road; • Relocate or modify gas vents as needed; • Evaluate roadway settlement near East Gude Drive/Dover Road; and • Coordinate with Montgomery County Division of Transit Services to evaluate the safest ADA-compliant pedestrian crossing configuration and median design at the Incinerator Lane/East Gude Drive location, including a crosswalk alternative that incorporates the existing "z" crosswalk configuration.
Unique features	Master Plan of Highways Draft Scope of Work for a Comprehensive Functional Master Plan Amendment was initiated by M-NCPPC in November 2009. Work on this document has been deferred and will begin again on July 1, 2011. Council adoption of amendment to provide for consistent number of lanes from 4 lanes to 6 lanes is anticipated for November 2011.
Planning Board Briefing	To Be Determined
Montgomery County Council's Transportation and	To Be Determined



East Gude Drive Roadway Improvements, Facility Planning Study – Phase I
PROJECT PROSPECTUS | APRIL 2011

Environment Committee (T&E) Briefing Date	
Budget Cut-backs	Due to budget deficit, Phase II Facility Planning will be deferred to FY 2012.





MONTGOMERY COUNTY PLANNING BOARD

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

May 3, 2011

RECEIVED
DOT

MAY 09 2011

DIVISION OF TRANSPORTATION
ENGINEERING

Mr. Arthur Holmes, Jr., Director
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

RE: East Gude Drive Phase I Transportation Facility Planning Study
Crabbs Branch Way to Southlawn Lane
Project Prospectus

Dear Mr. Holmes:

At our regularly scheduled meeting on April 28, 2011, the Planning Board reviewed the Project Prospectus for the East Gude Drive study and made the following recommendations:

1. The East Gude Drive Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process to develop a detailed design of the Project Prospectus- recommended Alternative 3 Enhanced Master Plan Alternative.
2. The design for the East Gude Drive project between Crabbs Branch Way and Southlawn Lane should include the following changes:
 - a. Provide a marked crosswalk and median refuge on the east leg of East Gude Drive at the Crabbs Branch Way/Cecil Street intersection to improve safety and access to the bus stops on either side of East Gude Drive. If a marked crosswalk cannot be provided, signs should be placed to prohibit the crossing and the bus stops should be moved to a location where patrons can safely and easily access them from the opposite side of the street.
 - b. Provide dual directional handicap ramps at all intersections within the project limits.
 - c. Provide pedestrian refuge medians at intersection crosswalks by extending the median beyond the crosswalk with a depressed median crossing.

(11)



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

MCPB
Item No. 2
04-28-2011

MEMORANDUM

DATE: April 20, 2011

TO: Montgomery County Planning Board

VIA: Eric Graye, Acting Chief *EG*
Functional Planning and Policy Division

Larry Cole, Highway Coordinator *LC*
Functional Planning and Policy Division

FROM: Ed Axler, Planner/Coordinator (301) 495-4536 *E.A.*
Area 2 Division

SUBJECT: East Gude Drive Phase I Transportation Facility Planning Study
Crabbs Branch Way to Southlawn Lane
Project Prospectus Recommendations

APPLICANT: Montgomery County Department of Transportation (MCDOT)

Executive Summary

The Project Prospectus recommends the widening of East Gude Drive as necessary to achieve a consistent width of six lanes within the project limits. A six-lane roadway section is consistent with both the Shady Grove Sector Plan and the City of Rockville's Comprehensive Master Plan, but would exceed the recommendation for four lanes in the Upper Rock Creek Master Plan (URCMP). However, a change to six lanes for the URCMP segment of East Gude Drive is already part of the current Master Plan of Highways Scope of Work. Staff is in agreement with the recommended six-lane divided cross-section along the entire segment of East Gude Drive between Crabbs Branch Way and Southlawn Lane.

The purpose of this briefing is to present to the Planning Board the Phase I Facility Planning Study draft Project Prospectus for the East Gude Drive project and to solicit your comments. Your comments will be considered in the MCDOT's preparation of the final document, which will then be submitted to the County Council.

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RECOMMENDATION: Transmit the following comments to the Montgomery County Department of Transportation (MCDOT):

1. The East Gude Drive Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process to develop a detailed design of the Project Prospectus-recommended Alternative 3 Enhanced Master Plan Alternative.
2. The design for the East Gude Drive project between Crabbs Branch Way and Southlawn Lane should include the following changes:
 - a. Provide a marked crosswalk and median refuge on the east leg of East Gude Drive at the Crabbs Branch Way/Cecil Street intersection to improve safety and access to the bus stops on either side of East Gude Drive. If a marked crosswalk cannot be provided, signs should be placed to prohibit the crossing and the bus stops should be moved to a location where patrons can safely and easily access them from the opposite side of the street.
 - b. Provide dual directional handicap ramps at all intersections within the project limits.
 - c. Provide pedestrian refuge medians at intersection crosswalks by extending the median beyond the crosswalk with a depressed median crossing.
 - d. Provide a marked crosswalk with a median refuge between the bus stops at approximately Station 47+75 on East Gude Drive.
 - e. Provide lighting at all intersections and marked mid-block crosswalks within the project limits to American Association of State Highway and Transportation Officials (AASHTO) standards.
 - f. Integrate street trees into the proposed alternative, including the median, to improve the character of East Gude Drive.
3. Continue to coordinate with planning staff on the Master Plan of Highways update in regard to the inclusion of a six-lane divided cross-section along the entire segment of East Gude Drive between Norbeck Road and Rockville Pike.
4. During the Phase II Facility Planning Study
 - a. Submit a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for approval.
 - b. Minimize forest loss in the preliminary design for the East Gude Drive project.

PREVIOUS BOARD ACTION: None

(14)
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STUDY SUMMARY

The purpose of this study is to consider widening the existing four-lane segments of East Gude Drive to achieve a consistent six-lane Major Highway between Crabbs Branch Way and Southlawn Lane to increase the corridor's capacity, enhance safety, and to improve pedestrian/bicycle access and continuity. (see Location Map, Attachment 1).

The project limits cover a 1.14-mile segment between Crabbs Branch Way and Southlawn Lane. The confronting land uses in this area consist almost exclusively of industrial and commercial business. The only residential use is a homeless shelter adjacent to the Gude Landfill site. (See Attachment 2 - Environmental Features for an aerial view of the study area.)

The study also considered roadway improvements at the five intersecting roadways within the project limits, eliminating 3,190 feet of gaps in the existing sidewalk along the north side of East Gude Drive, and improving the master-planned shared use path on the south side that is part of the Rockville's Millennium Trail. (See Attachment 3 for a schematic drawing of the roadway with sidewalk and shared use path coverage.)

As part of the East Gude Drive Facility Planning Phase I Study, the following three alternatives were considered and presented to the public for their review and input:

Alternative 1, No-build: A summary of the existing roadway cross-sections is shown on Attachment 4.

Alternative 2, Master Plan: Six-lane divided roadway and transportation systems management improvements with the existing Master Plan 120-foot right-of-way. A summary of the proposed roadway sections is shown on Attachment 5.

Alternative 3, Enhanced Master Plan Alternative (EMPA): Enhanced six-lane divided roadway with a proposed 125-foot to 136-foot right-of-way. A summary of the proposed roadway sections is shown on Attachments 6A and 6B.

For both of the build alternatives, most of the impact on adjacent properties would be via public improvement easements for pedestrian and bicycle accommodations.

The Project Prospectus recommends that Alternative 3 - Enhanced Master Plan Alternative proceed to Facility Planning Phase II. (Note: The consistency of this alternative with current Master Plans is discussed below.) This alternative would:

1. Meet the project's purpose and need;
2. Provide a continuous six-lane divided roadway within the project limits;
3. Improve the safety at intersections; and
4. Provide safe, direct pedestrian and bicycle access.

Master Plan Consistency

Roadway

The project limits are within the boundary of three different master plans – Shady Grove Sector Plan, Upper Rock Creek Area Master Plan (URCMP), and City of Rockville Comprehensive Master Plan.

Shady Grove Sector Plan: Recommends a six-lane divided highway with a 150-foot right-of-way between MD 355 and approximately 1,000 feet east of Calhoun Drive. Page 73 of the *Shady Grove Sector Plan* also includes the following recommendation: “Extend the sidewalk on East Gude Drive east of its current terminus east of Crabbs Branch Way”. Alternative 2 Master Plan and Alternative 3 EMPA are consistent with the Shady Grove Sector Plan.

Upper Rock Creek Area Master Plan: Recommends a four-lane divided highway with a 120-foot right-of-way between approximately 1,000 feet east of Calhoun Drive and Southlawn Drive. Neither Alternative 2 nor Alternative 3 EMPA is consistent with the URCMP in the number of recommended travel lanes.

We anticipate that a widening to six lanes in this area will be included in the update to the Master Plan of Highways, as it is included in the Scope of Work (see Attachment 7.) In two areas within the project limits, an additional 5 to 16 feet of area would be required beyond the 120 foot ROW recommended in the URCMP to accommodate the preferred Alternative 3 EMPA . While the area of impact would exceed the Master Plan-recommended ROW, no additional ROW is anticipated to be acquired. The use of this additional area is proposed to be obtained through public improvement easements with the cooperation of the impacted land owners. This arrangement is generally consistent with the County’s roadway standards.

City of Rockville Comprehensive Master Plan: Recommends widening East Gude Drive from four to six lanes for the small segment on the north side of East Gude Drive 450 feet west of Southlawn Lane. (The south side of this segment is in the URCMP.) The proposed Alternative 3 EMPA is consistent with the Rockville’s Comprehensive Master Plan.

Bikeway

In addition to the roadway, the proposed improvements will implement bikeway recommendations as well as pedestrian safety, in the both the Shady Grove Sector Plan and the Upper Rock Creek Master Plan. The Countywide Bikeways Functional Master Plan recommends the shared use path on the south side of East Gude Drive and is part of the Rockville’s Millennium Trail. Alternative 3 EMPA is consistent with these Master Plans.

EXISTING CONDITIONS

The existing conditions of East Gude Drive include the following:

1. The roadway narrowing from three eastbound lanes to two just east of Calhoun Drive results in operational problems that are compounded by the bus stop at this location.
2. The existing roadway cross-section includes a buffer width between the curb and off-site bicycle/pedestrian facilities that is less than the standard 6-foot buffer.
3. Some structural pavement failure approximately 1,250 feet west of Dover Road has been noted by MCDOT Highway Maintenance staff.
4. Six uncontrolled access points to the roadway and poor sight distance at one location reduces the roadway's capacity and safety, especially between Incinerator Lane and Dover Road.

Cross Streets

The project limits includes five signalized intersections as follows:

1. Crabbs Branch Way is classified as a master-planned arterial, A-262;
2. Calhoun Lane is local street serving the adjacent business park;
3. Display Court and Incinerator Lane are local access roadways where a high-intensity actuated crosswalk (HAWK) pedestrian signal was recently installed at their intersection with East Gude Drive;
4. Dover Road is classified as a master-planned industrial roadway, I-2; and
5. Southlawn Lane classified as a master-planned industrial roadway, I-1.

Existing Sidewalks

Sidewalk segments are missing along 3,190 feet of the north side of East Gude Drive. The substandard/non-ADA compliant segments are:

1. Approximately 1,550 feet from Crabbs Branch Way to 675 feet east of Calhoun Drive;
2. Approximately 1,240 feet from Dover Road to a point 1,240 feet west of that intersection; and
3. Approximately 400 feet from Southlawn Lane to a point 400 feet west of that intersection.

Existing Bikepath

A master-planned shared use path exists on the south side of East Gude Drive that is only 8-to-9-foot wide - narrower than the current standard width of 10 feet - and has an inadequate buffer between the shared use path and the roadway.

Transit Accommodations

Ride-On routes No. 48 and 59 operate along this segment of East Gude Drive with a bus headway approximately 20 minutes on weekdays and 30 minutes on weekends. Along this segment, twelve bus stops exist, including five with shelters. Besides serving as a non-auto transportation mode to access the adjacent businesses, transit is also used by employees and other patrons to travel to and from the homeless shelter located at the landfill/incinerator site.

Traffic and Safety

Through Traffic Volume

The existing annual average traffic (ADT) on East Gude Drive is 51,400 vehicles per day between Rockville Pike and Southlawn Lane. Between Southlawn Lane and Norbeck Road, the annual average traffic on East Gude Drive is 55,200 vehicles per day. Approximately 48% of the two-way ADT is traveling eastbound and 52% is traveling westbound.

Observed Vehicle Speed

A speed study was conducted along the project limits of East Gude Drive with the results summarized in the table below:

Type of Speed	Eastbound	Westbound
Target Speed	40 mph	40 mph
Posted Speed	40 mph	40 mph
Mean Speed	44 mph	46 mph
85 th percentile Speed	50 mph	50 mph
% Vehicles traveling 10 mph over the Speed Limit	16%	18%

Queuing at Signalized intersections

The observed queuing at the approaches to the signalized intersections was in the peak direction during the weekday morning and evening peak periods. No excessive queuing problems were observed within the project limits such as having vehicle spillover exclusive turn bays or blocking an intersection during a traffic signal cycle/phase.

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Access Controls

Eighteen access points exist along East Gude Drive in the eastbound direction, and eleven access points exist in the westbound direction. Median openings exist for these access points except along two segments:

1. Between Crabbs Branch Way and Incinerator Lane with four access points and
2. Dover Road and Southlawn Lane with nine access points.

Sight Distance

The East Gude Drive corridor and its intersections were found to meet AASHTO minimum criteria for the posted speed except at the intersection with Incinerator Lane/Display Court. In addition, a line of trees and the existing bus shelter obstruct the optimal line-of-sight of drivers traveling northbound on East Gude Drive at Display Court.

Crash Study

Crash data was collected between 2003 and 2007 along the project limits of East Gude Drive. The number of crashes range from 30 to 35 per year for a total of 160 in the 5-year period. Approximately 85% occurred during the weekdays between the 6:00 a.m. and 6:00 p.m. in day light conditions without adverse weather conditions. 51% of the crashes resulted in injuries, including one fatal pedestrian crash. The types of crashes are summarized in the table below:

Type of Crashes	Number
Rear End	62
Left Turning & Right Angle	53
Right Turning	17
Sideswipe & Opposite Direction	19
Pedestrian Related	7
Other	25
Total	160

Rear end crashes typically occurred at traffic signals. Crashes involving turning movements, totaling 70 crashes, indicate the adequacy of the access control to curb-cuts and cross streets. In addition, because the surrounding industrial land uses generate truck traffic, 22% of the crashes involved trucks. (For comparison purposes, 69% of the crashes involve passenger cars with the remainder involving buses and recreational vehicles.) Truck traffic is especially significant at the intersection with Southlawn Lane, where a higher-than-normal number of vehicles making U-turns have been observed. There were two bicycle crashes and seven pedestrian crashes, including the fatal pedestrian crash that occurred at the intersection with Incinerator Lane where the homeless shelter is located. The location of these crashes and crash rate at that location are summarized in the table below:

Crash Location	Number	Crash Rate
Mid Block Locations	13	---
At/Near Crabbs Branch Way	42	0.44
At/Near Calhoun Drive	32	0.39
At/Near Incinerator Lane	3	n/a
At/Near Dover Road	32	0.42
At/Near Southlawn Lane	38	0.45
TOTAL	160	---

Based on the crash data above, improving safety was made one of the objectives of the purpose and needs study.

Environment

The environmental features along the project limits of East Gude Drive include the following:

1. The now-closed Gude Drive Landfill is located in the northeast quadrant of the East Gude Drive/Incinerator Lane intersection;
2. The planned Gude Recreational Park, recommended in the URCMP, is also located in the northeast quadrant of the East Gude Drive/Incinerator Lane intersection;
3. Two tributaries to Rock Creek cross under East Gude Drive between the Gude Drive Landfill and Dover Road.
4. Six gas lines cross East Gude Drive near the Incinerator Lane intersection;
5. The project's study area is located in the Upper Rock Creek (mainstem) watershed;
6. No forestation is required; and
7. The project meets the new stormwater management regulations;

STAFF ANALYSIS OF THE PREFERRED ALTERNATIVE

Alternative 3 EMPA would provide roadway continuity by widening East Gude Drive to a six-lane divided roadway from Crabbs Branch Way to Southlawn Lane. Operational and capacity improvements include:

Roadway:

1. Extending the third eastbound lane from east of Calhoun Drive to Dover Road;

2. Extending the third westbound lane from east of Calhoun Drive to 350 feet west of Southlawn Lane;
3. Adding a westbound through lane at Crabbs Branch Way;
4. Replacing the existing open-section median with a minimum 6-foot wide closed-section median.
5. Removing or mitigating the sight distance obstructions and fixed object hazards.
6. Providing additional roadway capacity to accommodate the projected ADT in 2025 on East Gude Drive: 59,900 vehicles per day (or 8,500 more than current conditions) between Rockville Pike and Southlawn Lane; and 67,400 vehicles per day (or 12,200 more than current conditions) between Southlawn Lane and Norbeck Road.
7. Reducing the intersection congestion levels as measured by the critical lane volumes (CLVs) in the design year 2030 as compared to existing conditions in 2009:

Signalized Intersection with East Gude Drive	Critical Lane Volume during the Weekday Peak-Hour					
	Existing 2009		Long-Term 2030 No-Build		Long-Term 2030 Alternative 3 EMPA	
	AM	PM	AM	PM	AM	PM
Crabbs Branch Way	1,776	1,346	2,064	1,835	1,677	1,693
Calhoun Drive	1,201	1,054	1,413	1,271	1,271	1,241
Dover Road	1,282	1,416	1,639	1,559	1,220	1,422
Southlawn Lane	1,408	1,336	1,684	1,578	1,578	1,481

Pedestrian & Bicycle:

8. Eliminating the existing sidewalk gaps by constructing a 6-foot wide sidewalk along westbound East Gude Drive, separated from the roadway by a 3-to-6-foot grass buffer;
9. Widening the existing eight-foot-wide shared use path along the eastbound side to ten feet, separated from the roadway by a 3-to-6-foot grass buffer;

Note that pedestrian safety has also been improved by the HAWK pedestrian traffic signal that was recently installed at Display Court/Incinerator Lane. This signal will provide benefits for users of the planned Gude Recreational Park as the trail connector in the park would run from the Rockville Millennium Trail at this intersection to Rock Creek Trail.

Environmental:

10. Using a steeper than normal 2:1 grading slopes to avoid potential building displacements and minimizing environmental impacts at the outermost side of the north sidewalk; and

11. Incorporating Environmental Site Design (ESD) practices along East Gude Drive to address requirements of the new MDE regulations that being developed, including open swales with 3:1 side slopes and an 8-foot wide bottom wherever possible.

Discussion of Recommended Improvements

Two areas where we believe this project could be improved are in the proximity of bus stops to ADA-accessible marked crosswalks and lighting of areas where pedestrians are expected to cross.

The Crabbs Branch Way/Cecil Street intersection is the largest intersection on East Gude Drive within the project limits. There are bus stops on either side of East Gude Drive on the east leg of the intersection but no marked crosswalk on this leg. The safest and most accessible route for transit patrons would include a marked crosswalk on this leg with a refuge in the proposed median. Accommodating this crossing would likely have some adverse impact on the traffic signal timing, but it is an important safety issue and one that speaks to the priority the County places on having a good transit system. If this crosswalk cannot be accommodated, signs should be placed prohibiting the crossing and the bus stops relocated to a location where a safe and easily accessible crossing can be provided.

Adequate lighting should be the goal on all of our major roadways, but it is most important where pedestrians are expected to cross the road. We recommend that this project include lighting that meets AASHTO standards at all intersections and marked mid-block crosswalks within the project limits.

RELATED TRANSPORTATION PROJECT

As a separate project, the County is improving the eastbound left-turn lane on East Gude Drive at Southlawn Lane and improving the turning radii to accommodate the significant number trucks traveling to and from the industrial land uses along Southlawn Lane.

PUBLIC OUTREACH

The MCDOT study team held three public meeting during the Phase I Facility Planning process. At the first public meeting on December 7, 2009, MCDOT staff provided an overview of the project, presented the three alternatives, and listened to the attendees' comments and concerns. Two more public meetings were held on April 13, and April 15, 2010, to provide outreach to and receive feedback from the property owners directly fronting East Gude Drive. Citizens expressed concerns on illegal U-turns at Southlawn Lane, site distance, stormwater management, red light running, high vehicle speeds, and pedestrian/bicycle safety.

Attachments

Orlin, Glenn

From: Axler, Ed [Ed.Axler@mncppc-mc.org]
Sent: Wednesday, June 08, 2011 12:36 PM
To: Orlin, Glenn; Shepherd, Patricia
Cc: Cole, Larry
Subject: East Gude Drive Ph 1 Project Prospectus

Glenn

Thanks you for your phone-mail message yesterday about next Monday's T&E hearing for the subject road widening.

I agree that there appears to be 6 typos in my MCPB memo – refer to the *italicized & bolded* typos below on Page 9 of my 4/20/11 memo to MCPB's Project Prospectus Recommendations:

Signalized Intersection with East Gude Drive	Critical Lane Volume during the Weekday Peak-Hour					
	Existing 2009		Long-Term 2030 No-Build		Long-Term 2030 Alternative 3 EMPA	
	AM	PM	AM	PM	AM	PM
Crabbs Branch Way	1,776	1,346	2,064	1,835	1,677	1,693
Calhoun Drive	1,201	1,054	1,413	1,271	1,271	1,241
Dover Road	1,282	1,416	1,639	1,559	1,220	1,422
Southlawn Lane	1,408	1,336	1,684	1,578	1,578	1,481

Below are the corrected 6 CLV values in the table on Page 9 of 4/20/11-memo to MCPB's Project Prospectus Recommendations:

Signalized Intersection with East Gude Drive	Critical Lane Volume during the Weekday Peak-Hour					
	Existing 2009		Long-Term 2030 No-Build		Long-Term 2030 Alternative 3 EMPA	
	AM	PM	AM	PM	AM	PM
Crabbs Branch Way	1,776	1,346	2,064	1,835	1,677	1,693
Calhoun Drive	1,201	1,054	1,271	1,241	1,271	1,241
Dover Road	1,282	1,416	1,556	1,799	1,220	1,422
Southlawn Lane	1,408	1,336	1,578	1,481	1,578	1,481

The corrected CLV values should reflect the values in the "2030 No Build" table on Page 31 of the traffic study in Appendix J.

Please let Larry & me know our anticipated roles at the T&E hearing to prepare the necessary materials.

Ed
 Ed Axler
 Area 2 Transportation Planner, Mont. County Planning Dep't, M-NCPPC
 8787 Georgia Ave, Silver Spring, MD 20910-3760
 voice=301-495-4536 (my desk), Area 2 Secretary=301-495-4530, Area 2 fax=301-495-1303, or e-mail =
ed.axler@mncppc-mc.org

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Montgomery County Department of Transportation (MCDOT)
East Gude Drive Roadway Improvements Study
Public Information Meeting

Earle B. Wood Middle School
14615 Bauer Drive
Rockville, MD 20853
Monday, December 7, 2009
7:00 – 9:00 p.m.

Attendees:

Bruce Johnston	MCDOT, Division of Transportation Engineering, Division Chief
Aruna Miller	MCDOT, Division of Transportation Engineering
Greg Hwang	MCDOT, Division of Transportation Engineering, Project Manager
Patricia Shepherd	MCDOT, Division of Transportation Engineering, Project Manager
Gail Tait-Nouri	MCDOT, Division of Transportation Engineering
Bob Simpson	MCDOT, Director's Office
Carl Starkey	MCDOT, Traffic Engineering
Fran Marcus	MCDOT, Property Acquisition
Mark Lotz	The Wilson T. Ballard Company
Joseph Dement	The Wilson T. Ballard Company
Jennifer Rohrer	The Wilson T. Ballard Company

One person, Mr. Robert Eisinger, attended the public meeting, representing businesses located within a building in the northeast corner of East Gude Drive and Southlawn Lane. Pat Shepherd and Mark Lotz walked through the displays with Mr. Eisinger, rather than giving him the full PowerPoint presentation. He was supportive of the proposed improvements to East Gude Drive. He expressed concern regarding the ability for vehicles to access East Gude Drive from the parking lot associated with the building he was representing. He also expressed concern over vehicles that make illegal U-Turns along Southlawn Lane at the end of the raised median strip.

Robert Eisinger 11013 Madison Street, Kensington, MD
301-455-8698 RLE@pcomarkrealestate.com

Montgomery County's Department of Transportation
Division of Transportation Engineering

On April 13, 2010 Patricia Shepherd, Project Manager and the Montgomery County Department of Transportation (MCDOT) East Gude Drive Study Team members (listed above) were present to brief property owners and answer questions on the proposed East Gude Drive Roadway Improvements, Facility Planning Phase I Concept Plans and Typical Sections.

Seven (7) property owners or their representatives were present. After reviewing the plans and typical sections from the December 7, 2009 public meeting that were displayed on the wall the property owners engaged in an informal question and answer period with members of the Study Team.

The following concerns were mentioned by the property owners:

- At 773 East Gude Drive there is a site distance issue on the Eastbound side of the roadway. MCDOT Traffic (Carl Starkey) noted on the drawing that MCDOT will consider a hillcrest reduction.
- Settlement issues continue to be a problem almost every five years in the Dover Road and east Gude Drive area and at Zamoras Auto Body.
- At 751 East Gude trucks exiting cross three lanes and make a u turn at the median break. Given the sight distance issue at this location (adjacent to 773 East Gude Drive, Zamoras Auto Body) there are accidents. Carl Starkey informed the property owner that MCDOT cannot help with this issue. Trucks will need to go down to the light at Dover Road and make the u turn. He recommended driver education as the solution.
- If temporary easements are needed during construction on the south side near 231 Deerwood Circle (England family LLC) there is a concrete retaining wall which limits how far MCDOT can encroach onto the property during reconstruction of the shared use path.

Overall, there was support for the roadway improvements based on roadway, pedestrian and bikeway continuity, connectivity and safety. One property owner stated that he did not see many pedestrians and cyclists travelling along East Gude Drive. MCDOT staff indicated that Facility Planning recommends alternatives based on future forecasts for 2030. There are proposed developments in the pipeline that will increase vehicle trips as well as increase the need for safer pedestrian and cyclist facilities.

EPC MD 15 LLC's representative, Jeff, noted that at 751 East Gude Drive there are large trucks entering and exiting the property and the truck drivers have problems negotiating the existing driveway aprons. Carl Starkey recommended that the property owner should pursue a driveway apron modification through the County's right of way permitting process. The problem identified cannot be resolved as part of the East Gude Drive Facility Planning Process. Jeff also asked about Old Dover Road and was wondering if that could be reopened as a public right of way so trucks can access off of Dover Road. It appears that part of Old Dover Road is privately owned and the County would have to acquire property, therefore Jeff was told that this problem could not be resolved as part of this East Gude Drive project. Jeff was advised that he would have to pursue his request regarding the abandonment of Old Dover Road separately if he so chooses. The meeting adjourned at 10:45am.

These minutes reflect my understanding between the parties regarding the topics discussed and decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to MCDOT within five (5) business days, otherwise, the minutes will stand as written.

Respectfully submitted: _____
Patricia D. Shepherd

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Minutes of April 15, 2010
East Gude Drive Roadway Improvements Study
Facility Planning Phase I
Meeting with East Gude Drive Property Owners
At 100 Edison Park Drive, 4th Floor DTE Conference Room
8:30am to 10:30am

Attendees: Patricia Shepherd	MCDOT	240-777-7231
Eric Manaky	The Jaffe Group 701 & 702 East Gude Dr.	301-662-6366
Peter Karasik, Section Chief Peter.Karasik@montgomerycountymd.gov	DEP/Solid Waste Services	240-777-6569

On April 15, 2010 Patricia Shepherd, Project Manager, was present to brief property owners and answer questions on the proposed East Gude Drive Roadway Improvements, Facility Planning Phase I Concept Plans and Typical Sections.

Two (2) property owner representatives were present. Plans and typical sections from the December 7, 2009 public meeting were displayed and reviewed. Ms. Shepherd specifically discussed with Mr. Manaky of the Jaffe group the proposed improvements at 701 and 702 East Gude Drive and presented Section B-B to him noting the limits of disturbance and potential easement/right of way requirements. In addition, Ms. Shepherd discussed the Gude Landfill site and gas venting system with Mr. Karasik of Montgomery County's Division of Solid Waste Management.

The following concerns were noted:

- Peter Karasik stated that during construction MCDOT will need to closely coordinate the removal and relocation of existing gas venting system along East Gude Drive with MDE and DEP.
- Peter Karasik requested that a merge lane for vehicles making a right out of the landfill entrance on Gude Dr. be investigated or that Traffic Operations examine the signal phasing so that the light may be adjusted to remain red after pedestrians cross to allow right turns while traffic is stopped.
- Peter Karasik will provide assistance in integrating the proposed bike path into the landfill closure process once development plans move forward.

These minutes reflect my understanding between the parties regarding the topics discussed and decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to MCDOT within five (5) business days, otherwise, the minutes will stand as written.

Respectfully submitted: _____

Patricia D. Shepherd

From: tommy doerr [mailto:tirelesstom@gmail.com]
Sent: Tuesday, January 25, 2011 5:51 PM
To: Shepherd, Patricia
Subject: E Gude improvements call for feedback

Hello,

i am a member of the Rockville Bicycle Advisory Committee and have been informed by our City liaison R.Torma that feedback concerning the study for improvements to the part of E Gude inside the County are requested. Having studied the PDF link concerning the proposed improvements I have nothing to request for additional inclusion. I will comment however concerning possible down-scaling. If the project needs to be trimmed, trim first the sidewalk on the North side. Second the 6' buffer between the millennium trail and the roadway. Third the additional westbound lane. Fourth the extra wide 14.5' outer lanes.

Thank you

Thomas Doerr
306 Mt Vernon Place 20852