

MEMORANDUM

March 1, 2016

TO: Transportation, Infrastructure, Energy and Environment Committee

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

SUBJECT: FY17-22 Capital Improvements Program (CIP)—transportation: follow-up from the February 11 meeting; pedestrian facilities and bikeways, road projects, and facility planning

Please bring the Recommended FY17-22 CIP to this worksession.

This is the second Committee worksession scheduled to review the transportation portion of the FY17-22 CIP. This worksession will cover follow-up from the February 11 worksession and a review of most pedestrian facilities and bikeways, road projects, and facility planning. The review of Mass Transit and Purple Line-related projects are tentatively scheduled for March 10.

A. FOLLOW-UP FROM THE FEBRUARY 11 MEETING

The cumulative result of the Committee’s recommendations on February 11 would be to add \$17,578,000 to the CIP in FYs17-22. One of the projects is a new White Flint Impacted Intersection Improvements project. The project description form and map for this project are on ©1-2.

The Committee recommended adding \$5 million in FY17 for Resurfacing: Residential/Rural Roads and another \$5 million in FY17 for the other four roadway maintenance projects. The Committee asked the Department of Transportation (DOT) how it would allocate the latter \$5 million. DOT suggests adding \$3 million for Sidewalk & Curb Replacement and \$2 million for Permanent Patching: Residential/Rural Roads. If the Committee agrees with this, the funding (in \$000) for the five projects would be as shown below. **Does the Committee concur with this allocation?**

Permanent Patching	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	6-Yr
Amended FY15-20 CIP	3,900	5,900	400	1,400	2,900	2,900			17,400
Exec. Rec. FY17-22 CIP			2,400	1,400	2,900	2,900	2,900	2,900	15,400
T&E Committee rec.			4,400	1,400	2,900	2,900	2,900	2,900	17,400

Resurfacing: Prim./Art.	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	6-Yr
Amended FY15-20 CIP	9,426	8,474	3,100	4,750	4,750	6,100			36,600
Exec. Rec. FY17-22 CIP			4,100	3,750	4,750	6,100	4,750	4,750	28,200
T&E Committee rec.			4,100	3,750	4,750	6,100	4,750	4,750	28,200

Resurfacing: Residential	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	6-Yr
Amended FY15-20 CIP	20,000	10,000	6,250	6,250	6,500	7,500			56,500
Rec. FY17-22 CIP			9,400	3,100	6,500	7,500	7,500	7,500	41,500
T&E Committee rec.			14,400	3,100	6,500	7,500	7,500	7,500	46,500

Residential Road Rehab.	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	6-Yr
Amended FY15-20 CIP	6,600	8,600	4,600	6,600	6,600	6,600			39,600
Rec. FY17-22 CIP			4,600	4,600	6,600	6,600	6,600	6,600	35,600
T&E Committee rec.			4,600	4,600	6,600	6,600	6,600	6,600	35,600

Sidewalk & Curb Rplmt.	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	6-Yr
Amended FY15-20 CIP	6,700	8,200	5,200	6,700	6,700	6,700			40,200
Rec. FY17-22 CIP			5,200	6,700	6,700	6,700	6,700	6,700	38,700
T&E Committee rec.			8,200	6,700	6,700	6,700	6,700	6,700	41,700

Subsequent to the February 11 worksession, the Planning Board met on February 18 to review the Recommended CIP; its comments are on ©3-7. The Board recommends adding the following text to both the Bridge Design and Bridge Renovation PDFs: “Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible.” DOT staff has been asked to respond.

B. PEDESTRIAN FACILITIES AND BIKEWAYS

1. ‘Consent’ projects.

Consent Pedestrian Facilities and Bikeways (page)	Funding Change	Timing Change
ADA Compliance (21-3)	None	Not Applicable
Flower Avenue Sidewalk (21-12)	None	Delayed 1 year
Frederick Road Bike Path (21-14)	None	None
MacArthur Blvd Bikeway Improvements (21-18)	+3.1%	None
Sidewalk Program – Minor Projects (21-35)	None	Not Applicable
Transportation Improvements for Schools (21-38)	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 ©8.

2. Bethesda Bikeway and Pedestrian Facilities (21-4). The last segment of bikeway to be built as part of this long-standing project (like Bethesda CBD Streetscape, an outcome from the staging requirements in the 1994 Bethesda CBD Sector Plan) is the on-street alternative for the Capital Crescent Trail through the Bethesda CBD. The trail would follow 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.

Last year the Council deferred construction of the trail to FY17 awaiting the Governor’s decision regarding the Purple Line. He has decided to proceed with the project, so the Executive has continued to show funding for the on-street Capital Crescent Trail, although a year later, in FY18. The delay is due to

the fact that the County must design the segment along the north side of Bethesda Avenue, which until recently was assumed to be built by JBG as a condition of a subdivision approval. However, JBG did not proceed with its redevelopment, so the County is having to take on its cost. There are also alterations needed for the Bethesda Avenue/Woodmont Avenue intersection to shorten the crossing distance for bikers and pedestrians. These changes have increased the cost by \$1,171,000.

Recently JBG has submitted a new, smaller development proposal on the north side of Bethesda Avenue. JBG and DOT are negotiating over the size of JBG's contribution, which will likely be in the low six-figure range. Whatever the contribution is would supplant some of the added County funding. **Council staff recommendation: Concur with the Executive, for now.** If the contribution is known by May, it should be incorporated in the PDF.

3. ***Bicycle-Pedestrian Priority Area Projects*** (21-6). The Council initiated this continuing project two years ago to design and build bicycle and pedestrian improvements in the 28 areas designated as Bicycle-Pedestrian Priority Areas (BiPPAs). The Approved CIP funded \$375,000 in FY15 to identify subprojects in five BiPPAs, and \$1 million annually beginning in FY16 for the design and construct subprojects, which could include, but are not limited to, sidewalks, curb, curb ramp reconstruction to meet ADA standards, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles. By the end of FY15 DOT and its consultants completed reports documenting potential subprojects. Key excerpts from the Silver Spring CBD report are attached on ©9-17.

The Executive recommends retaining the \$1 million annual funding level. Furthermore, he recommends phasing in the start of construction improvements over four years, starting with Silver Spring CBD in FY16, Grosvenor in FY17, Glenmont and the Wheaton CBD in FY18, and Veirs Mill (the commercial area centering on the intersection of Veirs Mill and Randolph Roads) in FY19.

The Planning Board recommends adding planning and construction funds for three more BiPPAs, all related to the Purple Line: Flower Avenue/Piney Branch Road; Piney Branch Road/University Boulevard, and the Takoma-Langley Sector Plan area. The Board also recommends costing out the improvements for the Silver Spring CBD as a guide to how much higher the funding for this PDF should be increased (©5).

This spring DOT expects to spend the FY16 funds on the Spring Street cycle track and the first phase of the Silver Spring bike parking program. DOT staff prepared a program that would build all the BiPPA improvements in the Silver Spring CBD in the next few years. Completing the rest of the subprojects would cost \$6,239,000 during FYs17-20. Councilmember Riemer recommends funding this program, and the start work in other BiPPAs, by increasing this project's funding by \$1.5 million/year (©18-26).

There are several ways the Council can proceed, depending on how much funding it wishes to add over the Executive. If the funds are capped at \$1 million annually, and if the direction is to proceed with the Silver Spring CBD before any other area, then its program of improvements would be nearly completed by the end of FY22. Building these subprojects according to the schedule in DOT's memo, again before starting work in any other BiPPA, would require \$2,239,000 more in FYs17-20, which means work in the next area (Grosvenor) would start in FY21. Councilmember Riemer's proposal

would require \$9,000,000 more in the six-year period. The costs for the subprojects in the other four areas have not been pinned down yet, but suffice it to say that if the Council wants a robust program in all the five BiPPAs—as well as to complete the planning and start implementation in the three additional BiPPAs proposed by the Planning Board, then the funds needed for this PDF would need to be an order of magnitude higher.

Council staff asks the Committee for guidance as to which strategy it wishes to pursue. The staffs will then work to prepare a revised PDF to bring back to the Committee for its review.

4. Bikeway Program – Minor Projects (21-6). 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 \$500,000 each. The construction funding for higher cost bikeways are shown in stand-alone PDFs, such as MacArthur Boulevard Bikeway Improvements.

The Executive recommends funding the program at \$530,000/year, the same as in the Approved CIP for the years starting in FY17. Some of the funds each year are for bikeway signing and marking, and for bike racks. There are four bikeway projects planned for the next six years:

- *Avery Road*. This would be a 2,000'-long, 10'-wide shared-use path connecting the existing path on Muncaster Mill Road to the Lake Needwood entrance of Rock Creek Regional Park (©27). It is scheduled for construction in FYs17-18 at a cost of \$475,000.
- *Rockville Pike at Strathmore Hall*. There is currently a shared-use path along the frontage of the Symphony Woods development at the southeast corner of Rockville Pike and Strathmore Avenue. The path along Rockville Pike extends south to the driveway entrance to Strathmore Hall. This project would widen the 5'-wide sidewalk to a 10'-wide path for 550' between the Strathmore Hall driveway and Tuckerman Lane (©28). It is scheduled for construction in FYs18-20 a cost of \$750,000. This is expensive because it will require utility relocations and retaining walls.
- *Washington Grove connector*. This would be a 1,258'-long path from Crabbs Branch Way to Brown Street in Washington Grove (©29). It is proposed for construction in FYs21-22 and will cost \$400,000.
- *PEPCO right-of-way bikeway*. This would be a mile-long path along the PEPCO transmission line right-of-way through the Blue Mash Golf Course connecting MD 108 (Olney-Laytonsville Road) and Fieldcrest Road with Zion Road (©30). It is proposed for planning and land acquisition only in FYs21-22, costing \$300,000.

Council staff believes a higher priority than the PEPCO right-of-way project is closing the gap on the Emory Lane shared-use path between Muncaster Mill and Holly Ridge Roads. As the Planning Board points out (©5), closing this 0.2-mile gap would provide a continuous hard-surface trail from Lake Frank north to the ICC and Bowie Mill Local Park in Olney. DOT estimates the cost to plan this path segment to be \$260,000, less than the funds allocated for Zion Road.

The path by Strathmore Hall, with an estimated cost of \$750,000, will cost well in excess of the \$500,000 limit set by the project description. However, it has been a few years since this limit has been

adjusted for inflation; furthermore, some “minor” projects, such as this one, must be built around difficult topographical constraints.

Council staff recommendation: Concur with the Executive’s recommended funding each year. Include on the PDF text describing the funding and schedules for the four major subprojects: Avery Road, Rockville Pike at Strathmore, the Washington Grove Connector, and Emory Lane (instead of the PEPCO bikeway). Revise the cost threshold from less than \$500,000 to less than \$1 million.

5. Bradley Boulevard (MD 191) Improvements (not in Recommended CIP). Facility planning was completed a year ago, but last year neither the Executive nor the Council wished to include it for funding as an amendment to the FY15-20 CIP. 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 also would 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 so in the morning peak.

These elements follow the T&E Committee’s scoping recommendations when it conducted its Phase I facility planning review of the project in 2011 (©31). A location map is on ©32, and DOT’s brochure from last year describing the project is on ©33-34. The Pedestrian Impact Statement for the project is on ©35-36.

DOT estimates the total cost of the project to be \$18,003,000. At Council staff’s request, DOT developed the following six-year production schedule for the project, should it be funded:

- Year 1: \$1,411,000 (start detailed design)
- Year 2: \$1,125,000 (complete detailed design)
- Year 3: \$1,776,000 (start land acquisition)
- Year 4: \$2,534,000 (land acquisition)
- Year 5: \$2,456,000 (land acquisition and utility relocation)
- Year 6: \$8,701,000 (complete land acquisition; construction; landscaping)

Council staff recommendation: Program the project starting in FY19, with completion anticipated in FY24. While this is a worthwhile project, it should not jump the queue of other projects already in the CIP. The only funding in the six-year period of the CIP would be the \$6,846,000 for detailed design and land acquisition in FYs19-22.

6. Falls Road East Side Hiker/Biker Path (21-9). 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, a distance of 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.

When this project first appeared in the CIP eight years ago, it was planned for completion in FY15 or FY16. In most CIPs since it has been deferred in favor of other priorities. The schedule in the FY15-20 CIP would have it completed in FY22. The Executive recommends deferring it by one more year, with design starting in FY19, meaning that it would be completed in FY23.

Council staff recommendation: Program the project on the schedule in the Approved CIP. A consistent theme throughout this CIP review is the desire to retain current schedules, especially if a project has been delayed several years already.

7. **Franklin Avenue Sidewalk** (not in Recommended CIP). DOT has completed facility planning for a continuous 5'-wide 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'. The project would cost \$3,300,000 and be built in three years, as follows:

- Year 1: \$346,000 (start detailed design)
- Year 2: \$767,000 (complete detailed design and start land acquisition)
- Year 3: \$2,187,000 (complete land acquisition, and construction)

Council staff recommendation: Program this project to start in FY19 and for completion in FY21.

8. **Life Science Center Loop Trail** (21-16). The Executive recommends programming \$400,000 in FYs17-18 to design 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 Pedestrian Impact Statement is on ©37-38.

The Planning Board Chairman notes the importance of this trail, and reminds the Council that its full funding is a prerequisite for development in Phase 2 of the Great Seneca Science Corridor Master Plan to proceed (©39-40). If the design is completed in FY18, then construction funds are likely to be recommended in the FY19-24 CIP. Portions would likely be built by developers as a condition of subdivision approval. **Council staff recommendation: Concur with the Executive.**

9. **MD 355 Crossing (BRAC)** (21-17). 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 one year, to FY19. The bulk of the work has been delayed from FYs15-16 to FYs17-19. Council staff's understanding is that the bids received for the work are considerably higher than what is programmed, and that the County is soliciting additional funds from the federal and State governments to make up the difference. For the time being, however, the cost estimate on the PDF is unchanged. **Council staff recommendation: Concur with the Executive, for**

now. The PDF should be updated to include the most recent cost estimate, schedule, and funding, if these issues can be resolved by May. This should remain fully funded by federal and State dollars.

10. MD 355-Clarksburg Shared Use Path (21-23). This new project would bridge 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 FY18. The Parks Board has requested a new 8'-wide Little Bennett Trail Connector, which would run along the east side of MD 355 from Snowden Farm Parkway to Little Bennett Park; the Parks Board has requested it for funding in FYs20-22.¹ The MD 355-Clarksburg Shared Use Path would run along the east side of MD 355 between Stringtown Road and Snowden Farm Parkway. As currently scoped, the project would cost \$3,310,000, of which \$523,000 would be funded from a State grant. Final design would occur in FYs17-18 and construction in FYs19-20.

However, according to the description, the southern 2,125'-long segment of this 3,593'-long project—the section between Stringtown Road and 840' north of Clarksburg Road—would be only a 5'-wide sidewalk. This segment runs through the historic commercial area of Clarksburg, where several buildings sit close to the road. There would be a 0.4-mile gap with no bikeway; without it, bikers would either have to ride on the sidewalk or in a traffic lane that would not be wide enough to ride safely alongside moving motor vehicles. This should not be acceptable.

Council staff recommendation: Concur with the Executive, but with the understanding that in the next two years an acceptable bikeway will be designed for the southern segment. Perhaps the path should be only 8' in width, the same as the planned width for the Little Bennett Trail Connector; 8' is considered acceptable width for a bikepath where there are physical constraints.

11. MD 355 Sidewalk (Hyattstown) (21-25). This project will build a continuous sidewalk along the west side of MD 355 in historic Hyattstown from Hyattstown Mill Road to just south of the Frederick County boundary. Its cost is unchanged, but its construction has been delayed two years while DOT sought access permits from the State Highway Administration (SHA). Reportedly the permits are about to be granted, so construction should begin this spring and be completed next winter. **Council staff concurs with the Executive.**

12. Metropolitan Branch Trail (21-23). 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 has the same scope, schedule, and cost as shown in the Amended CIP and is still scheduled for completion in FY19.

¹ The Executive did not recommend funding the Little Bennett Trail Connector. On February 8 the PHED Committee recommended funding only one year of design, in FY22.

The Planning Board recommends that the trail be designed 10-12' wide with 1-2' shoulders/shy distances. The widths in the design developed by DOT, from south to north are:

- Along Fenton and King Streets: 12' width + 1-2' shy distances.
- Through a new tunnel under Burlington Avenue: 8' + 2' shy distances (wall-to-wall width=12')
- From tunnel to Georgia Avenue: 10' width + 1' shy distances
- On bridge over Georgia Avenue: 10' + 2' shy distances (girder-to-girder width=14')
- From bridge to Transit Center: 10' + 1-2' shy distances

Council staff has asked DOT to give a short progress report and respond to the Planning Board's recommendation. Eileen McGuckian of Montgomery Preservation, Inc., which owns the historic B&O Train Station, may want to offer a few comments as well. **Council staff concurs with the Executive.**

13. Needwood Road Bikepath (21-25). 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 cost has increased by \$1,565,000 (37.3%) over the past two years due to the need to replace the parapet walls for the Needwood Road bridge over Rock Creek and to install traffic barriers between the roadway and the path. **Council staff concurs with the Executive.**

14. Oak Drive/MD 27 Sidewalk (not in Recommended CIP). DOT has completed facility planning 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 of the students to walk to school. The Damascus Master Plan (2006) calls for sidewalks here. The Pedestrian Impact Statement is on ©41-42. This project would build a set of 5'-wide sidewalks in three phases, mapped on ©43:

- 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.

DOT reports that if only the first two phases were built, the cost of the project would be \$5,874,000. Because of the topography next to the road, Phase III would require significant retaining walls and would cost an additional \$7,326,000, bringing the total cost to \$13,200,000. Incorporating it would take an additional two years to complete. The schedule for the full project would be as follows:

- Year 1: \$846,000 (start detailed design and land acquisition)
- Year 2: \$1,229,000 (detailed design and land acquisition)
- Year 3: \$633,000 (land acquisition, complete design)
- Year 4: \$2,471,000 (land acquisition, construct Phase I)

- Year 5: \$434,000 (land acquisition)
- Year 6: \$1,345,000 (complete land acquisition; construct Phase II)
- Year 7: \$3,121,000 (start construction of Phase III)
- Year 8: \$3,121,000 (complete construction of Phase III)

Council staff recommendation: Program the full project starting in FY19, with completion of Phase I anticipated in FY22, Phase II in FY24, and Phase III in FY26. Like Bradley Boulevard Improvements, this is also a worthwhile project, but it should not jump the queue of other projects already in the CIP. The funding in the six-year period of the CIP would be \$5,179,000 for completion of Phase I, the detailed design of Phases II and III, and land acquisition for Phase II.

15. Seven Locks Bikeway & Safety Improvements (Phase I) (21-27). 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. In the FY15-20 CIP the Council programmed design to start in FY18 with completion beyond the program period, most likely in FY22. The Executive recommends delaying the start of design to FY19 and completion most likely to FY24. **Council staff recommendation: Keep this project on its current schedule, with design starting in FY18.** This is an important safety project and should not be delayed.

C. ROAD PROJECTS

1. 'Consent' projects.

Consent Road Projects (page)	Funding Change	Timing Change
Century Boulevard (22-6)	None	None
Clarksburg Transportation Connections (22-8)	None	None
Dedicated but Unmaintained Roads (22-9)	None	None
East Gude Drive Roadway Improvements (22-10)	None	None
Public Facilities Roads (22-23)	None	Not Applicable
Seminary Road Intersection Improvements (22-24)	None	None

Consent Road Projects (page) – Continued	Funding Change	Timing Change
Snouffer School Road (22-25)	None	Delayed 1 year
Snouffer School Road North (22-27)	None	None
State Transportation Participation (22-29)	None	None
Stringtown Road (22-31)	None	None
Wapakoneta Road Improvements (22-34)	None	None

Council staff recommendation: Concur with the Executive.

The Planning Board recommends that the Council discuss the issue of County funding of projects on State highways. This is a subject worth a thorough discussion by the Committee this summer or fall.

2. **Bethesda CBD Streetscape** (22-4). 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 16 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 to 2,670', because several developments have been required to provide the streetscaping on their frontage: 475' along Woodmont Avenue, 1,825' along Wisconsin Avenue, and 370' along East-West Highway. Council staff requested DOT to re-estimate the cost of the project given its smaller scope, and it now believes it will cost \$5,721,000, \$2,493,000 less than in the Approved CIP.

Council staff recommendation: Retain the same schedule as the Approved CIP, but at the new, lower cost (©44-46). When first proposed in Year 2000, this project was to be completed in FY05. Even if it is not delayed further, its completion will have been deferred by 14 years.

3. **Burtonsville Access Road** (22-6). 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. The Council heard testimony in favor of this project from the Greater Colesville Citizens Association.

The Executive recommends deferring the project by four years. Since the road was designed several years ago, stormwater management regulations have rendered the design obsolete, so the cost estimate is outdated. The access road will be necessary before the State reconstructs MD 198 through Burtonsville, but that project is no longer a high County priority: it no longer appears in the

Executive/Council joint priorities for State transportation funds. **Council staff recommendation: Concur with the Executive.**

4. ***Goshen Road South*** (22-14). 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. By 2025 this road is projected to carry 26,000 vehicles per day, and all of its 18 intersections will fail by then without an improvement.

The project cost has increased by \$3,857,000 (3.0%) due to the addition of noise barriers and updated unit costs for utility relocation and construction. Part of the reason for the cost increase is that the Executive has once again proposed delaying construction of the project. When the project was first programmed six years ago, it was planned for completion in FY20 (©47). Now the Executive would not have construction begin until the spring of 2021. Although the project description says completion would be in FY23, the considerable \$63.3 million expenditure showing as “beyond 6 years” suggests completion in 2024 is more likely. Effectively the Executive’s schedule represents another one-year delay in the start of construction and a two-year delay in its completion, compared to the FY15-20 CIP.

Some of the delay over the past six years is not recoverable. At this point, according to a production schedule² prepared by DOT, construction could begin in the summer of 2019 and be finished by the summer of 2022 (©48).

Council staff recommendation: Concur with the Executive, reluctantly. Keeping this project on the schedule in the Approved CIP would bring \$63 million more spending within the CIP period. With all the other demands on the CIP—including in transportation—there appears to be little choice but to delay this project yet again.

The Planning Board recommends re-evaluating the design of Goshen Road to determine what bicycle facilities would be most appropriate. It suggests not mentioning the shared use trail and bike lanes and replacing it with a statement that bicycle facilities will be provided on both sides of the roadway when the project is constructed. **Council staff disagrees.** By now about \$5 million has spent for detailed planning and final design, which is virtually complete. Re-designing the project will delay the project further and incur additional cost.

5. ***Highway Noise Abatement*** (22-15). 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 \$100,000 annually, 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 nearly a decade ago. Partly this is because the residents who would benefit from the wall were unwilling to put up their share of the match.

Council staff recommendation: Reduce the funding to \$25,000 in FY17 and FY18. The program should receive just enough funding to allow DOT to conduct noise studies for new applications.

² A production schedule is a schedule according to which a project could actually be built, if timely funding were available.

If the program does not draw “paying customers” in the next two years, the policy should either be overhauled or scrapped.

6. **Maryland/Dawson Extended** (22-16). This project by the City of Rockville will extend Dawson Avenue east from North Washington Street to Hungerford Drive (MD 355) and would extend Maryland Avenue north from Beall Avenue to Dawson Avenue. Together they would form the spine of Phase II of Rockville’s Town Center development. The project is listed in the current impact tax memorandum of understanding between the City and County, so impact tax funds collected in the City of Rockville are eligible to be used for its design and construction.

Last year the Council approved \$500,000 for the design of these roads; the City has now requested another \$2,260,000 from the Rockville impact tax account to use towards their construction (©49-50). **Council staff recommendation: Concur with the Executive.**

7. **Montrose Parkway East** (22-18). 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 Hoya Drive.

Since the project at its current scope has been programmed, it has been delayed even more than Goshen Road South. In the FY11-16 CIP it was programmed for completion six years later, in FY16: that is, now (©51). Six years later and the Approved CIP has programmed it to be completed in FY22: still six years later. Another year has passed and the Executive is recommending delaying it one more year, to FY23, at a total cost of \$139,888,000. DOT’s production schedule shows that Montrose Parkway East could be built and open to traffic in FY20, and building it sooner would save \$3,753,000 in inflation costs (©52).

The western segment of this project—from the MD 355 interchange over the CSX tracks to a tie-in east of CSX—has been part of SHA’s Highway Needs Inventory (its master plan) for decades, and it has remained in the State’s Consolidated Transportation Program (CTP) throughout, but without State funding. The current CTP shows the County providing \$9 million for SHA to design the western segment (©53). For several years the County has tried to solicit a financial contribution from the State to help pay for the “State” portion of this road. In the most recent Executive/Council State transportation priority letter (February 2015) the County has requested a \$25 million State contribution (©54-55). It is the 3rd highest priority in the letter, surpassed only by the Purple Line and the Corridor Cities Transitway (CCT).³ Nevertheless, the Executive’s recommendation would now forego this request: his proposal no longer assumes State funding towards completion of the project.

The Montgomery County Chamber of Commerce testified for the project. The Coalition for Smarter Growth and Communities for Transit recommend delaying or cancelling it, urging that the funds

³ Now that State funding for the Purple Line has been re-secured—albeit at a lesser amount—the \$25 million request for Montrose Parkway East is now effectively the Executive’s and Council’s 2nd priority, after the CCT.

be directed to BRT. However, the County's master plan calls for not one or the other, but both. Furthermore, while Montrose Parkway East could be completed by FY20, while the MD 355 BRT will not be ready for construction until FYs22-25. The most recent cost estimate for the MD 355 BRT south of Rockville exceeds \$400 million, and the full MD 355 BRT between Bethesda and Clarksburg is estimated to cost in excess of \$1 billion (©56), so a much larger funding source will be needed.

Council staff recommendation: Approve the expenditure and funding schedules that would open Montrose Parkway East to traffic in 2020, and continue to assume a \$25 million contribution from the State (©57). Although this would bring all funding within the six-year period of the CIP, the net result of building it on its production schedule and continuing to assume the \$25 million in State aid would result in increasing the County funding over the Executive's recommendation within the FY17-22 period by only \$4,091,000.

The Planning Board recommends revising the Montrose Parkway East PDF to state that it will "accommodate" rather than "take into consideration" bus rapid transit on Veirs Mill Road. **Council staff concurs with this revision in the text.**

The Planning Board also would revise the PDF to state that the project will include a safe crossing of Veirs Mill Road for users of the Matthew Henson Trail. **Council staff disagrees with adding this text.** The trail crossing is beyond the scope of Montrose Parkway East. If the Council believes a safer crossing for the trail should be provided as a result of the recent death there, then it should be developed and built as part of a Parks Department project, in coordination with SHA. Furthermore, such a crossing should also accommodate the planned Veirs Mill Road BRT.

8. Observation Drive Extended (22-20). The 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' wide—in order 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 in the future, or perhaps as conditions of subdivision approvals in Clarksburg's Employment Corridor. This reduced scope was crafted two years ago to hold down the project cost; nevertheless, it is still estimated to cost \$141 million.

The Approved CIP funded design in FYs19-20 with land acquisition and construction following after the CIP period. The Executive now recommends delaying the start of the project by one year, so design would be funded in FYs20-21 and land acquisition would begin in FY22. As with Goshen Road South and Montrose Parkway East, Council staff requested DOT to prepare a production schedule for this project; it shows that, if funds were available, design and land acquisition could each start three years sooner (in FY17 and FY20, respectively), and construction could begin in FY21 and completed in FY23. On the other hand, doing so would add nearly \$118 million of spending within the CIP period.

Unlike Goshen Road South and Montrose Parkway East, what gives pause to accelerating Observation Drive Extended is its extremely high land cost: an estimated \$61.7 million. A strong

argument can be made that the project should not proceed until subdivision activity in the Clarksburg Employment Corridor picks up and much of the land is dedicated. In the short term, the opening of Snowden Farm Parkway within the next year will improve access into and out of Clarksburg significantly.

Council staff recommendation: Delay the start of design to FY21, two years later than in the Approved CIP and a year later than the Executive recommends. This would reduce the funds within the CIP period by \$4.5 million.

9. Platt Ridge Drive Extended (22-21). 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 in the Recommended CIP has remained at \$3,700,000. The PDF in the Recommended CIP suggests that construction will start in FY16 and be completed in FY17; however, the latest schedule shows construction starting late this summer (i.e., in FY17) and completed the following spring. **Council staff recommendation: Show all construction funding in FY17 (©58-59).**

10. Subdivision Roads Participation (22-45). This project provides funds for roadwork of joint use to new subdivisions and to the general public. Since these improvements are public-private partnerships, the work is usually tied to when a development is ready to make its improvements. The Executive is recommending roughly the same amount of funding year-to-year as in the Amended CIP.

There are three active subprojects, all in Clarksburg. They are:

- *Clarksburg Town Center Connector Road.* The road will connect the Town Square with Frederick Road (MD 355) across from Redgrave Place. Construction will begin later this spring and be completed in FY17 at a cost of \$1,280,000, of which \$500,000 is a developer contribution.
- *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. It is scheduled for completion in FY19 at a cost of \$3,840,000, of which \$231,000 is a developer contribution.

- *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. It is scheduled for completion in FY19 at a cost is \$3,744,000, of which \$3,200,000 is a developer contribution.

Council staff recommendation: Concur with the Executive.

11. White Flint road projects (22-35, 22-37, and 22-39). The Executive's proposed funding of the three projects are unchanged, but their schedules have been delayed. Several of the subprojects within White Flint West Workaround have been delayed up to one year, the subprojects within White Flint West: Transportation have been delayed one year, and the subprojects within White Flint East: Transportation have been delayed two years. DOT staff have been asked to present an update on the status of these projects. **Council staff recommendation: Concur with the Executive.**

D. FACILITY PLANNING-TRANSPORTATION (22-11)

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. When facility planning is completed is the appropriate point for the Council to decide whether the project should be funded for construction as planned or with revisions, or be rejected.

1. Executive's recommendations. For FYs17-22 the Executive is recommending spending \$12,640,000, a \$1,972,000 (18.5%) increase compared to the Amended FY15-20 CIP. Here are the significant changes to studies already programmed:

- Oakmont Avenue improvements, Shady Grove Road to Railroad Street: start of Phase I delayed one year, from FY17 to FY18.
- Dale Drive Sidewalk, Georgia Avenue to Colesville Road: start of Phase I delayed 4 years, from FY16 to FY20.
- Tuckerman Lane Sidewalk, Old Georgetown Road to Gainsborough Road: finish of Phase II delayed one year, from FY18 to FY19.
- Boyds MARC Station improvements: finish of Phase II delayed 1 year, from FY16 to FY17.
- Milestone Transit Center Expansion: finish of Phase II accelerated 1 year, from FY18 to FY17.
- Lakeforest Transit Center Modernization: finish of Phase II accelerated 3 years, from FY20 to FY17.

The Executive is also recommending three new studies to start within the FY17-22 period:

- Falls Road West Side Bikeway, Dunster Road to Falls Road: \$455,000 in FYs20-22.
- Clarksburg Transit Center: \$65,000 for Phase I in FY21.
- Olney/Longwood Park & Ride: \$65,000 for Phase I in FY22.

2. Council staff recommendations. Make the following changes to the Facility Planning-Transportation schedule, as follows:

- **Add a study for 12.5-mile multi-use trail in the PEPCO right-of-way between Cabin John Regional Park and South Germantown Park.** The Maryland Public Service Commission order on the PEPCO/Exelon merger calls for a pilot trail to be built in this transmission-line property (©60-62). This probably would become one of the most heavily used trails in the County. DOT estimates the cost of facility planning to be \$1,950,000 over three years; the proposal here is to fund the study for FYs17-19. If funds were available by FY20 for final design and construction, the first segment of this shared-use path could be open to the public in six years.
- **Add a study for a bikeway along the 3.3-mile Bowie Mill Road, from MD 108 to Muncaster Mill Road.** The need has been well documented by the Greater Olney Civic Association (©63-70) and is supported by Councilmembers Riemer, Navarro, and Leventhal (©71) and the Mid-County Advisory Board (©72). DOT estimates the cost of facility planning to be \$1,690,000 over three years; the proposal here is to fund the study for FYs18-20. If funds were available by FY21 for final design and construction, this road/bike/ped connection could be open in seven years.
- **Add a study for widening Old Columbia Pike to a 4-lane arterial (with bike lanes and sidewalks) for 1.8 miles between Stewart Lane and Industrial Parkway in White Oak, including the reconstruction of the bridge over Paint Branch.** This is the only major element of the White Oak Science Gateway Master Plan (2014) that is not already in either the State's or County's planning program, and it is important to the successful of economic development in the eastern County. DOT estimates the cost of Phase I and II facility planning to be \$2,080,000 over four years; the proposal here is to fund the study for FYs19-22. If funds were available by FY23 for final design and construction, this road/bike/ped connection could be open a decade from now.
- **Add a study to connect Crabbs Branch Way 0.3 miles to Amity Drive Extended.** This is recommended by the Planning Board to access the future Jeremiah Park in Shady Grove (©5). DOT estimates the cost of Phase I and II facility planning to be \$780,000 over four years; the proposal here is to fund the study for FYs20-22. If funds were available by FY23 for final design and construction, this road/bike/ped connection could be open a decade from now.

These four studies would add \$6,500,000 to the program. As has been pointed out before, it is vital that the facility planning program not be overstuffed. The program's funding comes from Current Revenue, which competes with the Operating Budget for resources. More importantly, since the expectation is that projects emerging from facility planning actually will be built, too many projects coming to term may put too much pressure on the CIP. Earlier in this packet are three examples of projects that have completed facility planning that did not fit in the Executive's recommendations; fortunately, they are not too pricey. The first three projects noted above, on the other hand, are likely to be fairly expensive. **Therefore, Council staff recommends the following deletions and delays as well:**

- **Delete the Oakmont Avenue study.** This project was proposed for study several years ago to widen Oakmont Avenue through the industrial area between Shady Grove and Washington Grove and to provide bike and pedestrian improvements. However, traffic is not increasing

materially on Oakmont Avenue, and the bike/ped connection from Washington Grove is better made via the Washington Grove Connector funded for construction under Bikeway Program – Minor Projects. Deleting this study would save \$1,360,000 in the CIP.

- **Delete the Dale Drive sidewalk study.** This project would provide sidewalks along Dale Drive through the Woodside Park neighborhood of Silver Spring. It would be an extremely expensive project due to the existing topography, and it would have significant impacts on the front yards of homes on Dale Drive. The Executive also believes this is a lower priority; as noted above, he has recommended a four-year delay. Deleting this study entirely would save \$1,115,000 from the Recommended CIP.
- **Do not fund the Falls Road west-side sidewalk study.** As noted above, the Executive recommends a new study for a sidewalk on the west side of Falls Road between Dunster and River Roads. But the east-side shared-use trail, which has been in the CIP for several years, is still many years away from being built. This west-side sidewalk should wait until the east-side path is built to see if it substantially meets the demand. Not adding this study would save \$455,000 from the Recommended CIP.
- **Delay the MD 355 Bypass study in Clarksburg by two years.** The 10 Mile Creek Limited Amendment (2014) called for a facility planning study to determine which of two routes should be retained in the master plan for the MD 355 Bypass/CCT through the Town Center. The study is currently scheduled for FYs19-21. However, development here will not occur for several years, and the CCT to the Town Center is more than a decade off. The proposal here is to delay the study to FYs21-23, which would save \$240,000 from the Recommended CIP.

The net result of these recommendations would increase the funding in Facility Planning-Transportation over the CIP period by \$3,330,000. The funding changes, by year, are shown below (in \$000):

	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY17-22</u>
PEPCO trail (add)	650	650	650	0	0	0	1950
Bowie Mill (add)	0	520	650	520	0	0	1690
Old Columbia Pike (add)	0	0	390	390	650	650	2080
Crabbs Branch (add)	0	0	0	130	390	260	780
Oakmont Avenue (delete)	0	-190	-260	-325	-335	-250	-1360
Dale Drive (delete)	0	0	0	-195	-400	-520	-1115
Falls Road (delete)	0	0	0	0	-195	-260	-455
MD355 Bypass (2-yr delay)	0	0	-300	-420	60	420	-240
Total	650	980	1130	100	170	300	3330

3. Midcounty Corridor Study. In 2013 DOT completed its Midcounty Corridor Study Draft Environmental Effects Report (DEER) after nearly a decade of study. The study has cost over \$5 million dollars and has been funded under the Facility Planning-Transportation project. By 2013 DOT had developed a Preferred Alternate: a four-lane divided highway in the master-planned M-83 right-of-way between Montgomery Village Avenue and MD 27 in Clarksburg, with a parallel shared use path and sidewalk. DOT is now studying a new alternate that includes both the MD 355 BRT and corollary road improvements to MD 355, to see if it can meet the demands of the 2013 Preferred Alternate.

It is very possible that this analysis will show that this new alternate will *not* supplant the need for a road in the master-planned alignment. Similar analyses of other transit routes in the county have come to the same conclusion. For example, the Purple Line, while it merits its position as the County's highest priority transportation project for a host of reasons, will not result in noticeable congestion relief to the Capital Beltway. The CCT will provide the preferred means of access and egress to new development in the Great Seneca Science Corridor, but when the plan was developed it was found that its buildout would not provide an adequate level of transportation service without several new grade-separated interchanges along Great Seneca and Sam Eig Highways.

The study will be completed in the latter half of 2016. If the MD 355 BRT and other MD 355 improvements are found not to be a substitute for an M-83 extension, then the Council will be in the unfortunate position of either having to: (1) retain in the plan an expensive (\$350+ million) road over which there is much public controversy; (2) scale back already planned development in the upcoming Gaithersburg East Plan, and likely in Germantown East and Clarksburg as well; or (3) formally accept traffic level of service standards that would accept worse congestion in this portion of the county.

Council staff recommends that a particular middle-ground alternate be evaluated: a 2-lane parkway and shared-use path in the M-83 master-planned alignment between Montgomery Village Avenue and Ridge Road, with the road operating entirely southbound during morning rush hours, entirely northbound in the evening rush, and two-way at other times. This would be similar to how the National Park Service has operated Clara Barton Parkway/Canal Road between Glen Echo and Georgetown for many years. This alternate could produce several desirable outcomes:

- The forecasts in the DEER show that traffic in the master-planned right-of-way will be very unbalanced: traffic in the peak direction will be 1.5-to-3 times as high as traffic in the off-peak direction. This is also true for MD 355 and other north-south arterials in this part of the I-270 corridor. Therefore, there is no need to provide off-peak-direction-capacity. Since the Subdivision Staging Policy (SSP) measures a roadway's congestion by its performance in the peak direction, *a two-lane reversible parkway should provide virtually the same congestion relief under the SSP that a conventional four-lane road would.*
- A two-lane extension would have a much smaller footprint than the 2013 Preferred Alternate. The DEER shows the footprint of the roadway, from shoulder edge-to-shoulder edge, to be 66-76'. A two-lane reversible roadway would have a 32'-wide footprint. This would translate to a significantly reduced ground disturbance and bridge widths, less impervious surface, and more space for *in situ* stormwater management, all of which should reduce construction costs substantially.
- As a parkway, heavy trucks would be prohibited from using this road.⁴ Although heavy trucks comprise only a small proportion of future traffic, their contribution to roadway noise is much greater than their numbers. This, together with the fact that off-peak-direction traffic would be absent, means that the noise generated along the master-planned alignment would be significantly less than would be produced by the 2013 Preferred Alternate. It should be noted

⁴ Following from an amendment to the North Bethesda/Garrett Park Master Plan, this prohibition exists on Montrose Parkway between Montrose Road and Hoya Drive, and it will also apply to Montrose Parkway East between Parklawn Drive and Veirs Mill Road.

that ever since 2003, when funds for the Midcounty Corridor Study were first programmed in the CIP, the Council has required that a parkway be studied as one of the alternates.

- With a narrower roadway placed in the same 150'-wide right-of-way, there could be space for certain types of recreational facilities, such as picnic areas, and basketball and tennis courts, especially if one or more parcels wider than 150' would have to be acquired. The planned shared-use path could be routed along a more interesting alignment rather than having to stick close to the roadway.

Once the road and recreational facilities are constructed, much of the right-of-way could be dedicated as a County park. As a park, federal law would make it nearly impossible for the road to be widened in the future beyond its two lanes. Designed sensitively, this right-of-way could become the same type of community asset to Montgomery Village and East Germantown as Rock Creek Park/Beach Drive and Sligo Creek Park/Parkway have been for their close neighbors.

Council staff recommends that DOT study this two-lane reversible parkway alternate alongside the 2013 Preferred Alternate and the MD 355 BRT/No M-83 Alternate. There are sufficient funds in the Facility Planning-Transportation project to absorb the cost of this additional evaluation, which DOT staff believes would cost about \$75,000. This analysis can be done in time so that the Council can consider this alternate along with the other two alternates.

It is important to emphasize that these evaluations are about what is master-planned, not what is funded and built in the short- or medium-term. There is a pretty clear consensus between the Executive and Council to proceed with the MD 355 BRT in this corridor first. Again, the corollary of the Great Seneca Science Corridor is instructive. In that plan the development is staged according to progress on the CCT, while most of the planned grade-separated interchanges are not anticipated until the fourth (and last) stage. Nevertheless, the interchanges are in the plan, their rights-of-way are being preserved, and the expectation is that they will eventually be built.

4. Revolving fund. Finally, the Planning Board recommends a revolving fund for planning developer-built projects. The general idea is that if sufficient facility planning for new projects were conducted ahead of time, then the Planning staff and DOT would be able to give definitive instruction to developers as to what is expected on or adjacent to their property (see #26 on ©7).

This concept needs much more discussion, however. For example, for this to be a revolving fund, it would require developers—in addition to building infrastructure that are conditions of subdivision approval—to reimburse the County for the facility planning costs. What if that planning were done five or ten years earlier: would it still be fresh? How much infrastructure would need to be facility-planned up front, and so how much money would the County have to budget up front? This is another subject that could be explored by the Committee this summer or fall.

White Flint Impacted Intersection Improvements(P501705)

Category	Transportation	Date Last Modified	2/12/16
Sub Category	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,941	0	0	1,721	226	384	16	222	436	437	220
Land	833	0	0	833	0	180	221	324	108	0	0
Site Improvements and Utilities	135	0	0	132	0	0	0	44	44	44	3
Construction	3,091	0	0	2,892	0	0	0	999	1,142	751	199
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,000	0	0	5,578	226	564	237	1,589	1,730	1,232	422

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,000	0	0	5,578	226	564	237	1,589	1,730	1,232	422
Total	6,000	0	0	5,578	226	564	237	1,589	1,730	1,232	422

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	626
Appropriation Request Est.	FY 18	833
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation		
First Cost Estimate		
Current Scope	FY 17	6,000
Last FY's Cost Estimate		0

Description

This project is in direct response to the challenges, requirements, and traffic demands associated with the White Flint Sector Plan. The redevelopment densities approved under the White Flint Sector Plan is projected to result in significant traffic impacts on communities and the roadway network surrounding the White Flint Sector Plan. The overall goal of this project is to mitigate these impacts by exploring potential safety and capacity improvements that may be implemented at major intersections along this network. The project will identify specific measures that will support the multimodal goals of the Sector Plan.

Location

The three intersections for improvement are Randolph Road/Connecticut Avenue, MD 355/Tuckerman Lane, MD 187/Tuckerman Lane.

Estimated Schedule

The design is estimated to start in FY 17 for all three intersections. The construction is estimated to start and be completed with the duration of one year for each intersection from FY 20 through FY 23.

Justification

The approved White Flint Sector Plan did not address the negative traffic impacts that the redevelopment densities will likely induce on the roadway network surrounding the Sector Plan. However, the plan recognized the likelihood of such impacts. Therefore, major intersections along the primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fulfill the vision of the plan. This project needs to be created for the purpose of mitigating such impacts from the Sector Plan.

Other

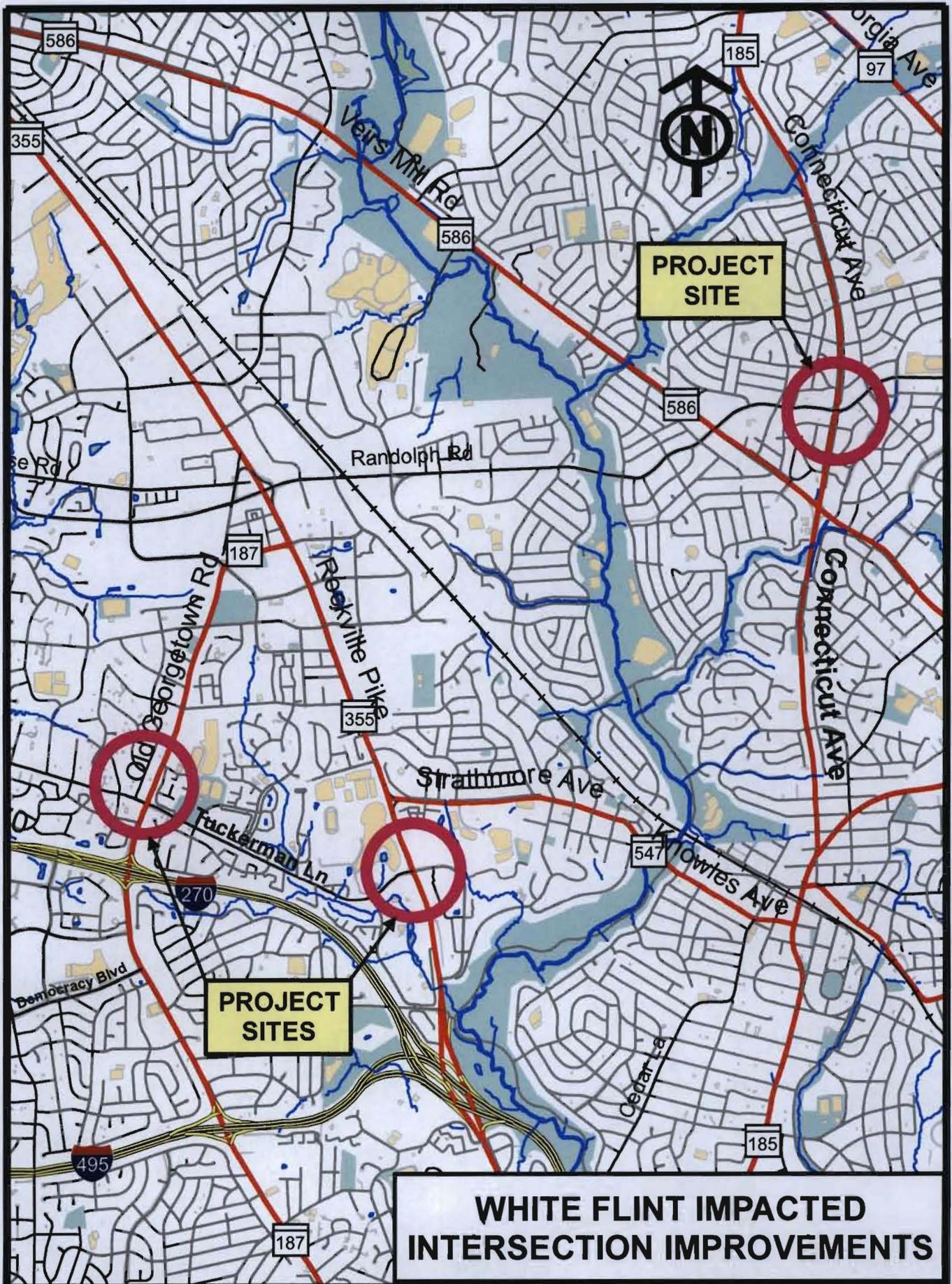
A pedestrian impact analysis has been completed for this project.

Fiscal Note

Construction cost estimates are based on concepts, projected from similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35 percent) phase.

Coordination

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services



**WHITE FLINT IMPACTED
INTERSECTION IMPROVEMENTS**



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

OFFICE OF THE CHAIR

February 19, 2016

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

RE: County Executive's Recommended FY17 Capital Budget and FY17-22 Capital Improvements Program

Dear President Floreen:

At its regularly scheduled meeting on February 18, 2016, the Planning Board discussed the County Executive's Recommended FY17 Capital Budget and FY17-22 Capital Improvements Program (CIP) and voted to transmit the following comments for the County Council's consideration. The staff report for our discussion is attached for your reference.

Our specific recommendations are as follows:

1. **County Funding of Projects on State Highways:** We recommend that the Council discuss the issue of County funding of projects on State highways to ensure that, in addition to leveraging State dollars, these funds are best meeting the County's transportation objectives. A decade has passed since we significantly increased Montgomery County's funding of projects on State highways and a general re-evaluation is needed.
2. **Purple Line (501603):** We support the inclusion of this project to support the implementation of the State's Purple Line project. Revise the Project Description Form (PDF) to include the identification of needed pedestrian and bicycle improvements around the proposed stations. The actual improvements could be implemented as part of the State's Purple Line contract, this Purple Line PDF, the Bicycle-Pedestrian Priority Area Improvements PDF, or to another County PDF.
3. **Life Sciences Center (LSC) Loop Trail (P501742):** We strongly support this new project as a key amenity and Staging requirement of the Great Seneca Science Corridor Master Plan, which will enable both the private developers and the County to build their respective portions of the LSC loop in a consistent manner.

3

4. **MD355-Clarksburg Shared Use Path (P501744):** We appreciate the inclusion of this new project in the CIP and congratulate the Montgomery County Department of Transportation (MCDOT) on their successful application for significant State funding for this project.
5. **Metropolitan Branch Trail (P501110):** The sentence in the PDF that reads “The trail will be designed to be 8 feet to 12 feet in width.” should be revised to “The trail will be designed to be 10 feet to 12 feet in width with one-foot to two-foot-wide shoulders/shy distances.” to reflect MCDOT’s current design.
6. **Bethesda Metro Station South Entrance (P500929) and Silver Spring Green Trail (P509975):** Revise the PDFs for both projects to reflect the Purple Line’s current schedule, deleting construction funds shown in FY16.
7. **Rapid Transit System (P501318):** We support the addition of \$2M in funding to support the County’s oversight of the US29 and MD355 Bus Rapid Transit (BRT) studies by the State. Consider moving the Veirs Mill Road (M 586) BRT study to this PDF rather than retaining it in State Roads Participation (P500722) so that all BRT projects are included under this program; we note that \$1.6M in liquor bonds have been transferred to P501318, but the MD586 project has remained in P500722. In addition, \$4M should be added to complete the MD586 BRT study so that the Veirs Mill Road portion of the Montrose Parkway East project (P500717) can be properly designed.
8. **Montrose Parkway East (P500717):** Revise the PDF for this project to state that it will “accommodate” rather than “take into consideration” BRT on Veirs Mill Road (MD586). Also, revise the PDF to state that it will include a safe crossing of Veirs Mill Road for users of the Matthew Henson Trail.
9. **Platt Ridge Drive Extended (P501200):** Revise the PDF to reflect MCDOT’s current schedule to start construction of this project in FY17.
10. **Lyttonsville Place Bridge (P501421):** Revise the PDF as necessary to reflect the bridge typical section recommended in the Greater Lyttonsville Sector Plan, as approved later this year.
11. **Streetlighting (P507055):** Modify MCDOT’s PDF to specifically include provide lighting along Jackson Road in FY17 or provide funding in M-NCPPC’s budget to implement this project. The pedestrian sidewalks along Jackson Road provide connections from the neighborhood to White Oak Middle School, Jackson Road Elementary School, Martin Luther King Aquatic Center and Recreational Park, and the regional Paint Branch Hiker-Biker Trail. These sidewalks need to be adequately lighted to ensure the safety of children and other pedestrians. While funds were transferred in 2009 from M-NCPPC’s budget to MCDOT to implement this project, no construction has taken place.

- 12. Facility Planning Transportation (P509337):**
- a. Include the Emory Lane Bikeway from Muncaster Mill Road north to Holly Ridge Road as a candidate to eliminate a critical gap and provide a continuous hard surface trail from Lake Frank north to the ICC and Bowie Mill Local Park in Olney.
 - b. Include Crabbs Branch Way Extended/Amity Drive Extended as a candidate to provide access to the future Jeremiah Park.
 - c. Include a feasibility study/analysis for a hard surface trail/bikeway within PEPCO's Potomac Corridor between Bethesda and Germantown, as specified in the settlement agreement for the Pepco/Exelon merger. The Council should be prepared to fund the construction of this project with a supplemental appropriation.
- 13. Gold Mine Road Bridge (P501302):** It may be prudent to defer construction of the path extension to New Hampshire Avenue, but the design of the eastern end of the path should be modified to tie into the roadway of Gold Mine Road so that it can be safely used by both bicyclists and pedestrians.
- 14. Bicycle-Pedestrian Priority Area Improvements (P501532):** Add Flower Avenue/Piney Branch Road Purple Line Station area, Piney Branch Road/University Boulevard Purple Line Station area and the Takoma-Langley Sector Plan areas as candidates for this program so that opportunities for cost-effective improvements can be identified and undertaken in connection with the Purple Line construction. We also believe that, given the rapidly increasing level of pedestrian and bicycle activity in the County, the current level-of-effort funding for this program may not be sufficient to deliver necessary improvements on a reasonable schedule. We therefore recommend that the Council request that MCDOT provide a cost estimate for all the identified improvements needed in the Silver Spring CBD and use that estimate as guidance for what additional annual funding is needed for this program.
- 15. Goshen Road South (P501107):** Re-evaluate the design to determine what bicycle facilities would be most appropriate, given the 2014 Road Code changes and impending update of the Bicycle Master Plan; and revise the PDF to state simply that bicycle facilities will be provided on each side of the roadway when the project is constructed in FY21.
- 16. Bridge Design (P509132):** Add references to the PDF for this project that clearly state that each of the two added candidates - Glen Road Bridge #15 and Mouth of Monocacy Bridge #43 - is an Exceptional Rustic Road, as well as list the Rustic Roads Advisory Committee in the Coordination section. Also, add the following language to the PDF: "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."
- 17. Bridge Renovation (P509753):** Add language to this PDF to include "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."

18. **Redland Road Sidewalk:** Include a PDF for the construction of a sidewalk along Redland Road between MD200 and Briardale Road to complete the sidewalk network along Redland Road.
19. **White Flint Bikeways:** Modify one or more of the White Flint PDFs (P501204, P501506, and/or P501116) to implement the separated bike lane network master plan-level bicycle network for the White Flint Sector Plan area, created by Planning staff in coordination with MCDOT staff and supported by the Planning Board on December 3, 2015.
20. **White Flint Fire Station #23 (P451502):** The Department of General Services (DGS) should consider incorporating a police sub-station within the new Fire Station 23. Co-locating an Urban District office may also increase efficiencies for public facilities.
21. **Transportation Improvements for Schools (P509036):** Increasingly, students are using informal people's choice (unsanctioned) trails on parkland to travel between their homes and schools. "Unsanctioned" means these are not official trails that are mapped, marked, or regularly maintained. Some of these trails are unsafe and should be fixed. The evaluation of these trails should be recognized by Montgomery County Public Schools (MCPS) and/or Montgomery County Government (MCG), and improvements to these people's choice trails be funded (even partially) either using this PDF or using other Safe Routes to Schools funding.
22. **Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503):** Include funding for facility planning for the future expansion at Kennedy Shriver Aquatic Center Community Recreation Center at Wall Park.
23. **Stormwater Management for Projects that Include Parking Lots:** Several projects in the CIP include parking lots that would benefit from the application of the United States Environmental Protection Agency's (EPA's) Stormwater Phase II Rule for municipal separate storm sewer systems (MS4). The Montgomery County Department of General Services (MCDGS) should coordinate individual projects with the Montgomery County Department of Environmental Protection (MCDEP) to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious surface reductions).
24. **Wall Park Parking Garage:** We recommend that this project be added to the CIP to support the future development of Wall Park in White Flint.
25. **Bike-Sharing:** A project similar to other public participation projects should be added to the CIP to hold developer contributions to the County's future bike-share network, as well as fully fund the system. If the Council decides not to add a project, we request that the Planning Board be provided the reason(s) for the decision.

The Honorable Nancy Floreen
February 19, 2016
Page 5

26. **Revolving fund for planning developer-built projects:** Include a project in the CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and accept developer contributions as they move forward in the development process. If the Council decides not to add a project, we request that the Planning Board be provided the reason(s) for the decision.
27. **Estimated Schedule:** Whereas the cost changes for the individual projects in the Executive's Recommended CIP are fairly well documented and clearly groups projects that have had schedule accelerations or delays, the specific schedule changes should be noted on each PDF in the future.
28. **Agricultural Land Preservation Easements (P788911):** The Commission and the County work together to preserve agriculture and rural open spaces through a wide variety of complementary policies and programs. One of the cornerstone programs for this effort is the County's Agricultural Easement Program (AEP). Economic changes have resulted in significant long term reductions in the State Agricultural Transfer Tax Revenue that traditionally funds these easement purchases. To continue this critical program to preserve a functioning agricultural economy and exceptional rural lands, we encourage the County Council to support this important program.

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 Larry Cole at 301-495-4528.

Sincerely,



Casey Anderson
Chair

Enclosure: Staff report to the Planning Board

CA:LC:aj

PROJECTS PLANNED FOR FY17

REQUEST NO	STREET NAME	FROM	TO	REQUESTOR	STATUS
9703	Wyngate Drive	Old Georgetown Rd (MD 187	Melvern Dr	Rump, Amy	PREPARE FOR PUBLIC HEA
10002	Hardy Avenue	Ivanhoe Street	Judson Road	Bijou, Sujata	PREPARE FOR PUBLIC HEA
10022	Musgrove Road	Marlow Road	Fairland Road	Earp , Richard	PREPARE FOR PUBLIC HEA
9756	Wilmett Road	Friars Road	Kirkdale Road	Arndt, Judith	PREPARE FOR PUBLIC HEA
9788	Lone Oak Dr East	Old Georgetown Rd	5704 Lone Oak Dr East	Shore, Cliff	PREPARE FOR PUBLIC HEA
9924	Blueridge Avenue	Grandview Avenue	Parker Avenue	Daphnis , Kristy	PREPARE FOR PUBLIC HEA
9963	Dawson Avenue	Newport Mill Road	Galt Avenue	Melissa Cook	PREPARE FOR PUBLIC HEA
9966	Parker Avenue	Newport Mill Road	Collins Avenue	Donna Smith	PREPARE FOR PUBLIC HEA
9972	Galt Avenue	Elnora Street	Veirs Mill Road	Matthew Moosey	PREPARE FOR PUBLIC HEA

8

RANKING CRITERIA

This study proposes some improvements can be implemented almost immediately, some in phases or increments, while others will need to follow the capital project track through to planning, design and construction. To help prioritize improvements, the following factors have been considered for each of the proposed improvements:

1. Priority - High, Medium, Low
 - a. Determined based on the net sum of:
 - i. Benefits – Safety, Connectivity and Circulation, Transportation Equity, Accessibility, Infrastructure Upgrade, Master Plan, Public Input
 - ii. Impacts – Right of way, Environmental, Traffic, Parking, Utilities
2. Timeframe – Short-term (1 – 2 years), Mid-term (2 – 5 years), Long-term (5+ years)
 - a. Determined based on the sum of:
 - i. Design Tasks – Environmental Investigation, Survey, Utility Investigation, Soils Investigation, Traffic Study, Contract Documents, Public/Stakeholder coordination, Permits & Approvals, Right of way acquisition, Funding
 - ii. Construction Tasks – Paving, Grading, Structures, Utility Relocation, Drainage/Storm Water Management/Erosion & Sediment Control, Signals, Lighting, Signing & Marking, Traffic Control
3. Cost (Order of magnitude)
 - a. Broken down into the following ranges:
 - i. \$ = <\$10,000
 - ii. \$\$ = \$10,000 - \$100,000
 - iii. \$\$\$ = 100,000 - \$1,000,000
 - iv. \$\$\$\$ = 1,000,000 - \$5,000,000
 - v. \$\$\$\$\$ = >\$5,000,000



Priority is simply based on the ratio of benefits to impacts. For improvements with multiple benefits and few impacts, a high priority is the result. Likewise, improvements with few benefits and multiple impacts result in a low priority.

Timeframe is based on the number of design and construction tasks necessary to implement an improvement. Short-term improvements have an estimated completion time of 1-2 years and would require minimal design, coordination, or permits/approvals. Furthermore, short-term improvements can likely be implemented with established funding sources. Examples of short-term improvements include signing and marking, ADA upgrades, and maintenance tasks. Mid-term improvements have an estimated completion time of 2-5 years and would typically require a combination of further design, coordination, programmed funding, and permits/approvals. Typical mid-term improvements include shared-use paths, cycle tracks, and new signals. Lastly, long-term improvements have an estimated completion date that is greater than 5 years. These projects would require an extensive combination of further planning, design, coordination, political will, programmed funding, and permits/approvals. The typical scope of long-term improvements would include reconstruction and extensive impacts such as utility relocations and right of way acquisition.

The cost component is largely subjective and should only be considered as an order of magnitude.

The implementation for each improvement could follow a different track, depending on the factors listed above, as well as the implementing agency. However, short-term improvements could likely be constructed with a combination of basic design drawings and MCDOT and/or MDSHA standard drawings to locate and construct improvements. Mid- and long-term improvements will generally require further project development that includes coordination, survey, design, ROW acquisition, permits, and/or approvals.

Funding sources are subject to change throughout the duration of this study. At the present time, all public transportation agencies and funding entities - federal, state, county, and municipal - are considered potential partners for funding of implementation and maintenance of these priority improvements. For county roads, funds are appropriated directly by the Montgomery County Council. For state roads, depending on the type of improvement, different funds can be used to implement improvements. Fund 76 and Fund 77 projects, commonly used for signal upgrades, pavement resurfacing, signing and marking, can incorporate bicycle and pedestrian accommodations. A list of known, potential funding sources is listed the appendices.

PRIORITY IMPROVEMENTS

OVERVIEW OF IMPROVEMENT TYPES

The Silver Spring CBD BiPPA has been evaluated for various bicycle and pedestrian improvements types. Proposed improvements have been developed and prioritized based on master or sector plan recommendations and public/stakeholder input.

In the Recommended Priority Improvements section, improvements are primarily organized by corridors or intersections. However, many improvement types can be implemented in an area-wide project format as well. The area-wide improvements include pedestrian curb ramps; reconstruction of driveway aprons; widening of sidewalk; reconstruction of sidewalk; striping or re-striping of crosswalks; the addition of APS/CPS; install or relocate pedestrian/bicycle signing; and general tree trimming maintenance. The linear improvements include the implementation of shared lanes (sharrows); and the construction of shared-use paths.

Table 4 – Improvement Type Summary

Improvement	Applications and Benefits
Sidewalk	<i>Pedestrian connections to parks, schools, residents, businesses, or other sidewalk / trail sections</i>
Shared-Use Paths	<i>Pedestrian connections to parks, schools, residents, businesses, or other sidewalk / trail sections</i>
Shared Roadway Markings	<i>Limited lane widths, on-street parking sections, wayfinding, or wherever correct bicycle positioning is vague</i>
Bike Lanes	<i>Higher-speed (greater than 25mph) streets to avoid some bicycle-car conflicts and create predictable movements</i>
Cycle Track	<i>Similar to bicycle lanes, also reduces some concerns from overtaking crashes and may reduce double-parking</i>
Curb Ramp	<i>Missing or non-ADA-compliant curb ramps</i>
Driveway Apron	<i>Deteriorated, missing, or non-ADA-compliant aprons</i>
Median Refuge	<i>Increases separation of pedestrians from car traffic to improve comfort levels and safety</i>
Curb Extension	<i>Shortens crossing distances, lowers speeds of turning vehicles, increases visibility of pedestrians entering an intersection</i>
Bike Box	<i>Reduces bicycle delay, increases bicycle convenience, and improves bicycle positioning in traffic in slow/start situations.</i>
Crosswalks	<i>Improves visibility of pedestrians in motorway (may be high-visibility markings), denotes best or preferred location for pedestrian crossings</i>
Accessible / Countdown Pedestrian Signal	<i>Replaces non-compliant signals, improves crossing safety for pedestrians, particularly on long crossing maneuvers</i>
Decorative Bike Racks	<i>Provides location for public to park and lock their bicycles. Improves public perception of Silver Spring CBD.</i>



RECOMMENDED PRIORITY IMPROVEMENTS

The following section summarizes priority improvements developed for this BiPPA study. This section should be read in combination with the concept plans. Priority and timeframe are based on the ranking criteria established in the previous section. Costs are also based on general assumptions and the cost methodology.

2nd Avenue

From Spring Street to Fenwick Lane (east)

Improvement Type: Bike Lanes, Signing, Curb Extensions

Priority: High Timeframe: Short-term Cost: \$\$

2nd Avenue is designated as an on-road bikeway in the 2001 Silver Spring CBD and Vicinity Sector Plan. While there are markings to indicate this designation, there are no signs to support this. It is recommended that 2nd Avenue is improved by installing "Bicycle Route" signing. Bike lanes should be placed on both sides of the roadway and sharrow markings should be placed at the approach to the intersection with Fenwick Lane. The typical section of this roadway will become a two lane road with two bike lanes and two parking lanes. Bike lanes should have a width of 5' from stripe to stripe when adjacent to a parking lane and 4' when the bike lane is not adjacent to a parking lane. Parking lanes should have a width of 8' from face of curb to the bike lane stripe. A detailed drawing of this section of the roadway is shown in the design layout maps attached.

From Fenwick Lane (east) to Colesville Road

Improvement Type: Sharrows, Signing

Priority: High Timeframe: Short-term Cost: \$\$\$

From Fenwick Lane to Colesville Road, sharrow markings, "Bicycle May Use Full Lane" signing, and "Bicycle Route" signing should be installed. Sharrow markings should be located immediately after intersections and spaced at 250' intervals thereafter. Sharrow markings should be placed within the middle of the lane, or a minimum of 4' from the face of curb.

Bike Rack Locations

Improvement Type: Bike racks

Priority: High Timeframe: Short-term Cost: \$

Decorative bike racks should be installed at key locations near restaurants, shopping, parking garages, transit, employment, and churches. Conceptual bike rack design options are shown in Figure 14. Potential bike rack locations are shown in Figure 9. Bicycle repair stations should accompany decorative bike racks where space allows.

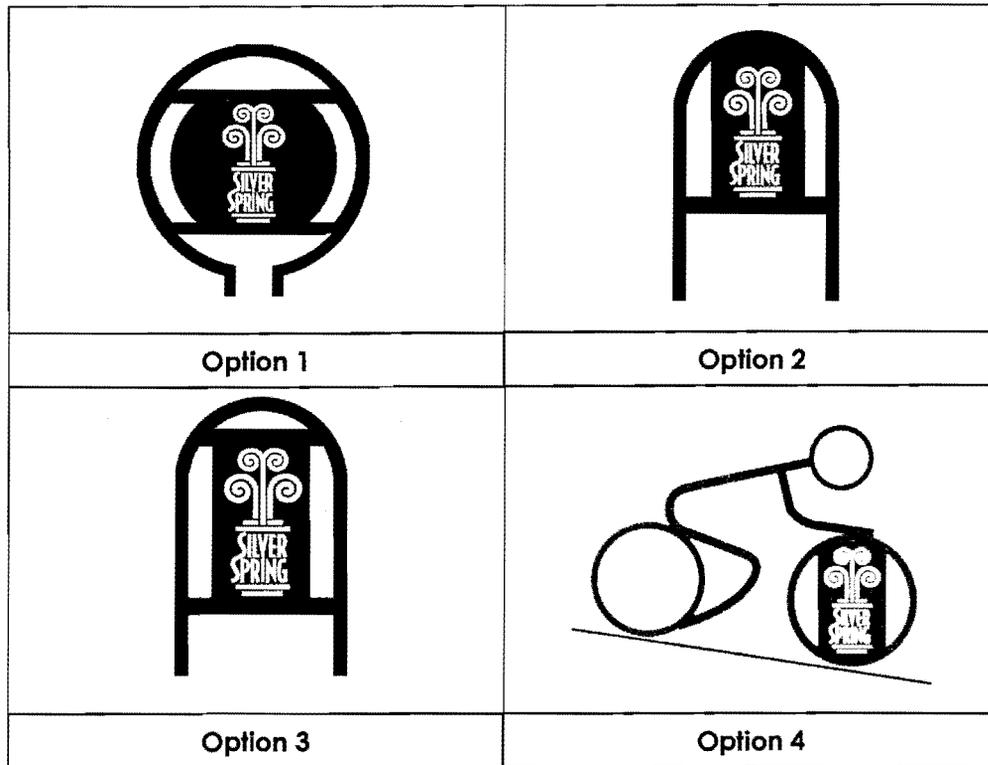


Figure 14 - Decorative Bike Rack Designs

Cameron Street

From 2nd Avenue to Spring Street

Improvement Type: Bike Lanes, Signing, Re-Paving, Curb Extensions, and Bikes Boxes

Priority: High

Timeframe: Short-term

Cost: \$\$\$

Cameron Street is designated as an on-road bikeway in the 2001 Silver Spring CBD and Vicinity Sector Plan. There are currently no markings or signing to indicate travelers that this is a shared roadway. Cameron Street should be striped with bike lanes and "Bicycle Route" signing should be installed. Bike lanes should be placed on both sides of the roadway and bike boxes should be installed at intersections where there are bikeways on the crossing road. Curb Extensions should be installed at each intersection that has parking to allow for shorter crosswalks. Upon completion of the proposed curb Extensions, Cameron Street should be re-surfaced and re-striped. Detailed drawings of these improvements are shown in the layout maps attached.



Cedar Street

From Ellsworth Drive to Wayne Avenue

Improvement Type: Sharrows, Signing, Bike Boxes, and Re-Paving

Priority: High Timeframe: Short-term Cost: \$\$

Cedar Street is designated as an on-road bikeway in the 2001 Silver Spring CBD and Vicinity Sector Plan. Currently there is no signing or marking to indicate this designation. Cedar Street should be re-stripped and resurfaced. It is recommended that "Bicycle Route" signing and sharrow markings are installed on this corridor. The sharrow markings would be on both sides of the roadways and run the complete length of the corridor. Drawings of these improvements are shown in the attached layout maps.

Fenton Street Connector

From Spring Street to Cameron Street

Improvement Type: Shared-Use Path, Cycle Track, Sharrow, Signing, Bike Box

Priority: High Timeframe: Short-term Cost: \$\$

The Fenton Street Connector spans from Spring Street to Cameron Street. The connector will consist of a shared-use path, cycle track, and sharrow. The two-lane exit adjacent to the MCDOT Spring-Cameron public parking garage should be repurposed as one lane and a cycle track. From the garage exit to the fire lane, there is currently a sidewalk and green space bounded by the parking garage and a high rise office building. It is recommended that a shared-use path is constructed here to transition from the cycle track to the fire lane. Sharrow markings should be placed on the existing fire lane so that this section can serve dual purpose for bikers and emergency vehicles. From the fire lane to Spring Street, it is recommended that a shared-use path is constructed. On the southern end, a bike box should be placed at the intersection of the Fenton Street Connector and Cameron Street. A detailed drawing of this design is shown in the attached layout maps.

Georgia Avenue (MD 97)

@ Fenwick Lane

Improvement Type: Crosswalk, Median Refuge, Signing, Curb Ramps

Priority: High Timeframe: Short-term Cost: \$\$

An uncontrolled crosswalk is proposed across the southern leg of the intersection with Fenwick Lane. This crosswalk should include advanced signing and pavement markings, ADA compliant curb ramps, and a median refuge. The crosswalk width should be 10 feet from inside strip to inside stripe and have diagonal hatching at 45° with 12 inch wide markings. Signing should be installed to warn traffic to stop for pedestrians in the crosswalk. Parking should be removed to provide adequate visibility for drivers approaching the crosswalk. Detailed signing & marking and roadway plans are attached with this report.

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Silver Spring Avenue, Thayer Avenue, Sligo Avenue, and Burlington Avenue

From Georgia Avenue to Fenton Street

Improvement Type: APS/CPS, Sidewalk, Curb Extensions

Priority: High Timeframe: Short-term Cost: \$\$

The recommendations for these roadways are to improve the sidewalks, install curb extensions, and add APS to intersections. It was found upon field investigation that the sidewalks on Silver Spring Avenue, Thayer Avenue, and Sligo Avenue were very narrow with utility poles obstructing the clear width. These sidewalks should be widened where feasible and utility poles should be relocated to provide a minimum 3' clear width. It is also recommended that driveway aprons are reconstructed on these roadways to ADA compliancy. The locations of these proposed improvements are shown in Figure 10 and Figure 13. At Burlington Avenue and Fenton Street, the intersection did have countdown pedestrian signals but was not accessible. It is recommended that APS is installed at this intersection.

Spring Street

From 16th Street to Georgia Avenue

Improvement Type: Bike Lanes, Signing, Re-Paving, Curb Extensions, and Bikes Boxes

Priority: High Timeframe: Short-term Cost: \$\$\$

Spring Street is designated as an on-road bikeway in the 2001 Silver Spring CBD and Vicinity Sector Plan. There is currently no signing or marking to indicate this designation. Bike lanes, curb extensions, bike boxes, and signing are recommended on this corridor. The typical section would consist of two bike lanes, two parking lanes, two through lanes, and a middle median/left turn lane. Bike boxes should also be installed at major intersections and intersections with other bikeways. Curb Extensions should be constructed at each intersection that has parking to allow for shorter crosswalks. A detailed drawing of these improvements is shown in the attached layout maps.

From Georgia Avenue to Ellsworth Drive

Improvement Type: Sharrows, Signing, Re-Paving, Curb Extensions, and Bikes Boxes

Priority: High Timeframe: Short-term Cost: \$\$\$

From Georgia Avenue to Ellsworth Drive, it is recommended that sharrow markings are placed on both sides of the roadway. Bike boxes should be installed at the intersection with Georgia Avenue, Colesville Road, and Cameron Street. A bulb-out should be constructed on the westbound side of Spring Street at the crosswalk for Woodland Drive. Upon completion of the proposed improvements Spring Street should be re-surfaced and re-stripped. Detailed drawings of these improvements are shown in the attached layout maps.

@Georgia Avenue

Improvement Types: *Signal Improvement*

Priority: *High*

Timeframe: *Short-term*

Cost: *\$\$*

The signal for Spring Street facing westbound is missing a green left turn signal to notify drivers that the movement has a protected left turn. This causes a queue of drivers who want to make a left turn but do not know if there is a conflicting movement. The eastbound direction of Spring Street does have a signalized turning. It is recommended that a new signal be placed for westbound traffic that includes a green left-turn arrow.

Wayne Avenue

Colesville Rd to Georgia Avenue

Improvement Types: *Sharrow, Signing, One-way Cycle Track, Bike Boxes*

Priority: *High*

Timeframe: *Short-term*

Cost: *\$\$\$*

Due to the variation in section widths and major roadways at Georgia Avenue and Colesville Road, the improvements for Wayne Avenue have three proposed typical sections along the corridor. From Colesville Road to Ramsey Avenue, a one-way cycle track should be constructed on the westbound side and a sharrow should be placed on the eastbound side. From Ramsey Avenue to Dixon Avenue, one-way cycle tracks should be constructed on both sides of the roadway. From Dixon Avenue to Georgia Avenue, a one-way cycle track should be constructed on the westbound side and sharrow markings should be placed on the eastbound side. Bike boxes should be placed at the intersection of Wayne Avenue with Georgia Avenue and with Colesville Road.

Wayne Avenue should be improved with re-striping of the lanes and "Bicycle Route" Signing. Sharrow markings should be placed immediately after intersections and spaced at 250' intervals thereafter. Sharrow markings should be placed at the middle of the lane or a minimum of 4' from the face of curb. One-way cycle track lanes should have a minimum width of 4' from stripe to stripe. There should also be a 2' buffer placed between the cycle track and vehicular traffic. Detailed drawings of these improvements are shown in the attached layout maps.

@ Colesville Road

Improvement Types: *Pocket Park*

Priority: *Low*

Timeframe: *Mid-term*

Cost: *\$\$\$*

There is a unique opportunity to remove an existing bus loading and unloading area once the Silver Spring Transit Center is operational. The intersection of these roadways creates an unusual triangular patch of concrete. If this area is closed from bus traffic it can be turned into a small pocket park, large enough for a fenced in area with benches and landscaping.



CONCLUSION

The present day condition in the Silver Spring CBD BiPPA has great potential for the area to have a strong pedestrian and bicycle network. With major employers and attractions such as Discovery Communications, Downtown Silver Spring, and the Silver Spring Civic Building improving the pedestrian and bicyclist safety and accessibility is essential. Implementing the improvements in this report can benefit Silver Spring CBD by potentially decreasing traffic congestion and air pollution; and increasing public safety, comfort, and health.

The Silver Spring CBD and its Vicinity Sector Plan has stated that in order for the master plan to be implemented it cannot be completed by a single project, but needs to be an effort of the entire community. With the nearly complete Silver Spring transit center, and future planned projects such as the Purple Line, Metro Branch Trail, Capital Crescent Trail, and improvements in this report, Silver Spring will be transformed into an area that people want to travel in. Attracting people who want to be there is key in creating a population who care about the community and will preserve all of the existing and proposed improvements to the area.

Silver Spring CBD and Vicinity Sector Plan has also stated that the plan's land use and development recommendations strive to balance the needs of commuter and local traffic, of walkers and drivers, and to maximize the investment in Silver Spring's transit infrastructure. The overall strategy of this report was to rebalance priorities to include pedestrians and bicycles as an equally important user of the right-of-way. Silver Spring's current transportation system is heavily geared towards vehicles, Metro and MARC, and bus services. Urban areas have traditionally higher percentages of people who choose walking and bicycling as their form of transportation for access to jobs, public services, and social networks. Silver Spring encourages people to live, work, shop, and entertain themselves in its community. Implementing the pedestrian and bicycle network improvements proposed in this report will bring Silver Spring one step closer to accomplishing the goals of its Sector Plan.



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

HANS RIEMER
COUNCILMEMBER AT-LARGE

MEMORANDUM

To: T&E Committee
From: Councilmember Hans Riemer
Date: March 1, 2016
Re: Funding a Protected Bike Lane Network in Downtown Silver Spring

As you prepare for your discussion on CIP transportation projects on Thursday, March 3, I would like to respectfully request that you support adding \$1.5 million per year to the CIP for the Bicycle Pedestrian Priority Area (BiPPA), in order to continue the project's county-wide planning while adding funding to create a full protected bike lane network in downtown Silver Spring.

The BiPPA program (CIP #501532) supports the planning, design, and construction of bicycle and pedestrian improvements in the County's thirty BiPPA areas with immediate focus in the Silver Spring CBD, Grosvenor, Glenmont, Wheaton CBD, and Randolph/Veirs Mill.

The FY16 Council-approved budget for this program is \$1 million per year, with \$150,000 and \$850,000 for planning and construction, respectively. The County Executive has recommended \$1 million level funding over the FY17-22 CIP horizon. The FY16 funds are programmed for the Spring St. protected bike lanes and the first phase of the Silver Spring bike parking program.

In recent months I have worked closely with MNCPPC and DOT, with support from Councilmember Roger Berliner, to model a more robust protected bike lane network for Silver Spring, as well as White Flint. The latest bicycle research shows that people are more likely to bicycle in lower-stress environments that provide protection from motor vehicles and separation from pedestrians. Facilities like separated bike lanes and protected intersections are crucial to strengthening the walkable, bikeable urban areas that we want for our residents.

The full Silver Spring network would include protected bike lanes on Spring St., Wayne Ave, Fenton St., Dixon Ave, Burlington Ave, and portions of Second Ave., shared-use paths (Metropolitan Branch Trail and the Silver Spring Green Trail), and conventional bike lanes on Blair Mill Rd., Cameron St and portions of Second Ave. As a pilot project, the Network should also include at least one protected intersection. DOT estimates that building this network out by FY20 would require additional yearly funding in the BiPPA program. A budget of \$2.5 million total per year will enable for build out of the Silver Spring network while beginning to implement improvements in the other priority areas (Grosvenor, Glenmont, Wheaton CBD, and Randolph/Veirs Mill).

Extensive community outreach would be required in order to fulfill the plan, to help better understand and mitigate potential impacts. For the details on the network, please see the attached timeline, funding schedule, and maps.

Let's build a world-class protected bike lane network in downtown Silver Spring, to demonstrate our vision for a county that supports all transportation options. Thank you for your consideration of this proposal.

Silver Spring CBD BiPPA – Planned Project Buildout & Status

19 February 2016

Background

In response to a request from Council Staff regarding the cost to build out the planned improvements in the Silver Spring BiPPA, the Division of Transportation Engineering has prepared this memorandum.

The BiPPA program (CIP #501532) includes planning, design, and construction funding for bicyclist and pedestrian improvements within Montgomery County’s Bicycle and Pedestrian Priority Areas (BiPPAs). For the period from FY16 to FY22, the program is focused on five of the thirty BiPPA districts.

Specifically, the Capital Improvement Program set aside funding for the Silver Spring CBD, Grosvenor, Glenmont, Wheaton CBD, and Randolph/Veirs Mill. However, a decision was made to focus first on Silver Spring, which is where efforts are currently ongoing.

Funding for the BiPPA program was first allocated in FY15 for planning efforts, with construction funding becoming available in FY16. Several projects are currently underway using those funds, with planning for additional projects ongoing.

Silver Spring CBD

In FY16, the CIP included \$1 million for planning and construction. The Department anticipates expending all of that funding on several projects, including the Spring Street separated bike lanes and the first phase of the Silver Spring bike parking program.

The estimated cost to plan, design, and build the remaining projects in the Silver Spring BiPPA is approximately \$6.2 million.

Given the constraints in staff time and the lead time to design projects, the Division of Transportation Engineering would recommend implementation of these projects over several years. Under current funding levels, implementation is estimated to take at least 6 additional years.

However, with additional funding in place, we estimate the buildout could be completed in FY20.

The recommended projects, their estimated costs, and the timeframe for construction is shown in the table below.

	TOTALS	PDS	LAND	SIU	CONST
FY 17	\$1,723,333	\$423,333	\$0	\$100,000	\$1,200,000
Silver Spring Bike Parking Phase II	\$35,000	\$5,000	\$0	\$0	\$30,000
Cameron St bike lanes (Spring-Second)	\$860,000	\$210,000	\$0	\$50,000	\$600,000
Second Ave Cycletrack (Spring-Colesville)	\$725,000	\$175,000	\$0	\$50,000	\$500,000
Silver Spring Bike Wayfinding Phase I	\$40,000	\$20,000	\$0	\$0	\$20,000
Silver Spring APS/CPS upgrades (1/3rd)	\$45,000	\$11,667	\$0	\$0	\$33,333
Silver Spring curb ramps/driveways (1/3rd)	\$18,333	\$1,667	\$0	\$0	\$16,667

	TOTALS	PDS	LAND	SIU	CONST
FY 18	\$1,719,433	\$413,433	\$0	\$150,000	\$1,156,000
Fenton Street Extended Cycletrack	\$89,100	\$23,100	\$0	\$0	\$66,000
Fenton St Cycletrack (Cameron-Wayne)	\$758,750	\$183,750	\$0	\$50,000	\$525,000
Wayne Ave Cycletrack (Georgia-Fenton)	\$441,500	\$101,500	\$0	\$50,000	\$290,000
Dixon Avenue Cycletrack (Wayne-Ripley)	\$326,750	\$71,750	\$0	\$50,000	\$205,000
Silver Spring Bike Wayfinding Phase II	\$40,000	\$20,000	\$0	\$0	\$20,000
Silver Spring APS/CPS upgrades (1/3rd)	\$45,000	\$11,667	\$0	\$0	\$33,333
Silver Spring curb ramps/driveways (1/3rd)	\$18,333	\$1,667	\$0	\$0	\$16,667
Rectangular Rapid Flash Beacon Pilot	\$54,000	\$14,000	\$0	\$0	\$40,000

	TOTALS	PDS	LAND	SIU	CONST
FY 19	\$1,563,233	\$389,233	\$0	\$50,000	\$1,124,000
Fenton Street Cycletrack (Wayne-King)	\$1,499,900	\$375,900	\$0	\$50,000	\$1,074,000
Silver Spring APS/CPS upgrades (1/3rd)	\$45,000	\$11,667	\$0	\$0	\$33,333
Silver Spring curb ramps/driveways (1/3rd)	\$18,333	\$1,667	\$0	\$0	\$16,667

	TOTALS	PDS	LAND	SIU	CONST
FY 20	\$1,234,000	\$294,000	\$0	\$100,000	\$840,000
13th Street Cycletrack (Eastern-Georgia)	\$455,000	\$105,000	\$0	\$50,000	\$300,000
Burlington Ave Cycletrack (Georgia-Fenton)	\$367,250	\$82,250	\$0	\$50,000	\$235,000
Blair Mill Road bike lanes	\$411,750	\$106,750	\$0	\$0	\$305,000

These improvements, in conjunction with projects completed by other agencies and under other CIP projects, will help to build a robust bicycle and pedestrian network in the Silver Spring CBD, and will help link the urban district to surrounding neighborhoods and regional transportation corridors.

Notable projects in Silver Spring which are not funded through the BiPPA program include:

- Wayne Avenue Cycletrack (Georgia Avenue to Colesville Road), to be constructed by the Division of Traffic Engineering and Operations.
- Metropolitan Branch Trail (Montgomery College to Silver Spring Metro), to be constructed under CIP #501110.
- Capital Crescent Trail (Bethesda Metro to Silver Spring Metro), to be constructed as part of the Purple Line.
- Silver Spring Green Trail (Fenton Street to Sligo Creek Trail), to be constructed as part of the Purple Line.

See the exhibits at the end of the document for the projected build out of the network over each fiscal year, assuming the increased funding shown in the tables above.

FY 16

 (by BiPPA this FY)

 (by others this FY)



Figure 1: Silver Spring BiPPA projects: FY16

FY 17

 (by BiPPA this FY)

 (by others this FY)



Figure 2: Silver Spring BiPPA projects: FY17

FY 18

 (by BiPPA this FY)

 (by others this FY)



Figure 3: Silver Spring BiPPA projects: FY18

FY 19

 (by BiPPA this FY)

 (by others this FY)



Figure 4: Silver Spring BiPPA projects: FY19

FY 20

 (by BiPPA this FY)

 (by others this FY)



Figure 5: Silver Spring BiPPA projects: FY20

Network

 (by BiPPA this FY)

 (by others this FY)



Figure 6: Silver Spring BiPPA projects: Full network

Bikeway Program – Minor project (P507596)

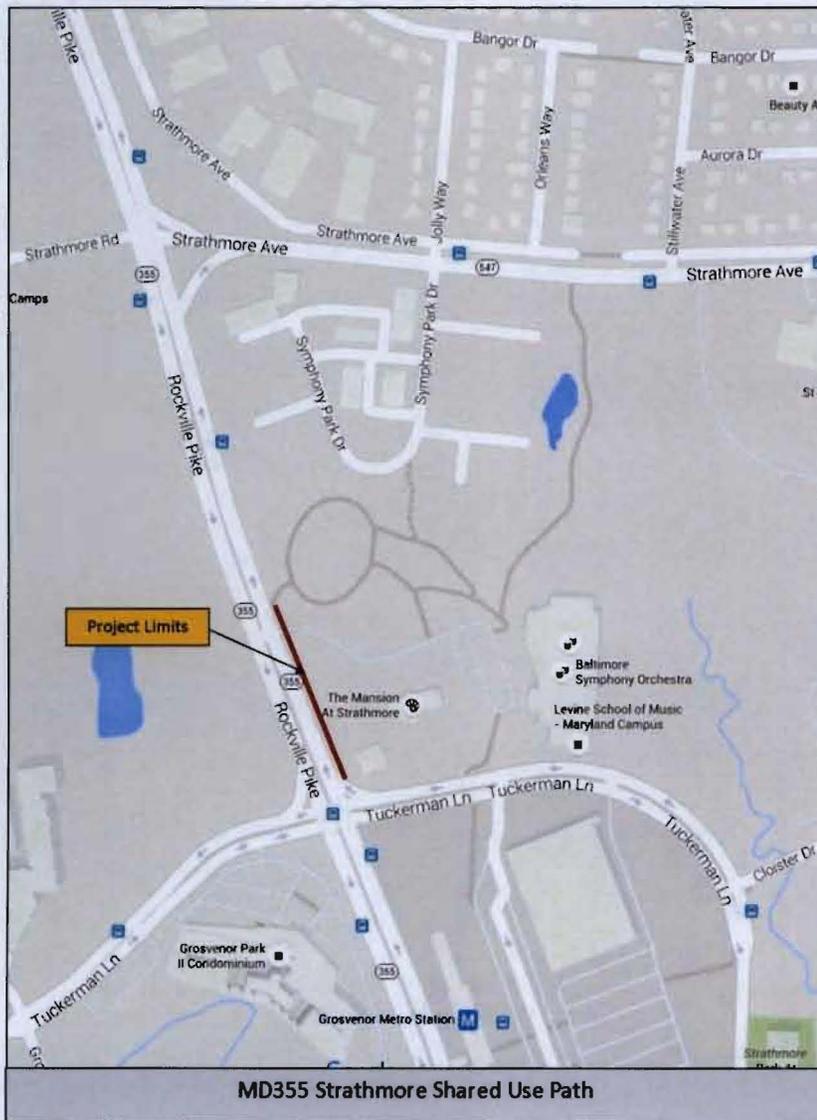
Avery Road Shared Use Path (MD115, Muncaster Mill Road to entrance to Lake Needwood)

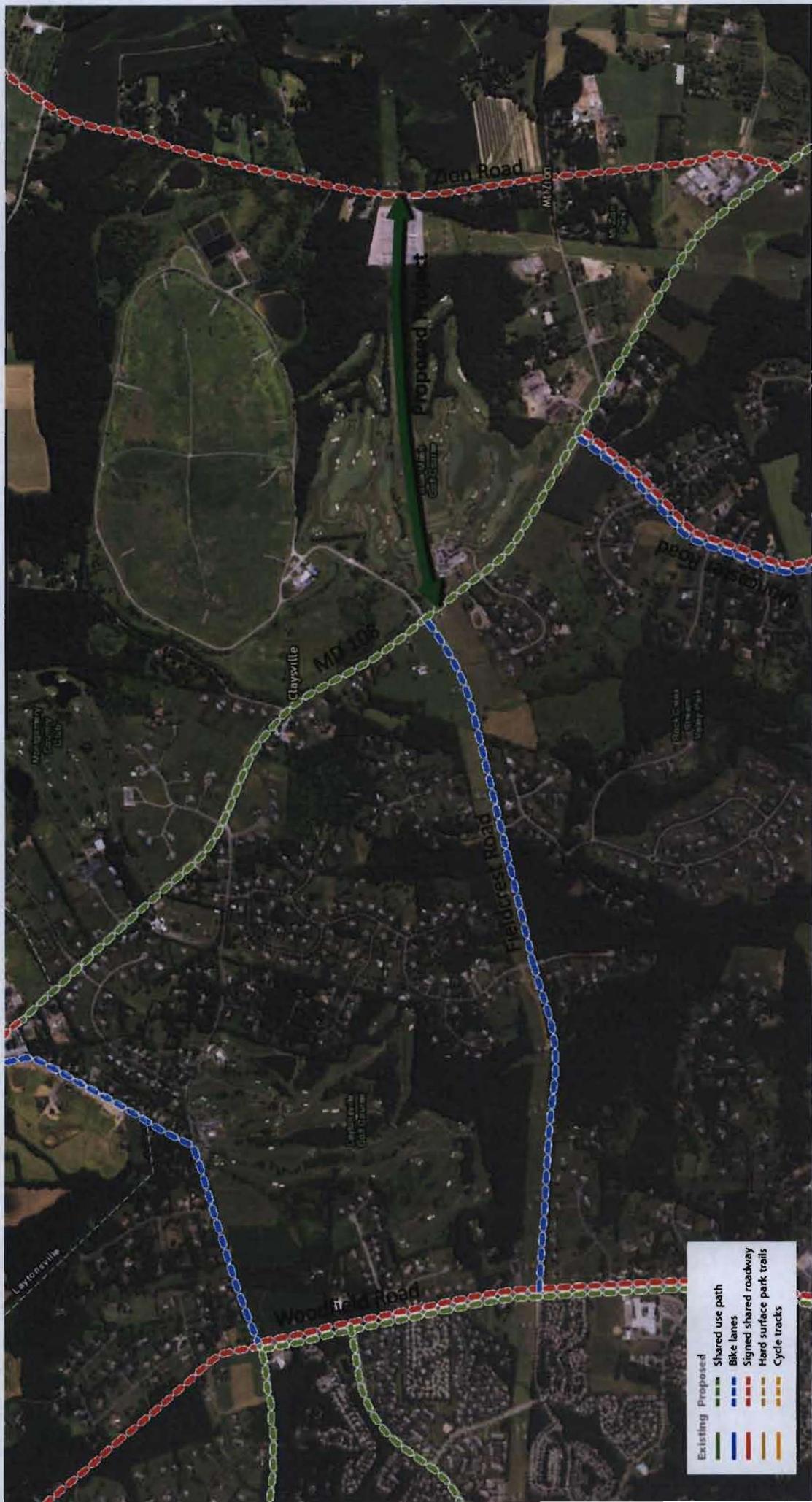
The proposed ten foot (10') wide shared use path alignment is located on the south side of Avery Road from Needwood Lake Drive to Muncaster Mill Road (MD 115), approximately 2000 linear feet, where it will connect to an existing shared use path. At the western limit, an un-signalized crosswalk would be located at the Needwood Lake Drive intersection to provide access to Rock Creek Regional Park. There will be easement or right of way dedication required along portions of the project. This project will complete part of the loop that includes the ICC trail/MD115 and Lake Needwood.



MD 355 Strathmore Shared Use Path

The proposed ten foot (10') wide shared use path would replace the existing five (5') foot sidewalk located on the east side of MD 355 from Tuckerman Lane to the entrance to Strathmore Mansion, approximately 550 linear feet. The proposed path would connect to the Sympony Park community to the north and Strathmore and Grosvenor Metro to the south.





- | Existing | Proposed | Description |
|----------|----------|--------------------------|
| | | Shared use path |
| | | Bike lanes |
| | | Signed shared roadway |
| | | Hard surface park trails |
| | | Cycle tracks |



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ROGER BERLINER
COUNCIL VICE PRESIDENT

MEMORANDUM

CHAIR, TRANSPORTATION, INFRASTRUCTURE,
ENERGY AND ENVIRONMENT COMMITTEE

July 21, 2011

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

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

SUBJECT: Bradley Boulevard Bikeway facility planning study

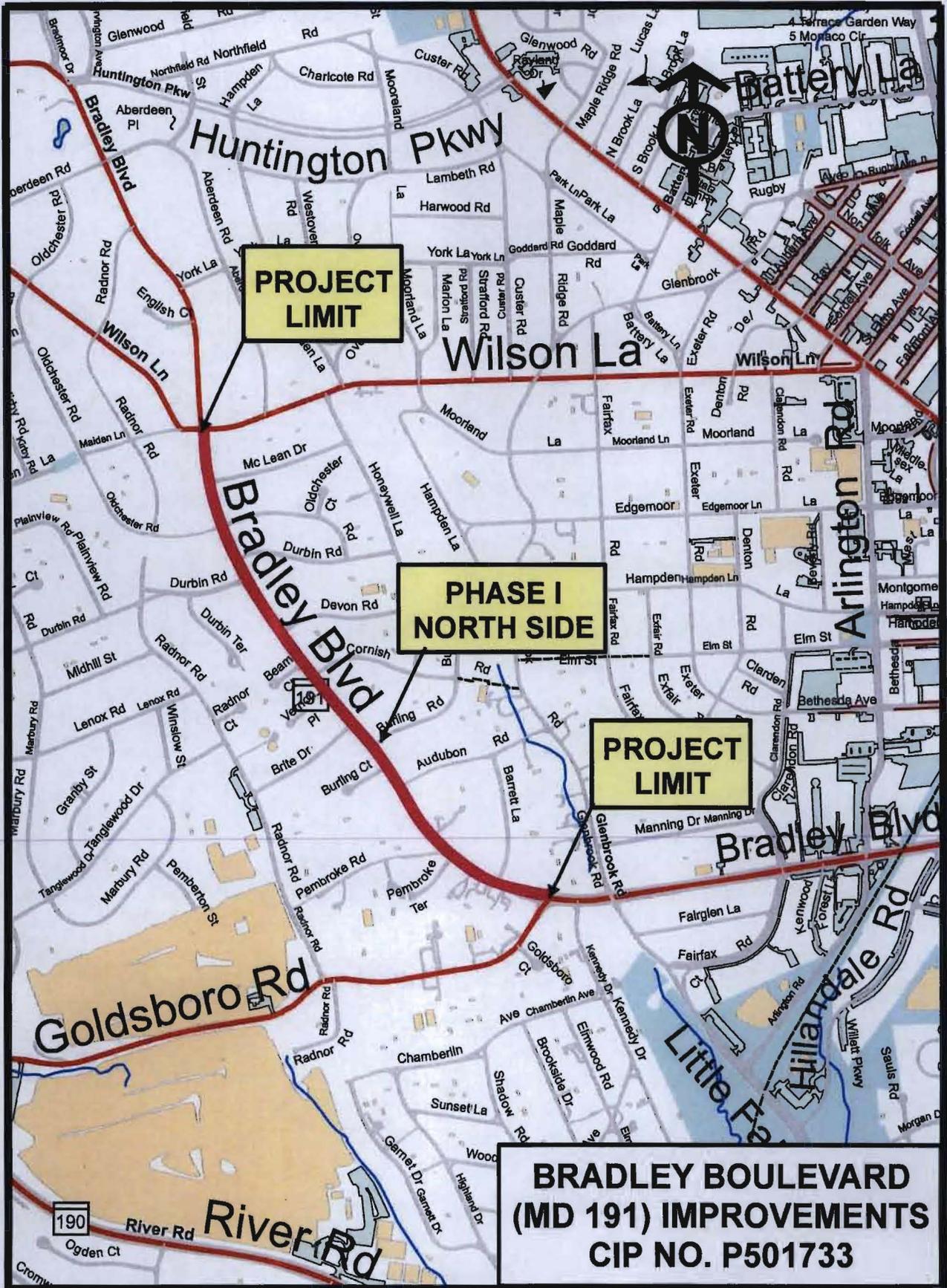
On June 19 the T&E Committee reviewed the results of Phase I facility planning for the Bradley Boulevard Bikeway project between Wilson Lane and Glenbrook Drive. The Committee concluded that Alternative 4A be carried forward for more detailed study in Phase I of facility planning. Alternate 4A includes 11'-wide travel lanes, new turning lanes from Bradley Boulevard to Wilson Lane, a new sidewalk flush to a new curb at the edge of the eastbound roadway, a drainage swale along the edge of the westbound roadway, no new or widened medians, and an 8'-wide shared use path north of the drainage swale. The Committee has the following additional guidance for Phase II:

- Design the bike lanes to be 5' in width, not 4'.
- Prohibit parking on Bradley Boulevard in this segment to facilitate on-road biking.
- Consider adding a left-turn lane in each direction on the Wilson Lane approaches to Bradley Boulevard.
- Consider adding pavement to some driveways to allow residents to more safely turn around rather than back into Bradley Boulevard.
- Minimize the number of trees as much as feasible, carefully locate stormwater management facilities, and consider using the Filterra bioretention system.

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

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

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**BRADLEY BOULEVARD
(MD 191) IMPROVEMENTS
CIP NO. P501733**



Montgomery County Department of Transportation (MCDOT)
 Division of Transportation Engineering
 100 Edison Park Drive, 4th Floor
 Gaithersburg, Maryland 20878
 Phone: 240. 777. 7220 Fax: 240. 777. 7277

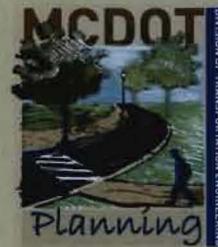


Bradley Boulevard Improvements Facility Planning Phase II Public Workshop

Public Workshop Location

Thomas W Pyle Middle School Cafeteria
6311 Wilson Lane
Bethesda, MD
Monday, March 2, 2015 from 7pm to 9pm

MCDOT wants your feedback: We encourage you to provide your comments on the Postage Paid Public Comments Form included with this newsletter. You can also e-mail your comments directly to the project manager at: patricia.shepherd@montgomerycountymd.gov by 3/17/15.



ISIAH LEGGETT
 Montgomery County Executive

Al Roshdich—Acting Director
 Montgomery County Department of Transportation (MCDOT)

DIVISION OF TRANSPORTATION ENGINEERING

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 Gaithersburg, Maryland 20878
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 Design Chief

Girum Awoke, Ph.D., P.E.
 Construction Chief

Peter Clark
 Acting Property Acquisition Chief

For alternative formats of this newsletter, please contact the Division of Transportation Engineering at 240. 777. 7220 (voice).

TTY users call MD relay.

The Plan Ahead is a project newsletter published by MCDOT

THE PLAN AHEAD

Al Roshdich - Acting Director
 Department of Transportation

BRADLEY BOULEVARD PHASE II FACILITY PLANNING UPDATE

The Montgomery County Department of Transportation (MCDOT) is finalizing the Phase II Facility Planning Study for the Bradley Boulevard Improvements Project (Wilson Lane to Glenbrook Road) located in Bethesda, Maryland. Therefore, MCDOT is inviting you to attend a Public Workshop to update you on the status of the project and receive your feedback.

BRADLEY BOULEVARD IMPROVEMENTS STUDY PHASE II PUBLIC WORKSHOP SCHEDULE:

Monday, March 2, 2015 • 7pm to 9pm
Thomas W. Pyle Middle School Cafeteria
6311 Wilson Lane, Bethesda, MD

NEWSLETTER PURPOSE

The purpose of this newsletter is to summarize the project's background, present the study team's current activities, convey the next steps of the evaluation process and continue to solicit your comments on the Bradley Boulevard Improvements Project.

PROJECT BACKGROUND

The Bradley Boulevard Improvements Study was initiated in March 2009 as a result of a request in 2003 from the South Bradley Hills Civic Association to install a sidewalk along the north (east) side of Bradley Boulevard between Barrett Lane and Wilson Lane for greater connectivity in the sidewalk network in the area. Subsequently, MCDOT received requests from MoBike

(Montgomery Bicycle Advocates), WABA (Washington Area Bicycle Association) and individual bicycle commuters to include the master planned bicycle facilities. The 1990 Approved and Adopted Bethesda-Chevy Chase Master Plan and the 2005 Countywide Bikeways Functional Master Plan recommend pedestrian connections and a dual bikeway (shared use path and on-road bike lanes/bikeable shoulders) on Bradley Boulevard from Persimmon Tree Road to Wisconsin Avenue of which this project area is a portion of this length.



Safer on road bike lanes for cyclists along Bradley Boulevard

MCDOT completed a Phase I Facility Planning Study that included the development of six alternatives based on the Master Plans, the project's purpose and need, the traffic study, safety, and the environmental assessment. A public meeting was held on October 27, 2009. Forty(40) citizens attended and one hundred and



BRADLEY BOULEVARD PHASE II FACILITY PLANNING UPDATE

forty (40) written comments were received. A public workshop was held on November 10, 2010. Fifty-five citizens (55) attended and eighty-four (84) written comments were received. At the end of Phase I, a Project Prospectus was prepared, a project briefing occurred with the M-NCPPC Planning Board on July 7, 2011, and a presentation to Montgomery County Council's Transportation, Infrastructure, Energy & Environment Committee (T&E) occurred on July 19, 2011. The Planning Board and the County Council concurred with the team's recommended Alternate 4A - 8' Shared Use Path North Side and Sidewalk South Side with Blkable Shoulders. However the Council recommended widening the shoulders from 4' to 5' and designating them bike lanes, prohibiting parking along Bradley Boulevard, adding left turn lanes on the Wilson Lane approaches to Bradley Boulevard, and the minimizing of tree impacts.

The recommended alternative:

- Provides safe and continuous pedestrian access on both sides of Bradley Boulevard for school aged children, transit users and all pedestrians where there is currently a gap in the sidewalk connectivity network.
- Improves pedestrian and cyclist access to major destinations along and beyond the study area.
- Improves safety for all users at the intersections of Bradley Boulevard and Wilson Lane, Bradley Boulevard and Goldsboro Road, and Bradley Boulevard and Glenbrook Road.
- Improves the drainage conditions along both sides of Bradley Boulevard with environmentally friendly facilities that will meet current stormwater management requirements. Drainage swale widths will be minimized to reduce impacts to trees and existing landscape while still being permissible.

PHASE II CURRENT ACTIVITIES

Phase II Facility Planning began in January 2012 and is commonly referred to as preliminary engineering (35% design), where impacts are identified, and a cost

estimate and project schedule are developed. Activities that have occurred to date include:

- Additional topographic surveys for the east and west ends of the project due to the addition of left turn lanes on Wilson Lane and the extension of the project to Glenbrook Road.
- A property survey was completed throughout the corridor.
- Concept plans for the selected alternate were prepared for review by MCDOT, SHA, and utility companies.
- Conceptual Stormwater Management (SWM) for the selected alternate was submitted to and approved by the Department of Permitting Services (DPS).
- A geotechnical investigation was completed which included the drilling of 34 soil borings within SHA right-of-way to support the pavement and SWM design and cost estimating.
- An analysis of individual trees throughout the corridor was performed including investigating tree save measures in order to minimize tree impacts.
- In coordination with SHA this project will include two additional unsignalized crosswalks across Bradley Boulevard to address the community's concerns and to increase pedestrian mobility.

Following the Public Workshop on **Monday, March 2, 2015** from 7pm to 9pm, Phase II Facility Planning will continue and will be completed this summer.

NEXT STEPS

At the conclusion of Phase II, the public, MCDOT Director, and elected officials will assess the benefits of the Bradley Boulevard Improvements Project. If it is determined that the project has merit, it will be submitted by MCDOT as part of the Capital Improvements Program (CIP) to compete for funding for final design and construction. Final design and construction may take up to three years.



Bradley Boulevard looking east

Improvements will provide safer access along Bradley Blvd.



THE LIFE OF A Transportation Project FACILITY PLANNING-PHASE I

Collect data, obtain public input, develop concept plans, evaluate and select preferred alignment/cross section, Obtain Director's and Montgomery County Council's Transportation Infrastructure, Energy and Environment committee (T&E) approval.

FACILITY PLANNING-PHASE II

Develop 35% design plans, cost estimate and project schedule.

We are here

Submit to County Executive and County Council for final decision and construction funding in Capital Improvement Program (CIP).

LEGEND

COMPLETED

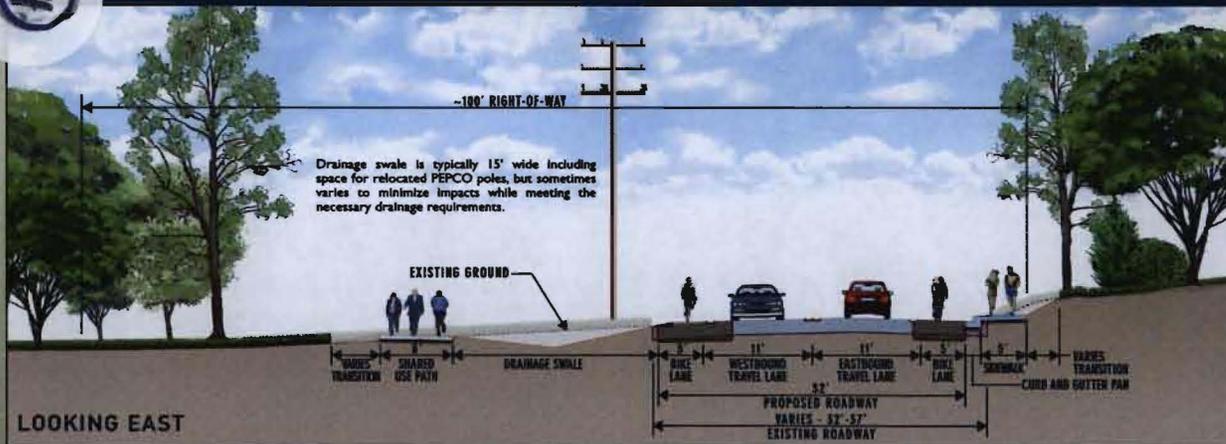
CURRENTLY

NOT FUNDED

If approved for full funding and is included in the CIP, complete final design and construction

BRADLEY BOULEVARD PROPOSED TYPICAL SECTION

8' Shared Use Path North Side and Sidewalk South Side with Bike Lanes



LOOKING EAST

Should this project advance to design and construction, MCDOT will meet with adjacent property owners to address individual concerns

please contact the project manager should you want to meet individually

Patricia Shepherd, Project Manager ■ Phone: 240-777-7231 ■ Email to patricia.shepherd@montgomerycountymd.gov

Pedestrian/Bike/ADA Analysis Sheet

6/19/15

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: BRADLEY BOULEVARD (MD191) IMPROVEMENTS

CIP#: 501733

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

BETHESDA CENTRAL BUSINESS DISTRICT, BETHESDA COMMUNITY SCHOOL, RADNOR CENTER, CHABAD-LABAVITCH CENTER OF BETHESDA-CHEVY CHASE, 17 RIDE-ON BUS STOPS, CAPITAL CRESENT TRAIL

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

MONTGOMERY COUNTY'S 2005 COUNTYWIDE BIKEWAYS FUNTIONAL MASTERPLAN: DUAL BIKEWAY ON BRADLEY BOULEVARD FROM PERSIMMON TREE ROAD TO WISCONSIN AVENUE (Pg. 44)

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination, and need for streetlights. Check for pedestrian/bike accident histories.

Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

- THERE WERE 3 COLLISIONS INVOLVING A VEHICLE AND BICYCLIST INCLUDED IN THE TRAFFIC STUDY PERIOD FROM 2003 – 2007.
- LACK OF STORM DRAINAGE RESULTS IN STADING WATER ON THE ROADWAY CREATING A SAFETY PROBLEM FOR MOTORISTS AND BICYCLISTS.
- LACK OF SIDEWALKS IN THIS AREA OF BETHESDA

- **STREETLIGHTS ARE DEFICIENT ON THE NORTH SIDE OF BRADLEY BOULEVARD**

4. Recommended improvements :

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines. The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

THE PROJECT WILL ENHANCE PEDESTRIAN AND BICYCLE ACCESS TO TRANSIT STOPS AND THE BETHESDA CENTRAL BUSINESS DISTRICT.

5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any). Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

THE PROPOSED PEDESTRIAN AND BICYCLE FACILITIES WILL REQUIRE RELOCATION OF EXISTING PEPCO POLES AT SIGNIFICANT COST

Resources:

'Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities', 1992
Architectural and Transportation Barriers Compliance Board, ADA, Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA); Accessibility Guidelines; 'Proposed Rule', 1999
American Association of State Highway and Transportation Officials (AASHTO), 'Guide for the Development of Bicycle Facilities', 1999

Pedestrian/Bike/ADA Analysis Sheet

August 2015

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: Life Sciences Center Loop Trail **CIP#: 501742**

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

The project will provide safe bicycle and pedestrian infrastructure access to the planned employment centers, Corridor Cities Transitway and other public transportation stations, Shady Grove Metro Station, the King Farm, the Crown Farm, Kentlands, and the Watkins Mill Town Center, Universities at Shady Grove, shopping centers, places of worship, medical centers, recreational facilities, and schools.

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

Great Seneca Science Corridor Master Plan (pages 87-93)
1982 Oakmont Special Study Plan,
1985 Gaithersburg Vicinity Master Plan
1990 Shady Grove Study Area Master Plan
Master Plan of Highways

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination, and need for streetlights. Check for pedestrian/bike accident histories. Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

The LSC Loop is a critical staging element to the transportation infrastructure and will allow the Life Sciences Center to advance to Stage 2 of the Master Plan's development. The LSC will incrementally increase the Non-Auto Driver Mode Share (NADMS) for commuters where existing conditions and deficiencies will be addressed to enhance bicycle and pedestrian access.

4. Recommended improvements:

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines. The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

The scope of the project is to provide both pedestrian and bicycle improvements. Existing conditions are evaluated as part of the process.

5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any). Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

Safety, accessibility, an increase in Non-Auto Driver Mode Share (NADMS) will be enhanced significantly by providing pedestrian and bicycle facilities where none exists today or where new required standards will replace outdated facilities.

Resources:

'Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities', 1992
Architectural and Transportation Barriers Compliance Board, ADA, Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA); Accessibility Guidelines; 'Proposed Rule', 1999
American Association of State Highway and Transportation Officials (AASHTO), 'Guide for the Development of Bicycle Facilities', 1999

Met 7:00 AM



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

2016 FEB -2 PM 1:50

OFFICE OF THE CHAIR

RECEIVED
MONTGOMERY COUNTY
COUNCIL

February 1, 2016

MM
CC
SCF
HL
JZ
GO

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

Dear President Floreen:

At its meeting of January 28, 2016, the Montgomery County Planning Board approved incorporating Life Sciences Center (LSC) Loop Design Guidelines into the Urban Design Guidelines for the 2010 Great Seneca Science Corridor (GSSC) Master Plan. Identified in the Master Plan as “the organizing element of the LSC open space plan,” the LSC Loop is expected to facilitate the redevelopment of the Life Sciences Center from a suburban office park into a vibrant, bikeable, and walkable mixed-use community. The Master Plan makes it clear that the LSC Loop is intended to be more than a standard shared-use path; it is designed to link the destinations and districts of the Life Sciences Center with a facility that will serve both non-auto transportation and recreational needs, as well as to become an attractive placemaking feature in its own right. The importance of the LSC Loop is underscored by its inclusion as a Master Plan staging trigger: The Master Plan requires that funding for the LSC Loop must be included in the County’s six-year Capital Improvement Plan (CIP) or through developer contributions before new Stage 2 development allocations can be approved. The Master Plan states that “Creation of the loop (including landscaping and facilities such as benches) will be the primary amenity requested of property owners” (GSSC Master Plan, page 31). Implementation of the LSC Loop should also help the Master Plan reach an additional Master Plan staging trigger for Stage 2: Achieving a non-auto driver mode share of 18%.

For the past year, Montgomery County Planning staff members have been working to create design guidelines for the LSC Loop. The effort has included work with other County agency staff and the City of Gaithersburg, members of the GSSC Implementation Advisory Committee, and a consultant hired through a Transportation-Land Use Connections grant awarded by the Metropolitan Washington Council of Governments. The recommended next step in implementation of the LSC Loop is the creation of a fully engineered Facility Plan. The County Executive has included a CIP item to accomplish this in his FY17 Recommended Capital Budget and FY 17-22 Capital Improvements Program. Creation of a Facility Plan for the LSC Loop would allow the development of accurate cost estimates for inclusion in the

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The Honorable Nancy Floreen
February 1, 2016
Page Two

CIP, and facilitate construction by developers where required as part of site plan approvals. An additional advantage of having a Facility Plan is to have a "shovel-ready" project, which is a requirement of certain grant programs that could provide substantial funding for construction of the Loop. Creative funding is a goal of the implementation strategy for the LSC Loop.

The Planning Board endorses the County Executive's proposed CIP item to create a Facility Plan for the LSC Loop (CIP item No. P501742) and urges the Council to approve funding for this effort.

Sincerely,



Casey Anderson
Chair

CA:sf:ha

cc: County Executive Leggett

Pedestrian/Bike/ADA Analysis Sheet

8/18/15

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: Oak Drive/MD 27 Sidewalk

CIP#: 501741

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

Damascus Center (commercial/retail and employment center), Damascus Elementary and High School, John T. Baker Middle School, Damascus Community & Recreation Center, John Haines Park, Magruder Branch Stream Valley Park, Damascus Valley Park, Damascus Regional Park, 17 Ride-On bus stops (within 1.5 miles) that provide service to Shady Grove Metro, Damascus Park & Ride Lot, Senior Center and library.

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

2006 Damascus Master Plan

- Oak Drive (P9): 2-lane primary residential roadway, 70' minimum right-of-way (pg. 53)
- Kingstead Road (P10): 2-lane primary residential roadway, 70' minimum right-of-way (pg. 53)
- MD 27 (A11): 2-lane arterial roadway, 100' minimum right-of-way (pg. 53)
- Both roadways: recommendation to extend sidewalks to key civic destinations

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination,

Pedestrian/Bike/ADA Review Sheet, Cont'd. – Page 2

and need for streetlights. Check for pedestrian/bike accident histories. Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

This project proposes to fill in the gaps where there exists a deficiency in sidewalk continuity.

4. Recommended improvements :

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines. The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

Oak Drive only has existing sidewalk from John T. Baker Middle School to the northern intersection at MD 27. This project will provide safe pedestrian access; enhance/improve conditions by construction of a new sidewalk from the southern intersection at MD 27 to the school. Street lights exist on power poles.. ADA standard will be implemented. The proposed MD 27 sidewalk will similarly provide a safer condition for pedestrians by completing a continuous sidewalk from the southern intersection at Oak Drive to Damascus center. Street lights exist along MD 27 but may be supplemental with additional lighting as needed.

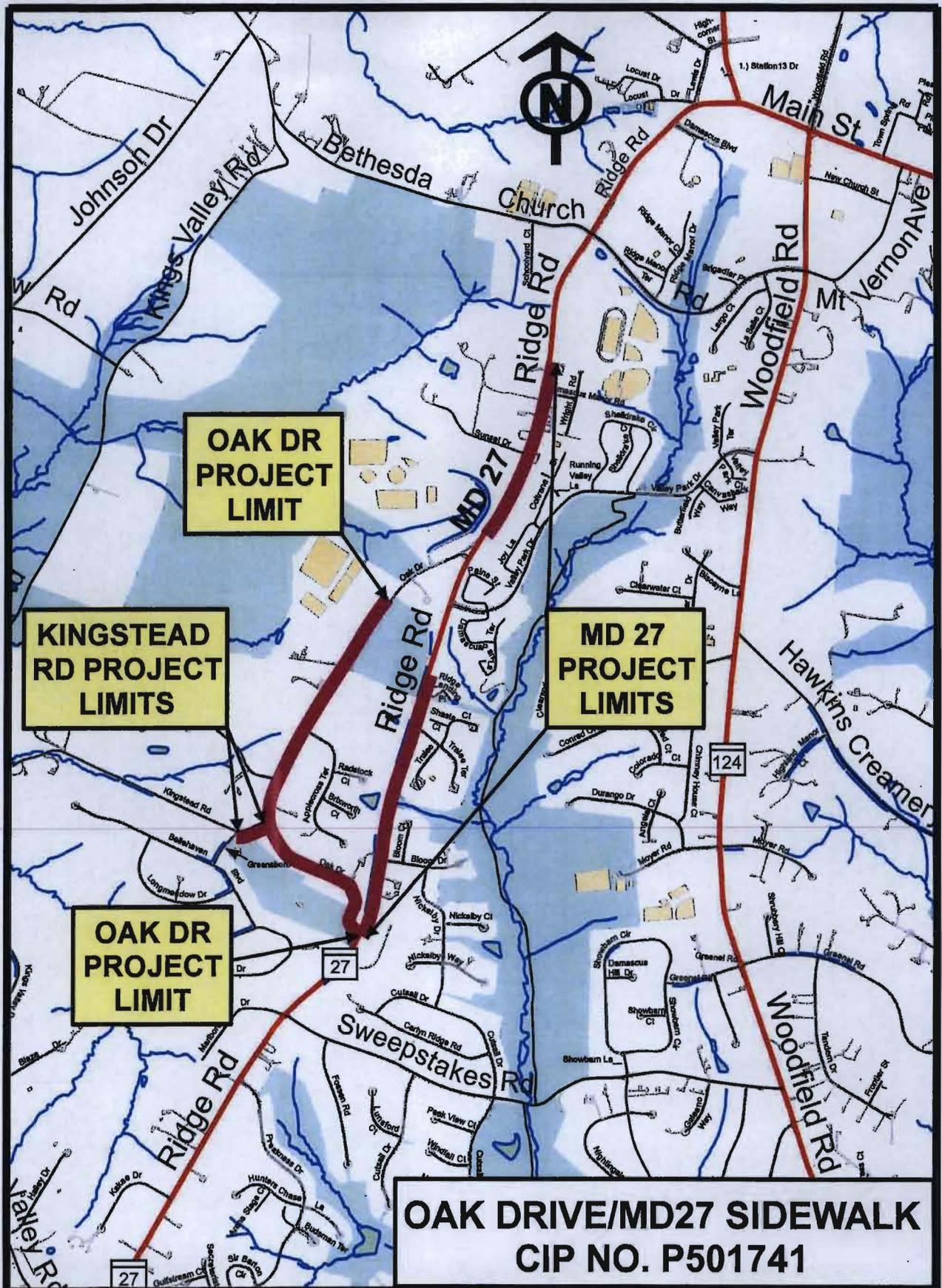
5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any). Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

No extraordinary costs from ADA requirements. Some additional costs will be incurred at driveway locations due to grading challenges and/or retaining walls at the steep grades. The proposed sidewalks will provide a safe alternative for pedestrians currently using the roadway or shoulders. Safety levels are expected to improve..

Resources:

'Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities', 1992



Bethesda CBD Streetscape — No. 500102

Category **Transportation**
 Agency **Transportation**
 Planning Area **Bethesda-Chevy Chase**
 Relocation Impact **No**

Date Last Modified **September 3, 2015**
 Previous PDF Page Number **11-90**
 Required Adequate Public Facility **No**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY15	Est. FY16	Total 6 Years	FY17	FY18	FY19	FY20	FY21	FY22	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	1,566	411	500	655	410	245	-	-	-	-	-
Con Mgmt	431	2	-	429	-	-	429	-	-	-	-
Land	-	-	-	-	-	-	-	-	-	-	-
Site Improvements	910	-	-	910	-	-	910	-	-	-	-
Utilities	-	-	-	-	-	-	-	-	-	-	-
Construction	2,814	-	-	2,814	-	-	2,814	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	5,721	413	500	4,808	410	245	4,153	-	-	-	-

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,721	413	500	4,808	410	245	4,153	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total	5,721	413	500	4,808	410	245	4,153	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY 01	(\$000)
Initial Cost Estimate		-
First Cost Estimate		
Current Scope	FY 17	5,721
Last FY's Cost Estimate		8,214
Present Cost Estimate		5,721
Appropriation Request Budget	FY 17	655
Appropriation Request Budget Est	FY 18	4,153
Supplemental Appropriation Request	FY 16	-
Transfer		-
Cumulative Appropriation Expenditure/Encumbrances		413
Unencumbered Balance		1,089
Partial Closeout thru	FY 14	-
New Partial Closeout	FY 15	-
Total Partial Closeout		-



PROJECT NO. 500102

PROJECT NAME: Bethesda CBD Streetscape

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately ~~5,425~~ 2,670 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes ~~1,125~~ 475 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive, ~~3,550~~ 1,825 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD and ~~750~~ 370 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, and roadway signs. This project addresses streetscape improvements only and does not assume undergrounding of utilities.

Service Area
Bethesda CBD

45

Capacity

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements facilities identified in Stage I prior to moving to Stage II.

Bethesda CBD Sector plan, approved and adopted July 1994 and Bethesda Streetscape Plan Standards, updated 1992.

Plans & Studies

Cost Change

STATUS

Preliminary design stage.

OTHER

Coordination with PEPCO revealed that installation of aesthetic covering on utility poles is not feasible.

ESTIMATED SCHEDULE

~~Design will be completed in the Fall of 2017. Construction will start in the Summer of 2017 and will be completed by Spring 2019.~~
FINAL DESIGN TO START IN FALL 2016 AND CONCLUDE BY WINTER 2017. UTILITY RELOCATIONS WILL START
SPRING 2018. CONSTRUCTION WILL START SUMMER 2018 AND BE COMPLETED BY SUMMER 2019.

OTHER DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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Goshen Road South -- No. 501107

Category Transportation
 Subcategory Roads
 Administering Agency Transportation
 Planning Area Gaithersburg Vicinity

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 21, 2010
 No
 None.
 Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	10,490	0	0	4,770	500	2,060	2,000	110	50	50	5,720
Land	15,660	0	0	12,000	0	0	0	4,000	4,000	4,000	3,660
Site Improvements and Utilities	18,500	0	0	0	0	0	0	0	0	0	18,500
Construction	78,960	0	0	0	0	0	0	0	0	0	78,960
Other	0	0	0	0	0	0	0	0	0	0	0
Total	123,610	0	0	16,770	500	2,060	2,000	4,110	4,050	4,050	106,840

FUNDING SCHEDULE (\$000)

G.O. Bonds	118,485	0	0	16,770	500	2,060	2,000	4,110	4,050	4,050	101,715
Intergovernmental	5,125	0	0	0	0	0	0	0	0	0	5,125
Total	123,610	0	0	16,770	500	2,060	2,000	4,110	4,050	4,050	106,840

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A five foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final design for entire length of project to commence in FY11 and conclude in the fall of 2014. Property acquisition to start in the summer of 2013 and take approximately 36 months to complete. Utility relocations to start in the summer of 2016, and construction to begin in the summer of 2017 and be completed in late 2019 to early 2020.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

The project scope and schedule are new for FY 11. A more accurate cost estimate will be prepared upon completion of Final Design.

FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">123,610</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	123,610	Current Scope			Last FY's Cost Estimate		0	Maryland-National Capital Park and Planning Commission (MNCPPC) Maryland State Highway Administration (MSHA) Utility Companies Department of Permitting Services City of Gaithersburg Facility Planning Transportation- No. 509337	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY11	123,610												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">2,560</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">2,000</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY11	2,560	Appropriation Request Est.	FY12	2,000	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	2,560												
Appropriation Request Est.	FY12	2,000												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">0</td> </tr> </table>	Cumulative Appropriation	0	Expenditures / Encumbrances	0	Unencumbered Balance	0								
Cumulative Appropriation	0													
Expenditures / Encumbrances	0													
Unencumbered Balance	0													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0					
Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

Goshen Road South — No. 501107

Category	Road	Date Last Modified	September 3, 2015
Agency	Transportation	Previous PDF Page Number	11-106
Planning Area	Gaithersburg Vicinity and Goshen	Required Adequate Public Facility	No
Relocation Impact	No		

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY15	Est. FY16	Total 6 Years	FY17	FY18	FY19	FY20	FY21	FY22	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	6,750	4,063	1,163	1,524	329	159	430	328	278	-	-
Con Mgmt	6,161	112	-	6,049	-	-	379	1,969	1,818	1,883	-
Land	17,010	24	-	16,986	5,711	4,846	6,429	-	-	-	-
Site Improvements	8,556	-	-	8,556	-	-	-	2,100	3,030	3,426	-
Utilities	9,600	-	-	9,600	-	-	4,800	3,800	1,000	-	-
Construction	84,382	-	-	84,382	-	-	-	28,438	28,277	27,667	-
Other	28	28	-	-	-	-	-	-	-	-	-
Total	132,487	4,227	1,163	127,096	6,040	5,005	12,039	36,635	34,403	32,975	-

FUNDING SCHEDULE (\$000)

G.O. Bonds	121,432	4,227	1,163	116,041	6,040	5,005	9,968	33,374	31,627	30,028	-
Impact Tax	3,455	-	-	3,455	-	-	2,071	661	276	447	-
Intergovernmental	7,600	-	-	7,600	-	-	-	2,600	2,500	2,500	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total	132,487	4,227	1,163	127,096	6,040	5,005	12,039	36,635	34,403	32,975	-

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY 11	(\$000)
Initial Cost Estimate		-
First Cost Estimate		-
Current Scope	FY 17	130,887
Last FY's Cost Estimate		128,630
Present Cost Estimate		132,487
Appropriation Request Budget	FY 17	-
Appropriation Request Budget Est	FY 18	-
Supplemental		
Appropriation Request	FY 16	-
Transfer		-
Cumulative Appropriation		15,755
Expenditure/		
Encumbrances		5,391
Unencumbered Balance		10,364
Partial Closeout thru	FY 14	-
New Partial Closeout	FY 15	-
Total Partial Closeout		-





City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

December 1, 2015

The Honorable Isaiah Leggett
County Executive
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

SUBJECT: Impact Tax Request

Dear Mr. Leggett:

I am writing to request \$2,260,000 from the County's Impact Tax Account, allocated for the City of Rockville to complete the design phase of the Maryland/Dawson Extended project in Rockville Town Center, and to construct phase II of the project. This project is included in the Memorandum of Understanding signed between the City of Rockville and Montgomery County regarding the improvements eligible for funding with development impact tax for transportation improvements revenue collected in the City of Rockville.

The project is listed in the City Master Plan, and consists of designing and constructing the extension of Maryland Avenue between Beall Avenue and Dawson Avenue, as well as Dawson Avenue between North Washington Street and MD 355. It supports existing and future Phase II Town Center development, and includes curbs and gutters, pavement, drainage, utility relocation, stormwater management, sidewalks, street lighting, landscaping, and traffic signal modifications.

In 2013, Montgomery County allocated \$500,000 from the Rockville Impact Tax Account for the design of this project. Since then, the City has hired an engineering firm, and the project is currently under design. The City's Capital Improvement Program allocates an additional \$300,000 to allow the completion of the design phase and \$1,960,000 in FY17 for the right-of-way acquisition and construction of Phase II of the project, which consists of Dawson Avenue between Maryland Avenue extension and MD 355. Therefore, this request is to allocate the \$2,269,000 for FY17.

MAYOR
Bridget Donnell Newton

COUNCIL
Beryl L. Feinberg
Virginia D. Onley
Julie Palakovich Carr
Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

ACTING CITY CLERK
Sara Taylor-Ferrell

CITY ATTORNEY
Debra Yerg Daniel

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The Honorable Isaiah Leggett
December 1, 2015
Page 2

If you have questions regarding this request, please contact me or Mr. Craig Simoneau, Director of Public Works, via email at csimoneau@rockvillemd.gov or via telephone at 240-314-8502.

Sincerely,



Barbara B. Matthews
City Manager, City of Rockville

EE/kmc

cc: Rockville City Mayor and Councilmembers
Al Roshdieh, Acting Director, Montgomery County MCDOT
Jennifer Hughes, Director of OMB, Montgomery County
Joseph Beach, Director of Finance, Montgomery County
Glenn Orlin, Deputy Council Administrator, Montgomery County
Emil Wolanin, Acting Deputy Director, Montgomery County MCDOT
David Moss, Traffic Engineering & Operations, Montgomery County MCDOT
Craig Simoneau, PE, Director of Public Works, City of Rockville
Emad Elshafei, Chief of Traffic and Transportation, City of Rockville
Day file

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Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

June 10, 2010
No
Yes.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	9,033	829	1,004	7,200	800	800	1,000	1,000	1,600	2,000	0
Land	12,453	1,973	1,600	8,880	1,890	3,990	3,000	0	0	0	0
Site Improvements and Utilities	2,700	0	0	2,700	0	0	0	0	2,700	0	0
Construction	95,309	9	0	95,300	0	0	22,300	28,800	26,200	18,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,495	2,811	2,604	114,080	2,690	4,790	26,300	29,800	30,500	20,000	0

FUNDING SCHEDULE (\$000)

EDAET	504	0	504	0	0	0	0	0	0	0	0
G.O. Bonds	98,693	2,811	2,100	93,782	2,180	1,354	22,773	26,645	20,860	19,970	0
Impact Tax	14,618	0	0	14,618	510	3,436	3,527	3,155	3,990	0	0
Intergovernmental	30	0	0	30	0	0	0	0	0	30	0
Recordation Tax Premium	5,650	0	0	5,650	0	0	0	0	5,650	0	0
Total	119,495	2,811	2,604	114,080	2,690	4,790	26,300	29,800	30,500	20,000	0

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with a 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limit is between the eastern limit of the MD355/Montrose interchange on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes a bridge over CSX, a grade-separated interchange with Parklawn Drive, and a tie-in to Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

ESTIMATED SCHEDULE

Design and right-of-way acquisition phase is expected to be complete in the spring of 2012 followed by a construction period of approximately 3 1/2 years.

COST CHANGE

Cost increase due the incorporation of the segment between MD 355/Montrose interchange and Parklawn Drive, as well as more detailed design and construction cost escalation.

JUSTIFICATION

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. At the completion of the Phase I Facility Planning process, a project prospectus was completed in June 2004. This project will connect to the Montrose Parkway West and SHA MD 355/Randolph Road Relocation project.

OTHER

Design of this project will take into consideration the future Veirs Mill Road Bus Rapid Transit (BRT) service.

FISCAL NOTE

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY11	119,495
Current Scope		
Last FY's Cost Estimate		51,300
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	3,591
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,304
Expenditures / Encumbrances		3,704
Unencumbered Balance		5,600
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of Fire and Rescue Services
Department of Transportation
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Maryland Department of Environment
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
Verizon
State Transportation Participation Project No. 500722
Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

MAP

See Map on Next Page

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MPE - PRODUCTION SCHEDULE — No. P500717

Category **Transportation**
 Agency **Transportation**
 Planning Area **North Bethesda-Garrett Park**
 Relocation Impact **Yes**

Date Last Modified **October 9, 2015**
 Previous PDF Page Number **11-110**
 Required Adequate Public Facility **No**

EXPENDITURE SCHEDULE (\$000)

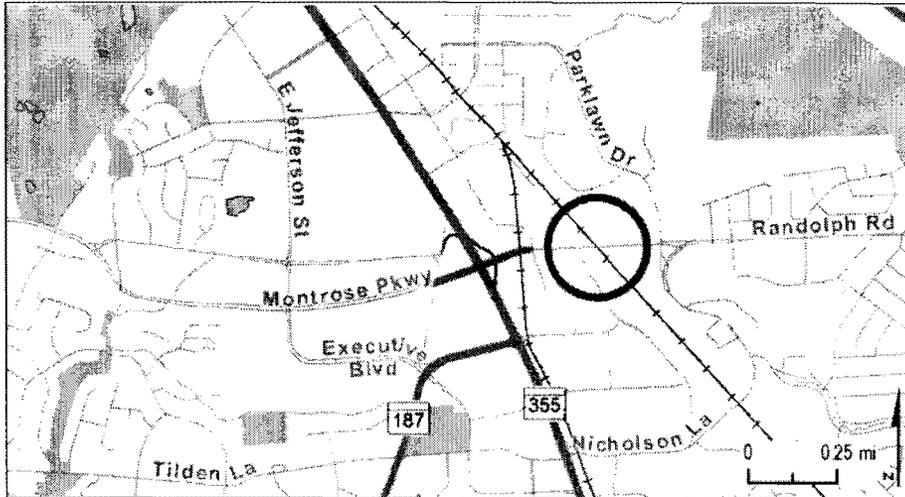
Cost Element	Total	Thru FY15	Est. FY16	Total 6 Years	FY17	FY18	FY19	FY20	FY21	FY22	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	3,815	3,365	170	280	140	140	-	-	-	-	-
Con Mgmt	14,260	-	-	14,260	-	2,460	5,920	5,880	-	-	-
Land	18,180	4,100	7,490	6,590	6,590	-	-	-	-	-	-
Site Improvements	1,370	40	-	1,330	-	-	-	150	1,180	-	-
Utilities	5,160	-	-	5,160	1,590	1,520	1,080	970	-	-	-
Construction	93,350	-	-	93,350	-	15,950	38,700	38,700	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	136,135	7,505	7,660	120,970	8,320	20,070	45,700	45,700	1,180	-	-

FUNDING SCHEDULE (\$000)

G.O. Bonds	136,135	7,505	7,660	120,970	8,320	20,070	45,700	45,700	1,180	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
Total	136,135	7,505	7,660	120,970	8,320	20,070	45,700	45,700	1,180	-	-

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY 07	(\$000)
Initial Cost Estimate		2,287
First Cost Estimate		
Current Scope	FY 13	119,890
Last FY's Cost Estimate		119,890
Present Cost Estimate		136,135
Appropriation Request Budget	FY 17	2,705
Appropriation Request Budget Est	FY 18	105,898
Supplemental		
Appropriation Request	FY 16	-
Transfer		-
Cumulative Appropriation		20,819
Expenditure/		
Encumbrances		7,859
Unencumbered Balance		12,960
Partial Closeout thru	FY 14	-
New Partial Closeout	FY 15	-
Total Partial Closeout		-

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PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSXT railroad and interchange at Parklawn Drive. Pedestrian and bicycle accommodations will be included where appropriate.

JUSTIFICATION: This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSXT Railroad crossing.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 586, Bus Rapid Transit Transit Study (Line 25)
 Montrose Parkway East (Montgomery County Project)



STATUS: Engineering underway. Montgomery County is contributing \$9.0 million to engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				2018.....2019.....2020.....2021.....		
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	2,911	580	5,509	0	0	0	0	6,089	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,860	4,771	580	5,509	0	0	0	0	6,089	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 54,600 (MD 355)

PROJECTED (2035) - 66,750 (MD 355)



Montgomery County Government

ROCKVILLE, MARYLAND 20850

February 11, 2015

The Honorable Pete Rahn
Secretary, Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, Maryland 21076

Dear Secretary Rahn:

In light of the Draft FY2015-2020 Consolidated Transportation Program we have updated the State transportation priorities we last transmitted dated March 18, 2014. This letter describes our latest sets of priorities for currently unfunded or underfunded State transportation projects and studies.

It is of utmost importance that the Maryland Department of Transportation (MDOT) support the Washington Metropolitan Area Transit Authority's multi-year capital improvement programs for infrastructure investment to maintain a state of good repair. Additional funding is needed to operate eight-car trains, eliminate the Red Line turnbacks at Grosvenor and Silver Spring, and to expand the existing station platform and circulation capacity to accommodate existing and projected riders.

We deeply appreciate the State providing funding for the Purple Line and for Stage 1 of the Corridor Cities Transitway (CCT) from Shady Grove to Metropolitan Grove. The Purple Line and the CCT are our highest transportation priorities (see below); the Purple Line is the higher priority of the two only because it is closer to implementation. With the recent recommendation of the Federal Transit Administration for the Purple Line and the inclusion of \$100 million in the President's budget, we are optimistic that Congress will authorize and appropriate its share of the cost of the Purple Line. Regarding the CCT, we also urge that a means for achieving full funding be sought for the entire line, not only for Stage 1.

The balance of this letter describes our State funding priorities for MDOT's Construction Program and the Development and Evaluation (D&E) Program, respectively:

PRIORITIES FOR THE CONSTRUCTION PROGRAM

- 1. Purple Line
2. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: \$25 million for MD 355 to Parklawn Drive segment (MD 355 Intchg., Phase II)
4. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
5. US 29 Bus Rapid Transit line, Burtonsville to Silver Spring
5. MD 355 Bus Rapid Transit line, Bethesda to Clarksburg
5. US 29/Tech Road/Industrial Parkway: grade-separated interchange
8. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
9. US 29/Fairland Road/Musgrove Road: grade-separated interchange
10. MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
11. MD 586 (Veirs Mill Road) Bus Rapid Transit line. Rockville to Wheaton
12. MD 97 (Georgia Avenue) and Forest Glen Rd: pedestrian underpass and safety improvements
13. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
14. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
15. I-270/Newcut Road: grade-separated interchange
16. MD 97 (Georgia Avenue), I-495 to MD 390 (16th Street): safety and accessibility improvements

The Honorable Pete Rahn
February 11, 2015
Page 2

Once the project planning studies evaluating the addition of high-occupancy-vehicle (HOV) lanes on I-270 (I-370 to Frederick County) and I-495 (I-270 West Spur to Virginia) are re-initiated, and once a funding strategy is developed for these megaprojects of statewide significance, we will include them among the Construction Program priorities. We urge you to complete details and cost estimates for smaller segments of these corridors that your staff has been analyzing. They could be implemented in a shorter time frame, produce immediate congestion reduction benefits and the much lower costs make them very cost-effective.

PRIORITIES FOR THE D&E PROGRAM

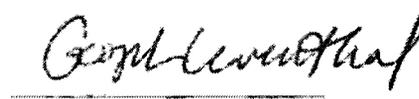
1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur
3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue.
6. Midcounty Highway Extended, ICC to Shady Grove Road
7. MD 119 (Great Seneca Highway)/Sam Eij Highway/Muddy Branch Road: grade-separated interchanges
8. ICC hiker/biker trail: US 29 to MD 650, Bonifant Road to MD 182
9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements
10. MARC Brunswick Line Growth and Investment Plan improvements

Attached is a fuller description of these projects, and how each conforms to local master plans and the goals of the Maryland Transportation Plan. If you need any clarifications about our recommendations, please contact us.

Sincerely,



Isiah Leggett
County Executive



George Leventhal, President
County Council

cc: The Honorable Lawrence Hogan, Governor, State of Maryland
The Honorable Nancy King, Chair, Montgomery County Senate Delegation
The Honorable Shane Robinson, Chair, Montgomery County House Delegation
Casey Anderson, Chair, Montgomery County Planning Board



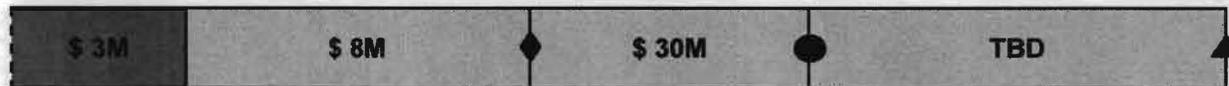
Program Status and Schedule

thru FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25
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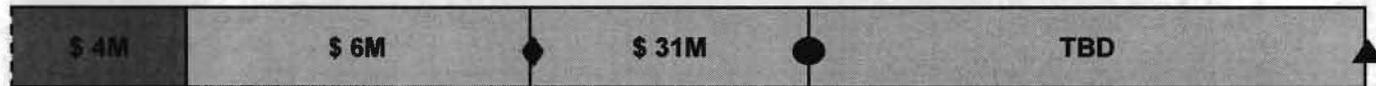
CCT*
9.0 mi.
\$ 80M/mi.



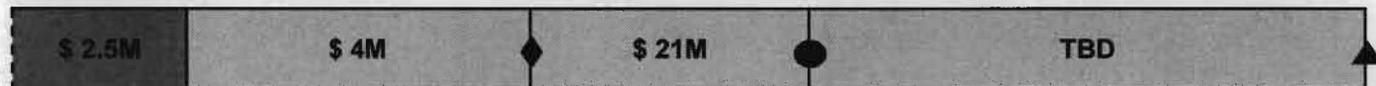
US 29**
11.0 mi.
\$ 21M/mi.



MD 355 N**
14.1 mi.
\$ 43M/mi.



MD 355 S**
9.3 mi.
\$ 44M/mi.



Veirs Mill Rd**
6.2 mi.
\$ 44M/mi.



- Funded
- Unfunded
- Locally Preferred Alternative (LPA) Identified
- Project Planning Complete - 30% Design
- Final Design and Construction

Notes

* Costs based on MTA's 2012 CTP, with outstanding expenditures escalated to 2015 dollar values. Based on recent discussions with MTA, it is expected that project costs will be higher than 2012 estimates.

** Project costs based on SHAMTA estimates

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MPE - PRODUCTION SCHEDULE — No. P500717

Category **Transportation**
 Agency **Transportation**
 Planning Area **North Bethesda-Garrett Park**
 Relocation Impact **Yes**

Date Last Modified **October 9, 2015**
 Previous PDF Page Number **11-110**
 Required Adequate Public Facility **No**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY15	Est. FY16	Total 6 Years	FY17	FY18	FY19	FY20	FY21	FY22	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	3,815	3,365	170	280	140	140	-	-	-	-	-
Con Mgmt	14,260	-	-	14,260	-	2,460	5,920	5,880	-	-	-
Land	18,180	4,100	7,490	6,590	6,590	-	-	-	-	-	-
Site Improvements	1,370	40	-	1,330	-	-	-	150	1,180	-	-
Utilities	5,160	-	-	5,160	1,590	1,520	1,080	970	-	-	-
Construction	93,350	-	-	93,350	-	15,950	38,700	38,700	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	136,135	7,505	7,660	120,970	8,320	20,070	45,700	45,700	1,180	-	-

77102 FUNDING SCHEDULE (\$000)

	83524	49747505	14487660	120,970	75208330	167320070	45,700	45,700	1,180	0	-
G.O. Bonds	136,135										
Impact Tax	20319	1617	622	12490	749	3897	3897	3897	-0	0	-
Intergovernmental	728	0	0	728	0	-0	-0	728	0	0	-
Rec Tax Premium	6564	914	0	5650	0	0	2825	2825	0	0	-
State Aid	25000	0	0	25000	0	0	-0	25000	0	0	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total	136,135	7,505	7,660	120,970	8,320	20,070	45,700	45,700	1,180	-	-

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY 07	(\$000)
Initial Cost Estimate		2,287
First Cost Estimate		
Current Scope	FY 13	119,890
Last FY's Cost Estimate		119,890
Present Cost Estimate		136,135
Appropriation Request Budget	FY 17	2,705
Appropriation Request Budget Est	FY 18	105,898
Supplemental Appropriation Request	FY 16	-
Transfer		-
Cumulative Appropriation Expenditure/		20,819
Encumbrances		7,859
Unencumbered Balance		12,960
Partial Closeout thru	FY 14	-
New Partial Closeout	FY 15	-
Total Partial Closeout		-

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Platt Ridge Drive Extended (P501200)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Under Construction

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	891	759	0	132	132	0	0	0	0	0	0
Land	10	5	5	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,799	0	0	2,799	2,799	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	764	5	2,931	2,931	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,639	764	5	2,870	2,870	0	0	0	0	0	0
Intergovernmental	61	0	0	61	61	0	0	0	0	0	0
Total	3,700	764	5	2,931	2,931	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				5	0	1	1	1	1	1	1
Net Impact				5	0	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,700
Expenditure / Encumbrances		996
Unencumbered Balance		2,704

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 12 3,700
Last FY's Cost Estimate	3,700

Description

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20 feet) with guardrails and a minimum right-of-way width of 30 feet; sidewalks, streetlights, drainage ditches and similar features are not proposed in order to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

Capacity

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community, as well as all motorists, pedestrians and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue.

Estimated Schedule

Detailed planning and design activities began in FY12 and will be completed in FY16. Construction will start in ~~FY16~~ and be completed in FY17.

Justification

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the increase in traffic from the Base Realignment and Closure (BRAC) relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the Maryland State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (a new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal was installed in FY11 with funding from the Traffic Signals project (CIP No. #507154). It was also found that Alternative 3 (the extension of Platt Ridge Drive to Montrose Driveway) would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the M-NCPPC.

Other

The project is delayed by one year due to delays in resolving park mitigation issues. Right-of-way for this project will be dedicated to the public by the M-NCPPC or purchased through ALARF funding. The project will benefit the residents and visitors of the community of Chevy Chase Valley and the motorists, pedestrians, and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue who are impacted by the BRAC relocation.

Platt Ridge Drive Extended (P501200)

Fiscal Note

Intergovernmental funding represents the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Department of Transportation, Department of Permitting Services, Department of Environmental Protection

and analysis, data management and reporting, modeling, and study results. At the conclusion of the Sediment Study, Exelon will present the study report's findings to the members of the Clean Chesapeake Coalition. In addition, Exelon shall continue its discussions with the Maryland Department of the Environment, the Maryland Department of Natural Resources, and other stakeholders on other issues relating to the licensing of Conowingo Dam.

Condition 43: Pilot Project to Provide Public Recreational Use of Pepco Utility Corridors and to Enhance Utility Access to Facilities

Pepco shall coordinate with the Maryland Department of Natural Resources ("DNR"), Montgomery County, Prince George's County and the Maryland - National Capital Park and Planning Commission ("M-NCPPC") to establish a pilot project in its Maryland service territory by which Pepco will grant to an appropriate governmental or private entity in both Counties a limited, non-exclusive license to access specified portions of Pepco's transmission-line property for recreational and transportation use by the public. Paths will provide increased access by Pepco to its facilities along the transmission corridor; therefore, Pepco will have access along any path to serve its facilities. Permanent paths will provide for faster access for restoration of lines damaged during storms and less impact on wetlands and streams since pathways will be built to mitigate damage to sensitive areas. Pepco shall work cooperatively with DNR, Montgomery County, Prince George's County and M-NCPPC to define the license terms. The first pilot project will be a combined paved and natural surface trail system along the transmission corridor from Westlake Drive near Montgomery Mall to the Soccerplex in Germantown (the "Bethesda-Dickerson Corridor"). Within four months after merger

closing, Pepco shall solicit the input and work cooperatively with the DNR, Montgomery County, Prince George's County, M-NCPPC, and other interested parties on the design of an unpaved trail in the portion of the Bethesda-Dickerson Corridor between the Soccerplex and Quince Orchard Road (the "Unpaved Trail").

The terms of the licenses for the pilot projects shall include, but are not limited to, the following:

- i. Construction (e.g., access points and parking, standards, path material, bridges, signs);
- ii. Maintenance (including but not limited to responsibility for snow removal, grass cutting, debris removal);
- iii. Times of Use;
- iv. Acceptable non-motorized uses, including pedestrians, dog walkers, runners, cyclists, horseback riding;
- v. Monitoring acceptable use;
- vi. Responsibility for handling complaints from adjoining landowners, including intake and response;
- vii. Liability and safety requirements;
- viii. Assurance that Pepco's access and use of its property and facilities located therein are not limited in any way; and
- ix. Pepco shall retain final approval regarding the location of the pilot project(s) and the site of any future access, based upon factors such as safety, security, and Pepco's need to continue to provide safe and reliable electric service consistent with its obligations to customers. Pepco will not forfeit or abridge its property rights in any way.

Pepco shall work with the Counties, M-NCPPC, and DNR to gain approval of these trails and to construct them in a way that reasonably minimizes the portion deemed to be impervious surfaces in order to reduce the storm water retention requirements. Subject to the receipt of local contributions toward the pilot projects, Pepco may seek recovery in regulated transmission and distribution rates of the costs that it incurs in

connection with the project. Pepco shall pay reasonable costs associated with the pilot project if it is able to obtain such recovery in regulated rates. If Pepco is not able to obtain rate recovery of the requested amount of pilot project costs (minus the local contribution), it will work with the Counties, M-NCPPC and DNR to reevaluate and appropriately limit the scope of the pilot project, pay the costs of designing the Unpaved Trail, and cooperate to seek alternate sources of funding to complete the pilot project.

Pepco shall follow the implementation of the pilot project, collect lessons learned and identify criteria and conditions under which it would consider future projects to allow access to its property for non-motorized recreational and transportation use.

Condition 44: System Hardening to Support Washington Suburban Sanitary Commission (“WSSC”) Potomac Water Treatment Plant

Within six months after the merger closing, Pepco shall provide to Montgomery County and to Prince George’s County an analysis of transmission- or distribution-system options, and associated costs, to enhance the reliability and resiliency of electric service to the WSSC Potomac Water Treatment Plant, which serves both Montgomery and Prince George’s Counties.

Condition 45: Pepco and BGE Cooperation with the Office of Emergency Management and Homeland Security (“OEMHS”)

Pepco shall continue its strong working relationship, coordination and communication with OEMHS and Montgomery and Prince George’s Counties during storm-restoration events, including with respect to identification of priority facilities to be restored. Exelon shall commit that BGE shall continue a similar relationship in its service territory.

GOCA

Greater Olney Civic Association

P.O. Box 212 • Olney, Maryland • 20830
www.goca.org

John Webster
President
MAJOR OAKS

Greg Intoccia
Executive Vice President
ASHLEY HOLLOW

Matt Quinn
First Vice President
CHERRYWOOD

Bill Calomeris
Second Vice President
OSLEY MILL

Judy Broseker
Recording Secretary
BROOKVILLE KNOLLS

Jackie Benn
Corresponding Secretary
FAIRBILT FARM

Kathy Curtis
Treasurer
LAKE HOLLOWELL

April 20, 2015

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD

Subject: Bowie Mill Road Bikeway (Olney)

Dear Chairman Anderson and Planning Board Commissioners:

The Greater Olney Civic Association (GOCA) represents over 35 homeowner and civic associations in the Olney Master Plan area. For over 30 years, GOCA has promoted the civic, cultural, and economic welfare of the Olney community.

The construction of a bi-directional bikeway on either side of Bowie Mill Road from Route 108 to Muncaster Mill Road is part of the regional Bikeways Master Plan, but is currently unfunded in the most recently published Maryland-National Capital Park and Planning Commission's 2015 Capital Improvement Plan (CIP). GOCA's Transportation Committee has reviewed multiple alternatives for improvements to the bicycle/pedestrian trail network in and around the Olney Master Plan Area and has determined that constructing the Bowie Mill Road Bikeway is our highest trail network priority at this time. A complete Statement of Purpose and Need supporting our position on the Bikeway is attached to this letter.

At our April 14, 2015 Executive Board meeting, GOCA's members overwhelmingly supported the following resolution regarding the Bowie Mill Road Bikeway:

Whereas GOCA has identified that Olney lacks substantive bicycle connections to other areas within Montgomery County and the region as a whole; and

Whereas GOCA's Transportation Committee has determined that bike lanes along Bowie Mill Road represent a unique and viable opportunity for regional connectivity to schools and mass transit; and

Whereas Bowie Mill Road currently lacks the necessary infrastructure to ensure bicycle safety, but is designated for such improvement in the Montgomery County Bikeways Master Plan ("BL-20")

GOCA hereby resolves to endorse the recommendation of its Transportation Committee and request inclusion of the Bowie Mill Road bike lanes in the County's Capital Improvement Plan

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Bowie Mill Road is a heavily-traveled corridor, providing a critical link from Olney Town Center and surrounding neighborhoods to destinations such as Sequoyah Elementary School, Magruder High School, Lake Needwood, and the Shady Grove Metrorail station. GOCA strongly believes that now is the right time to invest in the construction of the Bowie Mill Road Bikeway and formally requests the Planning Board's support for this vital project.

Sincerely,

John Webster
President

Cc: The Honorable Isiah Leggett, Montgomery County Executive
Montgomery County Council

From: Floreen's Office, Councilmember [Councilmember.Floreen@montgomerycountymd.gov]
Sent: Tuesday, February 09, 2016 10:18:25 AM
To: Council President
Subject: FW: Bowie Mill Bikeway

From: Daniel Rubenstein [mailto:rubensteindc@gmail.com]
Sent: Monday, February 08, 2016 8:29 PM
To: Berliner's Office, Councilmember <Councilmember.Berliner@montgomerycountymd.gov>; Hucker's Office, Councilmember <Councilmember.Hucker@montgomerycountymd.gov>; Floreen's Office, Councilmember <Councilmember.Floreen@montgomerycountymd.gov>
Cc: Navarro's Office, Councilmember <Councilmember.Navarro@montgomerycountymd.gov>; Riemer's Office, Councilmember <Councilmember.Riemer@montgomerycountymd.gov>; bonnie.cullison@house.state.md.us; benjamin.kramer@house.state.md.us; marice.morales@house.state.md.us; Shepherd, Patricia <Patricia.Shepherd@montgomerycountymd.gov>; Anspacher, David <david.anspacher@montgomeryplanning.org>; anne.kaiser@house.state.md.us; eric.luedtke@house.state.md.us; craig.zucker@senate.state.md.us; bfalcigno@goca.org; gocapresident@gmail.com; Heyboer, Tommy <Tommy.Heyboer@montgomerycountymd.gov>; Silverman, Ken <Ken.Silverman@montgomerycountymd.gov>; rubensteindc@gmail.com
Subject: Bowie Mill Bikeway

Dear Councilmembers Berliner, Hucker and Floreen,

I hope this message finds you well since we last spoke. By way of re-introduction, my name is Danny Rubenstein. I am the Chair of the Greater Olney Civic Association's (GOCA) Bikeways and Pedestrian Subcommittee. I am writing to you this evening to request your assistance in supporting the study, design, and construction of the Bowie Mill Bikeway as part of the upcoming Capital Improvements Program (CIP).

As you know, GOCA has been working hard to promote the development of improved bicycle connections in and around Olney for some time. Given our proximity to both ends of Metro's red line, the Intercounty Connector (ICC), and nearby schools and hospitals, Olney is uniquely situated to embrace bicycling as an alternative to cars, both for commuting and recreational purposes.

While Olney has a well-developed East-West bicycle corridor within our community boundaries (along Maryland Route 108), the community lacks a safe and reliable way to access the rest of the Montgomery County Bikeway System. There is a strong consensus that a dedicated connection point between Olney and the rest of the Montgomery County Bikeway System would help reduce congestion within our community, and would serve as a model for future bicycle-related expansion projects within the County.

With this in mind, GOCA has strongly endorsed the study and construction of Class 3 dedicated cycle tracks along the 3.2-mile length of Bowie Mill Road, from Route 108 (Olney-Laytonsville

Road) to Route 115 (Muncaster Mill Road). This route appears in the *Countywide Bikeways Functional Master Plan* for development (“BL-20”), and **importantly, would complete a connection between our community, and the Shady Grove Metro station, via a bikeway project that is currently under construction along Needwood Road.** With strong community support, we are requesting the assistance of the Montgomery County Council’s Transportation, Infrastructure, Energy & Environment (T&E) Committee to help include funding for the Bowie Mill Bikeway in this year’s upcoming CIP.

GOCA recognizes that a number of projects must compete for limited funding as part of the CIP process, and therefore, we very much appreciate the support that we have received for the Bowie Mill Bikeway from Montgomery County Councilmembers Nancy Navarro and Hans Riemer, our Delegates, Eric Luedtke and Anne Kaiser, Senator Karen Montgomery (Ret.), and our newly-appointed Senator Craig Zucker. I would welcome the opportunity to speak with your offices about how we can help move this project forward.

Attached to this message, I am enclosing some background information regarding the Bowie Mill Bikeway that may be helpful for reference, including our formal *Statement of Purpose and Need*, GOCA’s Resolutions, and a letter of support from Senator Montgomery. I am also copying Councilmember Riemer’s Deputy Chief of Staff, Mr. Tommy Heyboer, who has been particularly generous with his time and assistance in helping GOCA to make this project a reality.

If you have any questions regarding the Bowie Mill Bikeway, or if I can be of further assistance in any other way, please do not hesitate to contact me anytime via telephone at 412.389.1490, or via E-mail at RubensteinDC@gmail.com. Thank you in advance for your assistance, and I look forward to speaking with you.

Best regards,

Danny Rubenstein
Chair, GOCA Bikeways and Pedestrian Subcommittee

Daniel C. Rubenstein
18307 Dundonnell Way
Olney, Maryland 20832
412.389.1490
RubensteinDC@gmail.com

Greater Olney Civic Association
Transportation Committee – Bikeways and Pedestrian Subcommittee

**STATEMENT OF PURPOSE AND NEED:
BOWIE MILL ROAD BIKE LANES**

April 5, 2015

Background:

The Greater Olney Civic Association (GOCA) Transportation Committee has chartered a *Bikeways and Pedestrian Subcommittee* to study and recommend improvements to pedestrian and bikeway access throughout Olney and the surrounding area. This Subcommittee, composed of five members of the Olney community, has identified a critical need to complete a proposed bikeway along Bowie Mill Road, located in Olney's southwestern quadrant.

Purpose:

The purpose of this statement is to recommend that the Greater Olney Civic Association formally endorse and request completion of Class 2 bike lanes along the length of both sides of Bowie Mill Road.

The Subcommittee believes that, while any and all available infrastructure improvements to the region's bikeway system is highly desirable, the Bowie Mill Road corridor presents a unique and well-timed opportunity to complete a critical missing link between Olney, local mass transit, and also link to the Rock Creek Hiker/Biker Trail. The Bowie Mill Road bike lanes are a logical extension of the pending bike path construction along Needwood Road from the area near the Shady Grove Metrorail station to the Intercounty Connector, and Magruder High School.

In support of this recommendation, the Subcommittee recognizes:

- Olney contains numerous bike lanes and shared use paths that connect areas within our boundaries, however, the community lacks any substantial bike lane and bike path connections to the regional county bike trail system;
- Olney's proximity to regional bikeway systems, such as the Intercounty Connector bike path, and the future Needwood Road bike path, provide an excellent opportunity to complete a connection from Olney to the surrounding area that is both practical, and well-defined in scope;
- GOCA's Transportation Committee has determined via local survey that Bowie Mill Road is a heavily-traveled corridor, providing a critical link from Olney Town Center and surrounding neighborhoods to destinations such as Sequoyah Elementary School, Magruder High School, Lake Needwood, and the Shady Grove Metrorail station;
- Olney residents have voiced a specific desire for bike lanes along Bowie Mill Road, citing the dangerous conditions for bicyclists currently using the road (e.g., blind curves, no shoulders, and a 40 mile per hour speed limit);
- Importantly, Montgomery County has identified Bowie Mill Road for further development with bike lanes, as part of a larger, regional Bikeways Master Plan

The Subcommittee recognizes that completion of bike lanes alongside Bowie Mill Road will require additional safety measures and improvements, to ensure that bicyclists can safely traverse Bowie Mill Road. These additional recommendations are discussed in further detail below.

Countywide Bikeways Functional Master Plan:

On February 1, 2005, Montgomery County adopted a draft for the Countywide Bikeways Functional Master Plan, a comprehensive amendment to the 1978 Master Plan of Highways (Resolution No. 15-880). The Plan formally recognized bicycling as one of the most “important,” “efficient” and “cost effective” methods of transportation, providing individuals with access to mobility, without regard to economic status. The Plan recognized, however, that it would be impossible for the County to evaluate the specific need for every mile of proposed bike path. Instead, the County relies on feedback from the residents of the various communities throughout the County to propose recommendations and request implementation.

Status of Bowie Mill Road:

Bowie Mill Road spans a distance of approximately 3.3 miles, between the intersections of Muncaster Mill Road to the southwest, and Olney-Laytonsville Road (Maryland Route 108) to the northeast.

At present, Bowie Mill Road permits one lane of vehicular traffic in each direction, separated by a double-yellow line. The road is characterized by moderate hills, blind turns, missing or incomplete segments of sidewalks or shoulders, and limited visibility, making bicycling both dangerous to the rider and drivers. Where certain segments of Bowie Mill Road have sidewalks, these sidewalk segments are incomplete, and comprise less than one-third of the length of the road from end-to-end.

Bowie Mill Road is currently designated on the Plan (“BL-20”) for development with On-Road (Class 2) Bike Lanes. As set forth in the Plan, Class 2 Bike Lanes are generally designed with the following characteristics:

- 4’ to 6’ marked lane
- Delineated by 6” wide solid white line to separate it from motor vehicle travel lanes
- Identified by pavement markings (bike logo or bike lettering with arrow); and
- Designed and constructed to American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards, including appropriate informational, warning, and regulatory signs

The Subcommittee agrees that a Class 2 bike lane designation is appropriate for Bowie Mill Road, and strongly endorses this recommendation.

Connectivity with Regional Bikeway System:

Olney is centrally located within Montgomery County and is fortunate to have separated (Class 3) bike lanes traversing its boundaries from east to west, along Route 108. However, Olney lacks any substantive connection to regional bike trails, including the partially-completed trail along the Intercounty Connector, and the trail along Needwood Road currently in design. Essentially, Olney bicyclists are currently restricted to travel on completed routes within Olney’s boundaries.

The Subcommittee has identified Bowie Mill Road as a significant and unique opportunity to improve connectivity with the region, because this particular segment would provide access to both regional trails discussed in the paragraph above. Specifically, if completed, the Bowie Mill Road bike trail would enable Olney residents to immediately connect to points such as:

- Sequoyah Elementary School
- Magruder High School
- Points east and west via the Intercounty Connector Bike Trail
- Needwood Mansion and Shady Grove Metrorail Station via the Needwood Road Bike Trail
- Lake Needwood and the Rock Creek Hiker/Biker Trail

Value to the Community:

In an informal survey conducted by GOCA's Transportation Committee in November 2014, the Committee identified that an overwhelming majority of Olney's residents (84%) drive to work. For those residents that work outside the home, more than half (56%) commute to points for which the Bowie Mill bike lanes would improve connectivity, and immediately reduce vehicular congestion.

For example, 39% of Olney residents commute to Rockville, Silver Spring or Bethesda. Completion of the Bowie Mill bike lanes would permit Olney residents to access all three points through existing or planned regional bike trail connections. Further, 19.8% of Olney residents commute to Washington, D.C. Of this group, more than half use Metrorail. Completion of the Bowie Mill bike trail, in conjunction with the Needwood Road trail, would provide immediate access to the Shady Grove Metrorail station. Notably, parking for bicyclists at the Metrorail station is free, while drivers currently pay in excess of \$5 per day to park. Year-round bicyclists could potentially realize a cost savings in excess of \$1,000 per year.

Informal observations also demonstrate that the completion of the Bowie Mill bike lanes would improve local traffic congestion on commuter routes during peak hours. For example, many Olney residents have observed significant traffic back-ups and delays at the intersection of Bowie Mill Road and Muncaster Mill Road immediately prior to, and following, school hours. Completion of the Bowie Mill Road bike lanes would permit a significant number of high school students that currently drive to and from Magruder High School to bike instead.

The benefits of expanded access to community trails are well-documented. Apart from the obvious health and wellness benefits, the overall health of the community, improving livability in the county by adding transportation options for its residents, having more commuters using bike paths supports County conservation and environmental efforts. Trails and bike lanes also provide access to historical landmarks, allowing residents to enjoy the outdoors while visiting culturally rich areas that identify Montgomery County as a unique destination (Sandy Spring Friends Meeting, Rachel Carson's home, Underground Railroad, Sandy Spring Museum, Historic Brookeville, etc.).

Finally, completion of the Bowie Mill Road bike lanes would permit residents of nearby neighborhoods to access Olney Town Center businesses without the need to drive, improving local commerce. Trail-based travel is a major economic driver in many small communities, like Olney. Completion of the Bowie Mill Road bike lanes would support local businesses.^{1,2}

¹ http://outdoorindustry.org/research/economicimpact.php?action=detail&research_id=167

² [http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/special reports and issue briefs/special report/2011_07_12/html/entire.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/special%20reports%20and%20issue%20briefs/special_report/2011_07_12/html/entire.html)

Potential for Utilization:

GOCA's Transportation Committee is aware that many Olney residents desire to use public transportation, but choose not to do so because of the limited frequency of service. For example, Montgomery County's Ride On Route 53 provides service from the Shady Grove and Glenmont Metrorail stations to Olney; however, this service only runs during peak hours, and only then, at half hour intervals. Metrobus routes run more frequently along major roadways (such as Georgia Avenue), but do not provide flexibility to commuters who would need to first reach designated pick-up points. Bicycling is a logical extension of Montgomery County's public transportation system, because it provides additional reliability and flexibility for commuters who wish to commute both point-to-point, or point-to-public transportation. In addition, thanks to previous investments by Montgomery County and surrounding jurisdictions in their public transportation infrastructure, most Metro and Ride On buses are equipped with bike racks. Improved bicycle access along the Bowie Mill Road corridor would result in increased use of existing public transportation options, including Ride On and Metrobus routes.

Additional Consideration – Muncaster Mill Road:

The Subcommittee recognizes that, upon completion of the Needwood Road bicycle lanes, there will be an additional need to ensure a safe, reliable method of connecting the proposed Bowie Mill Road bicycle lanes to the Needwood bicycle lanes, across Muncaster Mill Road. The Subcommittee understands that this important safety consideration will be addressed as part of the North Branch Trail project (M-NCPPC P871541, last modified 4/21/14), as stated: "The second segment connects the Route 200 Bikeway to the future trail being built by the developer at the Preserve at Rock Creek." The Subcommittee welcomes the opportunity to participate alongside Montgomery County and the Preserve at Rock Creek community in evaluating appropriate connections between the two bike trails.

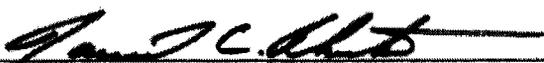
Request for Action:

In light of the considerations discussed above, the Pedestrian and Bikeways Subcommittee respectfully submits the following requests of the Greater Olney Civic Association:

1. A formal resolution endorsing this Statement of Purpose and Need;
2. A written request to the Montgomery County Executive, the Montgomery County Council, District 14 and District 19 Delegates, and the Governor of Maryland to begin commencement of a study to determine the most economic and efficient method for completing the Bowie Mill Road bike lanes, and provide a target date for completion;
3. A written request to the Montgomery County Bikeways Coordinator to determine if short-term safety measures (such as lane markings and improved signage) can be installed in the interim.

The Bikeways and Pedestrian Subcommittee appreciates your consideration, and we welcome the opportunity to assist GOCA, regional leaders, and the County in implementing this project request as expeditiously as possible.

Respectfully submitted on behalf of the Subcommittee,



Daniel C. Rubenstein, Chair



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

To: T&E Committee *[Handwritten signatures]*
From: Councilmembers Riemer, Navarro, and Leventhal
Date: February 26, 2016
Re: Bowie Mill Bikeway Project

As you prepare for your March 3rd T&E worksession on the FY17-22 Capital Improvements Program (CIP) for transportation projects, we would like to bring an important bikeway project to your attention. The Bowie Mill Road Bikeway Project would support the construction of a bi-directional separated bikeway along Bowie Mill Road between Route 108 (Olney-Laytonsville Road) and Route 115 (Muncaster Mill Road).

Councilmembers Riemer and Navarro wrote a letter to the County Executive requesting his support for the project back in September. Unfortunately, the County Executive did not include this project in his Recommended CIP. Therefore, we respectfully request that you include this project in the Facility Planning CIP as part of your recommendations to the full Council for the FY17-22 CIP, and that you consider including funding for facility planning as early as possible during this CIP period. DOT estimates that doing facility planning on the 3.3-mile bikeway will cost \$1.69 million over three years (Year 1: \$520,000; Year 2: \$650,000; Year 3: \$520,000).

The Bowie Mill Road Bikeway is an important project, and has support from the Greater Olney Civic Association, Senator Craig Zucker, Former Senator Karen Montgomery, and Delegates Anne Kaiser, and Eric Luedtke. While the Needwood Road Bikepath (P501304) will connect the Shady Grove Metro Station to the Intercounty Connector (ICC/MD 200) and Colonel Zadok Magruder High School, the proposed Bowie Mill Road Bikeway will complete the connection to the Olney community, providing a critical missing link between Olney, nearby schools, parks, trails, and transit. We recognize that there are numerous challenges with this project, including the possibility of right-of-way acquisition; however, we believe that adding this project to the Facility Planning CIP will allow for consideration of alternatives without delaying the project.

We share your commitment to supporting Montgomery County's bikeways, and we believe that this project will strengthen and enhance our existing bikeway networks, taking more cars off our roads, and ultimately improving connectivity in the County. Thank you for your consideration of this important project. Please do not hesitate to contact us with additional information or concerns.

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MID-COUNTY CITIZENS ADVISORY BOARD

Isiah Leggett
County Executive

Lisa Montero-Diaz
Director

February 19th, 2016

The Honorable President Nancy Floreen
Montgomery County Council
100 Maryland Ave
Rockville MD 20850

Dear Council President Floreen:

The Mid-County Citizens Advisory Board (MCCAB) would like to convey its strong support for the Bowie Mill Bikeway Project. We request that County Council include funding for a feasibility study for the Bowie Mill Bikeway project in the upcoming facility planning-transportation CIP.

Sincerely,

Francisco Romero
Vice-Chair
Mid-County Citizens Advisory Board

cc Council Members:

- Roger Berliner
- Marc Elrich
- Tom Hucker
- Sidney Katz
- George Leventhal
- Nancy Navarro
- Craig Rice
- Hans Riemer

County Executive Isiah Leggett

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