



Montgomery County Government • Department of Transportation

2012

Highlights of MCDOT'S Achievements for Fiscal Year 2012
July 1, 2011 through June 30, 2012



ANNUAL REPORT



MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
FY2012 ANNUAL REPORT

This report highlights the achievements of the Department of Transportation in Fiscal Year 2012 (July 1, 2011 to June 30, 2012). It also outlines some key directions for the department's divisions in the next fiscal year and beyond.

CONTENTS

Message from County Executive and MCDOT Director

Recognition	1
Accomplishments	2
Special Supplement on the Pedestrian Safety Initiative	
Directions	11
The MCDOT Organization	15
MCDOT at Work	16

Cover photo: MCDOT's new traffic calming, including bike lanes, on Castle Boulevard in Silver Spring, Maryland.

montgomerycountymd.gov/mcdot

MISSION STATEMENT

Provide an effective and efficient transportation system that . . .

- ensures the safe and convenient movement of persons and vehicles on County roads; and
- plans, designs, and coordinates construction of traffic, transit, bicycle and pedestrian routes in support of the County's infrastructure.



County Executive Isiah Leggett



"The Department of Transportation is a diverse organization that provides essential services to our county residents. It builds and maintains the transportation infrastructure; reduces traffic congestion and increases mobility for our residents; improves pedestrian, bicyclist and vehicle safety; provides

essential transit and alternative transportation services; and promotes access to our central business districts. But none of this could be done without the commitment and talent of the MCDOT workforce. Although the public may not be aware of all their efforts except in extraordinary circumstances, providing exemplary service is what MCDOT employees do day in and day out. That is what makes our County workforce great, and that is what makes Montgomery County such a wonderful place to live, work and play."

MCDOT Director Arthur Holmes, Jr.



"There is no better team than the one we have assembled at MCDOT. I am fully confident these 1300 dedicated employees will give their all to ensure the residents, workers, and visitors in Montgomery County get where they need to go quickly and safely, whether by car, transit, bike, or walking."



RECOGNITION

Civil Engineers' Association of Maryland (CEAM) Small Award of Merit for 2012 – given to the Division of Highway Services for their Navigation Guided Plowing Project that tested the use of Global Positioning Satellites (GPS) in snow plowing operations.

NACO Achievement Award for Navigation Guided Plowing Project – MCDOT is responsible for plowing and treating over 5,000 lane miles of road consisting of more than 20,000 street segments. The Division of Highway Services developed a project to program TomTom Navigation devices to navigate the County and contract snow plows through more than 220 discrete neighborhood plow routes that were mapped in its GIS system. The application of programming commonly used consumer grade navigation devices has proven to be a reliable and cost effective tool in navigating the County's snow plow equipment. This provides County residents with more accurate, efficient, and consistent levels of service. The plow routes were pulled from the County's GIS system, programmed and stored on a secure digital (SD) removable hard drive ("SD Card"), and distributed to County and contract plow drivers to load into TomTom navigation devices. The navigation units provide audio and visual guidance with turn-by-turn navigation through the route to its completion, irrespective of driver's knowledge or experience of the routes for all of the County's 220 routes.

NACO Achievement Award for Arcola Avenue partnership project with the Department of Environmental Protection (DEP) – Montgomery County received a new National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (MS4) permit in 2010. The new permit requires the County to add storm water management to an additional 20 percent, or 4,300 acres, of the County's impervious surfaces that currently do not have stormwater management to the maximum extent practicable (MEP). DEP's Watershed Restoration Capital Improvement Program is aggressively implementing projects occurring prior to the current stormwater management requirements. Many of the urban areas in the County have limited opportunities outside the right of way to capture and treat stormwater runoff. Integrating stormwater management within the right of way treats the pollutants directly at the source and improves the landscape aesthetics along County roads. The Arcola Avenue Green Street Project treats 1.85 acres of impervious uncontrolled runoff draining to Sligo Creek, a tributary of the Anacostia River. The project was initiated as a pilot partnership between the DEP and MCDOT. The project will develop a streamlined design-build process for constructing stormwater management practices along County roads.

NACO Achievement Award for Making Bicycling Easier in a Digital Way – Over the past decade, MCDOT has been steadily building a network of bicycle-friendly neighborhoods. Although the existing bike routes work well, many residents are unaware of their existence. In response to this, the Division of Transportation Engineering published a user-friendly and universally accessible bicycling map application with several unique tools. Adapted for use on mobile devices, the application allows citizens to plan their bicycle trips with ease and efficiency. Additionally, a similarly styled poster-sized paper map is available to the public.

NACO Achievement Award for Montgomery County Volunteer Center - 25th Anniversary of Community Service Day – Because of the recession, counties nationwide have implemented volunteer networks to save money while maintaining County programs. In celebration of Montgomery County's 25th annual Community Service Day, the Montgomery County Volunteer Center set a goal of recruiting and identifying 25,000 volunteers during the week of October 16-22, 2011. The County worked in collaboration with private, nonprofit, and faith community partners, to use Community Service Week as a community building initiative designed to strengthen the culture of giving and serving. During Community Service Week, the County met their goals as they tracked 27,121 volunteers providing 52,057 hours of community service. MCDOT supported this effort with their "Dirty Roads and Delis" project to clean up roadside litter at a selected location. Nine volunteers collected 12 bags of trash, helping to improve the appearance of Middlebrook Road, Germantown Road, and numerous surrounding streets and parking areas as well as protecting our local streams.

Montgomery County's Pedestrian Safety Program – MCDOT's Pedestrian Safety Coordinator was selected to be the Chairman of the Transportation Planning Board's (TPB) Bicycle and Pedestrian Safety Subcommittee. Montgomery County was featured in a Prince George's County CountyStat presentation as a model program that could be replicated in Prince George's County as well as the State of Maryland.

ACCOMPLISHMENTS

DIVISION OF HIGHWAY SERVICES

Keith Compton, Chief

Road Resurfacing and Concrete Repairs – The Division has been utilizing state of the art software to improve Pavement Management. By “aging” the survey data through the use of predictable models known as deterioration curves, this information provides an analysis of pavement conditions and treatment options, both now and in the future. This innovative approach leads to various scenarios of “budget optimization”, wherein current budgets are used in the most effective manner and budget trends are evaluated with respect to the effect on road network conditions over a 25 year period. The Division strives to utilize limited budgets in the best way possible by choosing a repair strategy that maximizes the life-cycle of the roadway pavement network and contributes to a safe, cost-effective roadway system. Under the Division’s road resurfacing programs, crews and contractors resurfaced or otherwise conducted preventive maintenance on 332 lane miles of roadway, 27 lane miles of curb and gutter repairs, and 34 lane miles of sidewalk repairs.

- **American Recovery and Reinvestment Act** (federal stimulus program) funded primary/arterial streets – In FY11, the Division used this special funding to complete two resurfacing projects and start two more. Hot mix asphalt was used to resurface 20.5 lane miles of Barnesville Road and Old Columbia Pike. Work using stimulus funds started during FY11 on Shady Grove Road (10.3 lane miles) and Randolph Road (4.6 lane miles) as well. ARRA funding was used again in FY12 to finish the above and to complete the final three resurfacing projects funded under this federal program. Hot mix asphalt resurfaced 4.9 lane miles of Travilah Road from Dufief Road to River Road; 3.7 lane miles of Wightman Road from Brink Road to Goshen Road; and 3.6 lane miles of Forest Glen Road, from Georgia Avenue/MD97 to Brunette Avenue. [Editor’s note: All ARRA funded work was completed by early summer, 2012. The County received ARRA reimbursements of more than \$6.7 million for these resurfacing projects, expended over several fiscal years. The funds employed 50 people – 47 by the paving contractor and 3 inspectors hired by the County.]
- **Residential Road Rehabilitation** – The Forest Glen Estates neighborhood roadway rehabilitation, patch and resurfacing repairs, were completed along with repairs to a smaller neighborhood called Hoyles Addition Subdivision. The work in Forest Glen Estates involved 15 lane miles of restored roads, curbs, gutters, and sidewalks at a total cost of about \$6 million. The program also started work in two other neighborhoods in FY12: Brookmont and Frankland Knolls.
- **Primary/Arterial Streets** – The Division used hot mix asphalt to resurface 20 lane miles of the following primary streets at a total cost of \$2.2 million: Emory Lane, Executive Boulevard, Fenton Street, Franklin Avenue, Lyttonsville Place, Tenbrook Drive, Seven Locks Road, Waring Station Road. Crews also micro-sealed 37 lanes miles of the following roads at a total cost of \$2.3 million: April Lane, Bells Mill Road, Dawson Farm Road, Edson Lane, Falls Chapel Way, Ferrara Drive, Germantown Road, Lockwood Drive, Mahan Road, Marianna Drive, Muddy Branch Road, Observation Drive, Renn Street, Research Boulevard, Shakespeare Road, Stewart Lane, West Frankfort Drive.
- **Residential and Rural Streets and Roads** – The Division resurfaced 60 lane miles, patched 83 lane miles, rehabilitated 12 lane miles, and slurried 36 lane miles of the following residential streets or subdivisions at a total cost of \$7.3 million: Alcan Drive, Arctic Avenue, August Drive, Bauer Drive, Bevedere Boulevard, Brisbane Street, Clarksburg Road, Cody Drive, Dewey Road, Dublin Drive, Ennalls Drive, Everest Drive, Fawsett Farms Subdivision, Folk Street, Forest Grove Drive, Fox Hills West-Phase 1 Subdivision, Gold Mine Road, Goshen School Road, Hadley Farms Subdivision, Hampshire Greens Subdivision, Harmony Hall Subdivision, Imperial Drive, Julep Court, Kemptown Church Road, Maplewood Subdivision, Melinda Lane, Oakview Subdivision, Olney Village Subdivision, Parkside Estates Subdivision, Prince Phillip Drive, Rock Creek Manor Subdivision, Rothbury Drive, Sanford Road, Sherwood Forest Subdivision, Stoney Brook/Parkside Subdivision, Tilton Drive, Tucker Lane, Windsor Knolls Subdivision, Woodland Drive, Woodman Avenue.



ACCOMPLISHMENTS



- **Resurfacing Park Roads and Bridge Improvements** – The Division, through a memorandum of understanding with the County Park Service, provides for the rehabilitation or renovation of park roads and associated bridges. Park roads are roadways which serve as public transportation routes in stream valley parks, such as Sligo Creek Parkway, Beach Drive, or Little Falls Parkway. Park bridges are vehicular bridges owned by the Maryland-National Capital Park and Planning Commission (MNCPPC) and identified in the periodic bridge inspection report prepared by MCDOT’s Division of Transportation Engineering. Under this program, the Division undertook maintenance work on the following park roads at a total cost of \$432,000: Beach Drive, Little Falls Parkway, Sligo Creek Parkway (road re-striping and ongoing guardrail replacement).
- **Curb and Gutter Concrete Repairs** – The Division replaced 27 lane miles of concrete curb and gutter.
- **Sidewalk Repairs** – See special section detailing progress on the County Executive’s Pedestrian Safety Initiative.
- **Spot Improvements associated with Storm Drain Maintenance** – Proper drainage is instrumental in extending the life of roadways and reducing accident potential. Drainage structures are routinely inspected throughout the County, and maintenance work is scheduled based upon functioning adequacy of the facility in question and consideration of future development. Repairs also cover shoulder areas and design problems to reduce safety hazards. The Division addressed, often in coordination with other divisions, drainage problems at more than two dozen locations throughout the County at a total cost of \$1.1 million in FY12.
- **Community Outreach** – Distributed 40 Project Newsletters amounting to 15,217 mailings to residents and civic organizations

Snow Clearing Actions – A total of 11 winter storm events occurred during the 2011-2012 season with accumulation of 9.25-inches of freezing rain, ice, or snow. The majority of this precipitation – 4 inches of snow – occurred in October, 2011

Roadway Pretreatment with Salt Brine - The Division has established a policy of pre-treating the primary and secondary salt routes with salt brine each Thursday during the winter months provided the weekend forecast precludes rain. This is industry practice and effectively addresses morning frost over the weekend and saves the cost of mobilizing personnel and equipment for routine and expected winter pavement conditions. This procedure was applied to an increase from 400 to 700 lane miles of roadway pretreatment Countywide in FY12. The application of liquid deicer to the roadway surface before storms prevents formation of black ice and frost, reduces amount of salt applied overall, and can increase traffic safety at a lower cost.

Snow Clearance: GPS for Plow Operators – The GPS pilot program tested earlier in the fiscal year was fully implemented for the winter season of 2011-2012. Each County truck was equipped with a TomTom navigation device programed with all 220 County plow routes. This system is designed to build efficiencies in the program and minimize missed streets. The device takes the operator to the beginning of the route, and then provides detailed turn-by-turn instructions through the entire route. All contractors currently under contract for winter operations are likewise equipped with the navigation system. MCDOT provided the Sim chips with plow route information. Each device costs less than \$200.

Other Storm-Related Actions – The Division responded swiftly to the unanticipated Derecho windstorm that occurred the evening of June 29, 2012. Thousands of trees were blown down and utility lines were damaged. Depot crews joined PEPCO tree and overhead line crews to clear approximately 200 roads that were closed Countywide. The Depots and supporting contract crews continued to remove tree debris from within County right of way for several weeks after the storm hit. The effort included a County-wide neighborhood sweep in which residents could place their storm-related tree debris on the edge of the road for pick-up by Highway crews. Later in the year Tropical Storm Irene and Remnants of Tropical Storm Lee both required the full activation of crews along with tree related contractual support. Irene was mostly a wind event resulting in several hundred downed trees closing nearly 60 County roads. The remnants of Lee produced heavy rainfall and widespread flooding. At its height, 20 roads and 17 intersections were closed due to flooding. The most significant structural damage was to the Montevideo Road Bridge over Seneca Creek.

New Storm Operations Map – To provide better information to residents during a snow storm, MCDOT, in partnership with the Department of Technology Services, upgraded its existing website map in FY11. This map provides up to date information on snow plowing progress and shows the progress of snow plows throughout the County, indicating when emergency, primary and neighborhood streets have been cleared. This website initiative proved so popular that the Division now maintains it year round to provide information on any type of storm in progress. Improvements to the map in FY12 based on feedback received by residents include the following:

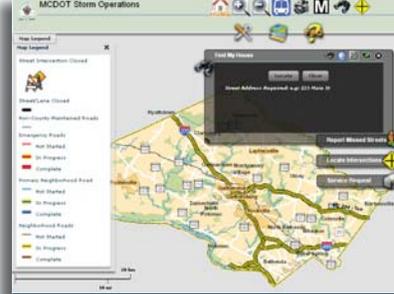
- Upgraded and enhanced storm map application (via ArcGIS software).
- Enhanced the administrative functions with added capabilities such as tracking salt usage and providing report capabilities.
- Provide a version of the snow map that meets recommended guidelines outlined in the American Disability Act (ADA).

Pothole Filling – Almost 5,150 pothole requests were received and addressed during FY12 from the pothole form on the MCDOT website, as well as from MC311 Service Requests, letters, emails and self-patrols by Division crews. The budget for pothole filling is approximately \$10.4 million. The Division has undertaken a proactive approach to addressing potholes. In addition to the four patch trucks in operation, each supervisor with a pickup truck carries bags of “cold asphalt patch mix” material used to temporarily address potholes. This approach allows Highway Services to lower the response time and address all requests within an approximately 48-hours of notification.

Street Sweeping – Street sweeping removes winter abrasives and other debris from County streets and in so doing reduces pollutants in the Chesapeake Bay watershed, reduces maintenance costs by keeping the drainage systems clean, and improves the appearance and safety of our neighborhoods. This program includes additional funding from the Department of Environmental Protection for sweeping roads situated in critical watersheds. The Division completed County-wide sweeping in the fall of 2012, after the fiscal year closed. By the end of FY12 the Division had already collected more than 900 tons of road debris. Less snow during the winter season resulted in less abrasives being present on roadways. Budgets for the program were \$300,000 from MCDOT and \$262,000 from Environmental Protection.

Grass Mowing Operations – Mowing the right-of-way along roadsides and sidewalks is a vital maintenance activity for a functional, safe, and attractive transportation system. It maintains sight distance for the motoring public, ensures that sidewalks are passable, especially for wheelchairs, maintains turf quality, controls undesirable brush and noxious weeds, manages wildflower meadows, and provides an aesthetically pleasing appearance. In FY11, the grass mowing program was revamped to bring operations in-house, thus reducing costs for contractual support. Several additional mowers were purchased and the program was implemented by County personnel with minimal contractual support. The procedure worked well. In FY12, a total of 11 mowing cycles were completed covering over 680 acres.

Leafing Operations – Vacuum leaf collection is among the Division’s most extensive activities. Approximately 350 people, 110 trucks, and 60 leaf vacuum machines are utilized to pick up leaves from some 120,000 properties along 850 miles of roads in the vacuum district. Personnel work ten hours per day, six days a week, to provide two scheduled collections each fall. (Vacuum leaf collection is separate from the bagged leaf collection provided by the Department of Environmental Protection (DEP) through its yard waste recycling program. Vacuum leaf collection is conducted in the leaf vacuum collection district in the lower part of the County and is a joint effort with the DEP’s Division of Solid Waste.) In general the collection district is bounded by I-495, I-270, Rockville City limits, Norbeck, Bel Pre and Bonifant Roads, Northwest Branch Park, and the District of Columbia, City of Takoma Park, and Prince George’s County boundaries. A new staffing procedure utilizes a contract to provide temporary seasonal leafing employees to the County by a private vendor was initiated in FY11 and has proved successful. FY12’s collection amounted to 136,500 cubic yards. The budget for leaf collection is approximately \$5.3 million.





Tree Maintenance – More than 500,000 trees are estimated to exist along public roadways throughout the County, with an estimated environmental and aesthetic value of over \$500,000,000. The Division’s maintenance program attempts to reach trees before they become hazardous and to preserve the urban street tree canopy. At the close of FY12, arborist site inspections exceeded 13,800. The Division removed 2,661 trees; planted 837 street trees (a 140 percent increase over FY11’s level); and pruned 2,531 trees. Tree removals are scheduled according to public safety, then threats to active power lines, and then by the date received. Stump grinding was not funded in FY12 due to fiscal constraints. The stump grinding backlog at the end of the fourth quarter of FY12 had 6,431 stumps in the queue with the oldest request being over 3 years old. The budget for tree maintenance is approximately \$3.5 million.

DIVISION OF PARKING MANAGEMENT

Rick Siebert, Chief



“Pay-by-Cell Phone” Technology – In FY10, the Division conducted a pilot project to evaluate a parking payment method that allows customers to use their cell phone to pay for parking at metered spaces. After successful testing, the program was activated in all four of the Parking Lot Districts. Approximately 11,560 parking meters are now available for payment through pay-by-cell. More than 80,000 transactions were occurring each month by the end of FY12 via this payment method.



“Smart” Parking Meters Tested in Bethesda – In the spring of 2012, the Division began a pilot project in Bethesda to test parking meters that expanded payment options for motorists. These meters accepted credit cards in addition to coins and pay-by-cellphone payments. The test meters were installed on Norfolk Avenue, between Woodmont Avenue and Del Ray Avenue. They use a solar-powered battery, a highly visible “time-expired” indicator, and real-time communication to quickly locate broken meters and process credit card transactions. A third phase of the pilot tested the display time remaining when a pay by cell phone session is initiated. This is not a feature of our current meters. Public feedback was very positive. The Division will review costs and performance of the pilot, with an eye toward installing this technology throughout the County.

Woodmont Avenue/Bethesda Avenue (Lot 31) redevelopment initiated – The land beneath Parking Lot 31 in Bethesda was sold to a private developer who will be constructing apartments, condominiums, and retail outlets above ground, and a parking garage of 940 public and 300 private parking spaces. A segment of Woodmont Avenue will close at this site to facilitate construction, but will reopen later. [Editor’s note: Woodmont Avenue was closed in early September, 2012, and will remain closed for approximately 20 months.]

New South Silver Spring Public Parking Garage (Garage 16) opened – A Public Parking Garage in south Silver Spring (underneath the Galaxy apartment project) opened in February 2012. The County owns and operates 160 public parking spaces on two floors of the four floor underground garage.



Public Parking Lot 39 in Bethesda sold – Lot 39 was sold to the Donohoe Companies in February, 2012. This property is part of an assemblage of adjoining private property and will enable the redevelopment of the majority of the block between Cordell Avenue and St Elmo Street. The private development of the land is expected to consist of two high rise residential towers. No new County owned or operated public parking is planned in connection with the development.

Public Parking Lot 1 in Silver Spring sold – In August, 2011 the Silver Spring PLD completed the sale of its Ellsworth property (formerly PLD Parking Lot 1) to a private developer. The land sold for over \$10,810,000. The company intends to develop on the land a 222-unit apartment building to be known as the Ellsworth Apartments.



Garage light replacements –A project was started to replace for energy savings high pressure sodium vapor lights with brighter and more efficient fluorescent lighting in all the County public parking garages in the Silver Spring, Bethesda and Wheaton Parking Lot Districts.

Refurbishment of Old Georgetown Road Pedestrian Bridge – A project started in coordination with the divisions of Highway Services and Transportation Engineering to refurbish the pedestrian bridge in downtown Bethesda. The bridge links the Metropolitan Building with the retail complex on the other side of Old Georgetown Road.

Credit Card Payment Option – The Parking Lot Districts now have six garages that accept credit cards as a means of payment. The percentage of transactions by credit card has reached as high as 80 percent in some of these garages during FY12. This program provided a significant customer service improvement and reduced cash handling.

Self-Release Booting Program – Vehicles with three or more overdue parking violations are eligible for booting. The Division initiated a program that allows motorists to release the boot themselves upon payment over the phone with a credit card. This program has matured over the past three years. The Division continues to aggressively pursue scofflaws but early opportunities no longer exist. In FY12, the program reduced the parking ticket accounts receivable balance by about \$400,000. These represent monies that either would previously have not been collected or would have taken extensive time. This initiative was implemented at virtually no cost to the County.

DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS

Emil Wolanin, Chief

Traffic Signal System Modernization – Conversion of the County’s aging automated traffic signal management system is proceeding in phases due to the magnitude of the undertaking. Phase 1—planning and system engineering—was completed in FY08. Phase 2—deployment—was started in FY10, with all of the system’s 800 signals converted by the end of FY12. The older system was deactivated at the close of FY12. Finally, additional elements of the modernization remain to be put in place — see the Directions section of this report.

Uninterruptible Power Supplies/Battery Back-Up for Traffic Signals – In a step to enhance signal reliability for short term power outages, the Division began to install Uninterruptible Power Supplies/Battery Back-Up (UPS/BBU) units in selected traffic signals. The battery back-up will allow a signal to operate for eight to ten hours, or until power is restored. The total traffic signals outfitted by the close of FY12 stood at 129 of 794 (84 County owned and 45 State owned). A portion of these (43) were funded by the American Recovery and Reinvestment Act (federal stimulus program) in FY11.

Guardrail Maintenance – The Division expanded its maintenance work to include new installations, life-cycle replacements, and repairs to damaged guardrails. In FY12, 37 end treatments were installed along with 800 linear feet of guardrail. A portion of these (43) were funded by the American Recovery and Reinvestment Act (federal stimulus program) in FY12.

Traffic Signal Program – The Division constructed, modified, or otherwise rebuilt County-owned signals at a variety of intersections to improve motorist, bike, and pedestrian safety. Completed projects in FY12 included the following.

- Bowie Mill Road – Cashell Road – Wickam Road
- Falls Road and Oaklyn Drive
- Jones Bridge Road and Spring Valley Road.
- Parklawn Drive and Bowling Brook Parkway

Sign Replacements – The Division fabricated and installed approximately 5,500 signs in FY12 in response to requests for new signs or reports of damaged or missing road signs.

Intersection & Corridor Safety Improvements – The Division completed constructing a variety of intersection and minor corridor projects that improve safety or add additional transportation capacity.

- Wightman Road at Montgomery Village Avenue
- Middlebrook Road at Great Seneca Highway
- East Gude Drive at Southlawn Lane (design work was completed; construction started in FY12)





Traffic Calming and Other Pedestrian-Oriented Projects – See special section detailing progress on the County Executive’s Pedestrian Safety Initiative.

Traffic Studies – Traffic studies often result from safety concerns raised by residents that must be investigated. These may include requests for traffic control devices, parking restrictions, speed limits, or access restrictions. The Division conducted 243 traffic engineering studies in FY12 and handled numerous informal requests for traffic and safety evaluations. From these, 2,455 work orders and 336 Traffic Orders were prepared.

AT&T National Golf Tournament Support – The Division worked closely with the Tiger Woods Foundation to develop the transportation plan for the event, running from June 25 to July 1, 2012. The event’s main entrance was along Persimmon Tree Lane (similar to the US Open). A traffic signal now in operation at the intersection of Falls Road and Oaklyn Drive assisted in tournament traffic management.

DIVISION OF TRANSIT SERVICES

Carolyn Biggins, Chief



New Service in Germantown Serving MARC Commuter Rail – The Division instigated the new Ride On Route 94 service known as the Germantown MARC Shuttle. The shuttle provides a link between the Kingsview Park and Ride Lot and the MARC station. It operates during the peak periods only. In the morning, scheduled leave times from the Park & Ride are timed to meet the morning inbound MARC trains at the station. In the afternoon, scheduled leave times for the shuttle are tied to the arrival times of the MARC trains. If the trains are running late, the shuttle will wait for the train. MARC has agreed to fund the operational costs of this service. In the winter, Transit staff conducted a kickoff event/Commuter Information Fair at the Germantown MARC train station to promote awareness of the new service. More than 700 MARC commuters were provided with information and promotional items, including Route 94 bus schedules, Guaranteed Ride Home brochures, MARC train monthly ticket holders, bicycle maps, and reusable grocery bags to promote the County’s new bag law. Post cards were also mailed to people in Germantown and Clarksburg reaching approximately 70,000 homes.



New Clean Buses – Ride On continues to pursue new technologies available on new vehicles that allow the Division to reduce its harmful emissions. One of the ways Ride On achieves this goal is through the purchase of clean diesel fueled buses. The bus fleet has become more environmentally friendly because nearly two thirds of the total fleet are now hybrid, CNG, or clean diesel. The Division took delivery in December 2011 of 13 additional clean buses through a purchase funded by the American Recovery and Reinvestment Act (federal stimulus program)—12 hybrid electric-diesel and 1 clean diesel.



Solution Sought for Problems with the Champion Buses – Due to a series of serious mechanical problems with the Ride On fleet’s Champion buses, manufactured by Thor Industries Commercial Bus Division, Imlay City, Michigan, the Division worked with the Department of General Services’ Fleet Management Division for short term replacements while new vehicles were acquired. Initially, 15 refurbished 2004 buses were purchased from the city of Pittsburg. Later in the fiscal year, negotiations began with the Washington Metropolitan Transit Authority (WMATA /Metro) for the purchase from their fleet of 30 or more refurbished 2002 heavier-duty Orion buses. [Editor’s note: 22 of the Orions were initially obtained and put in service by mid-August, 2012. These two purchases allowed Ride On to remove from service all of the Champion buses.]

PEDESTRIAN SAFETY INITIATIVE

Introduced by County Executive Isiah Leggett in December of 2007, this initiative provides additional resources to reduce pedestrian collisions and improve walkability throughout the County. Engineering, enforcement, and education activities – the “3Es” of pedestrian safety – are undertaken by various divisions within MCDOT and the Police Department.

Pedestrian Collision Data – The County Executive’s 2007 Pedestrian Safety Initiative successfully reduces pedestrian collisions and improves safety. The Police Department reports data on pedestrian collisions on a calendar basis. The following results were compiled in connection with the marking of the five-year anniversary of the County Executive’s Pedestrian Safety Initiative in December 2012. Note that 2009 was the first year of funding for the initiative.

- Reduction of pedestrian collisions by 12 percent since 2009.
- Reduction of the most severe collisions that incapacitate or kill pedestrians by 21 percent since 2009.
- Reduction of collisions by 35 percent in areas where traffic calming measures have been installed.
- Reduction of collisions by 45 percent in High Incidence Areas (HIAs), locations with the highest concentrations of collisions.
- Reduction of pedestrian fatalities from a high of 19 fatalities in 2008 to 11 last year and six in 2012.
- The first County budget to include additional resources to implement the Initiative began in July 2009. During 2008 and part of 2009, staff planned and developed the programs and reallocated existing resources. During fiscal year



- (FY) 2009 capital and operating funds already allocated to pedestrian and traffic safety efforts totaled about \$30 million. Despite the fact that the County dealt with unprecedented budget shortfalls, resources to improve pedestrian safety were significantly increased under the Initiative as follows:
- FY09: \$4.9 million
- FY10: \$4.6 million
- FY11: \$3.7 million
- FY12: \$3.2 million [Editor’s note: FY13’s funding level: \$4.9 million]



Safe Routes to Schools (SRTS) Education, Engineering, and Enforcement Activities – In FY11, MCDOT successfully obtained a two-year State grant of \$116,100 for educational outreach and enhanced enforcement at select schools in the County. Over 14,000 parent surveys and tally sheets were distributed at all grant schools in FY12. The data from respondents was sent to the National SRTS data center for analysis. This will allow MCDOT to track the progress made at each school as well as learn where improvements need to be made. A Train-the Trainer Bike Rodeo Workshop was held in October of 2011, with five teachers and two parent volunteers from around the County participating. MCDOT partnered with the Safe Routes to School Takoma Park program and with the Washington Area Bicyclist Association (WABA) to create this workshop. Training these teachers allows MCDOT to conduct bike rodeos at their schools. From data

gathered at a bike rodeo conducted in March 2012, over 250 third, fourth and fifth grade students were taught various bicycle safety guidelines, such as wearing a helmet, following the rules of the road, and safely crossing the street safely with a bike. The Division of Traffic Engineering and Operations completed 23 comprehensive and 14 partial evaluations at selected schools in FY12. These evaluations are followed up with infrastructure improvements. This engineering program was reduced in FY11 due to fiscal constraints, but many identified needed improvements were made late in FY12 as additional funding was made available.

International Walk to School Day – This event was celebrated on October 5, 2011, with Dr. Charles Drew Elementary School being this year's host school within Montgomery County. Forty-two Montgomery County Schools participated, a 40 percent increase from the previous year. MCDOT distributed approximately 1400 reflective zipper pulls, pedestrian and bike safety activity books, pencils, and small bags to schools in connection with the event.

Education Activities Countywide -- Pedestrian safety education activities are currently targeted and budgeted almost entirely for High Incidence Areas (HIAs.) Advertising connected with the Metropolitan Washington Council of Government's (MWCOC) regional Street Smart Campaign (funded by local government contributions) was launched in the spring of 2012 on buses and transit shelters. Ads feature Montgomery County Police officers with the slogan working to "Stop Killer Pedestrian Crashes." These ads were seen throughout the County. [Editor's note: a new campaign is being developed by MWCOC's new contractor, expected to be launched in April, 2013.]

Enforcement Activities – Close coordination between enforcement work and education was undertaken in 2012, with education activities being conducted prior to MCPD undertaking enhanced enforcement actions in the HIAs. In combination, the education and enforcement have had a major effect on improving safe pedestrian behaviors. Police issued over 2,000 citations and warnings to both pedestrians and motorists for unlawful and dangerous behavior. Speed cameras and red light cameras continue to issue nearly 16 million citations a year, slowing traffic and improving pedestrian safety. In December—corresponding to the holiday season—MCPD distributed over 5,000 bright yellow

PEDESTRIAN



shopping bags (supplied by MCDOT) with the message "Can You See Me Now?" as part of their Shop-with-a-Cop campaign. This work targeted pedestrians shopping near the HIAs and was conducted during the period of typically elevated numbers of pedestrian collisions.

Pedestrian Safety / Neighborhood Traffic Calming – The Division of Traffic Engineering and Operations constructed a variety of intersection and corridor projects to improve pedestrian safety by slowing traffic speeds and improving the visibility, or operation, of pedestrian crossings.

- Boiling Brook Parkway - installation of bump-outs at the crosswalk at Charles E. Smith Jewish Day School, enhancing safety for students crossing the Parkway on the way to or from their school.
- Castle Boulevard - includes installation of bump-outs and islands from Briggs Chaney Road to the eastern terminus of Castle Boulevard.
- Cedar Lane at Sumit Avenue - bump-outs, pedestrian refuge islands and new crosswalks.
- Contour Road - installation of pedestrian refuge islands and restriping, coordinated with the South Lake Elementary School
- Crystal Rock Drive - installation of pavement markings and a new crosswalk as well as construction of physical features from Wisteria Drive to Middlebrook Road. Work was coordinated with the Seneca Valley High School.
- Jones Bridge Road – a traffic calming project from the North Chevy Chase Elementary School to Jones Mill Road.

- Waring Station Road at Wisteria Road - installation of bump-outs, pedestrian refuge islands, as well as crosswalks and other bus stop improvements.
- Spartan Road – bump-outs, pedestrian refuge island and crosswalk installed between Georgia Avenue and MD 108.

Pedestrian Road Safety Improvements in High Incident Areas – As part of the County Executive’s Pedestrian Safety Initiative, 10 high incident areas (HIAs) or hotspots for pedestrian collisions have been designated thus far where data found significant numbers of pedestrian collisions were occurring. The first step toward implementing engineering, education, and enforcement actions is to conduct an audit of current conditions. This was done in the following areas.

- Piney Branch Road (from Flower Avenue to Montgomery-Prince George’s County Line) – The Division of Traffic Engineering and Operations is installing pedestrian refuge islands with flashing pedestrian warning beacons in this HIA.
- Wisconsin Avenue (from Montgomery Avenue to Leland Street) - The State approved and the County installed in FY11 Countdown Pedestrian Signals at signalized intersections between Leland and Old Georgetown Road.
- Georgia Avenue (from Spring Street to Sligo Avenue) - The Department of Community and Housing Affairs is constructing in coordination with MCDOT a streetscape project that will improve pedestrian safety in this hotspot for pedestrian collisions
- Rockville Pike (from Hubbard Drive to Halpine Road) - Improved signage and pavement markings for several intersections were approved by the State and installed by the County in FY11. Street lighting was also improved at the intersection with Bou Ave and near Federal Plaza. The Division of Transportation Engineering installed in FY11 sidewalk and pedestrian improvements on MD 355 south of Bouic Avenue to Hubbard Drive.
- Four Corners (Colesville Road at University Boulevard) – The County is implementing a pedestrian signal improvements at the MD 193 West Crossover. This includes the upgrade of all pedestrian facilities, such as signals, push-buttons, and ADA ramps, at this intersection.
- Reedie Drive (from Georgia Avenue to Veirs Mill Road) - The Division of Traffic Engineering and Operations has completed designs for a streetscape project. Construction is projected to take place in the Fall-Winter of 2012.



- Randolph Road (from Selfridge Road to Colie Drive) - The Division of Traffic Engineering and Operations installed a pedestrian buffer along the median from Veirs Mill Road to Selfridge Road. Installation of another buffer from Veirs Mill Road to Colie Drive was also completed. Various sidewalk improvements were implemented in FY12, along with new trees planted and fencing installed.
- Connecticut Avenue (from Georgia Avenue to Independence Street) – The Division of Traffic Engineering and Operations published the final Pedestrian Road Safety Audit for this HIA.
- Old Georgetown Road (from Wisconsin Avenue to Cordell Avenue) – The Division of Traffic Engineering and Operations is preparing the draft Pedestrian Road Safety Audit for this recently-designated HIA.
- Colesville Road (from North Noyes Drive to Fenton Street) - The Division of Traffic Engineering and Operations has completed a Pedestrian Road Safety Audit for this recently-designated HIA and the State Highway Administration has approved it.

Education activities in High Incident Areas (HIA) – As part of the County Executive’s Pedestrian Safety Initiative, High Incident Areas designate where data has found significant numbers of pedestrian collisions occur. Educational work was done in the following areas:

- In 2012, HIAs were grouped by similar demographics, land uses, and characteristics of pedestrian collisions. The first group of HIAs was Piney Branch Road, Four Corners, Randolph Road, Connecticut Avenue, and Reedie Drive.

Pedestrian safety education activities were conducted at these four HIAs and coordinated closely with enforcement actions. A 2012 Spring education campaign at Blair High School, located at Four Corners and generating 60 percent of the pedestrians there, was very successful: "SWAG" Bracelets with pedestrian safety messages, a text messaging contest, and a competition for the school's "Best Eyes," to be featured in an advertising campaign directing pedestrians to establish eye contact with drivers, were all implemented at Blair High School in 2012.

- Another technique employed at Randolph, Connecticut Avenue, and Reedy Drive was the creation of a community volunteer "brigade." Approximately 30 volunteers have been formed into two groups: the Spanish-speaking Protectores del Camino, and the English-speaking SWAG Team. Since the summer of 2012, these two groups have been promoting pedestrian safety on the streets and at nearby community events, talking to pedestrians one-on-one and distributing educational and reflective materials.

Improve Pedestrian Connectivity Infrastructure – In FY12, the Division of Transportation Engineering constructed 26,694 linear feet of new sidewalk, reconstructed 28,246 linear feet of non-compliant sidewalks and ramps to meet ADA specifications, and installed 11,356 linear feet of new sidewalk connections to bus stops along with 16,254 square feet of concrete bus stop pads. Total investments for this work amounted to \$4,850,000.

Pedestrian Signal Retiming – This program retimes pedestrian clearance intervals at traffic signals to reflect a travel speed of 3.5 feet per second, a reduction from the previous 4.0 feet per second. Concurrently, vehicle clearance intervals (yellow and all red) were reviewed and adjusted as required. The Division of Traffic Engineering and Operations completed retiming

56 signals in FY11 and another 66 in FY12. This brings the number of signals retimed to 320 out of the approximately 750 signals with pedestrian indications in the County.

Crosswalk Marking – The Division of Traffic Engineering and Operations marked 232 crosswalks and 1,168 stop lines in FY12. There are more than 4000 marked crosswalks in the County. This program has been reduced due to fiscal constraints. The program, which usually operates on a three year maintenance cycle, is now only addressing crosswalks on a complaint and as-needed basis.



Sidewalk Revitalization – The Division of Highway Services maintains approximately 1,021 miles of sidewalks and about 2,081 miles of curbs and gutters. This program includes the repair and replacement, as needed, of deteriorated concrete curbs, gutters, and sidewalks in mature neighborhoods where the work is necessary throughout the community (often as a part of the Renew Montgomery program). A revised schedule is created annually based on the completion of projects underway or already scheduled and the remaining amount of available funding. This work may include the temporary overlay of existing sidewalks with asphalt to minimize tripping hazards, base failure repairs, new construction of curbs and gutters, and the creation of new sidewalks with handicap ramps. Such maintenance work also includes patching with bituminous concrete, root cutting, and grouting repairs to prevent further deterioration and to preclude infiltration of water under the roadway or sidewalk. This program provides safe pedestrian access and ensures ADA compliance. 34 miles of sidewalk repairs were completed in FY12.

Bikeway Maintenance – Such pathways are often utilized by pedestrians as well as bikers. The Division of Highway Services provides general maintenance activities for bikeways and trails that are included in the County's inventory. Activities include, but are not limited to: sweeping, resurfacing, mowing, clearing/grubbing of over-grown vegetation, and tree maintenance. Grading of slopes and side ditches to assure positive drainage control of the shoulders and the path itself is also part of this program. In FY12 the program was unfunded due to fiscal constraints. Bikeway maintenance activity requests, particularly those involving safety issues, are addressed using funds from other program budgets.

Re-establishment of Printed Customer Materials – With the recent fiscal downturn, many printed materials, such as maps and timetables, had to be suspended. In FY12, the Division resumed mass printing of timetables after a long hiatus. Timetables that are popular and needed in larger quantities were printed by a contractor. Other timetables were printed in a smaller quantity by the County Print Shop. They are now carried on buses and at all Rail Stations as well. [Editor’s note: on the other hand, all Ride On passes are planned to be on the SmarTrip card by early 2013, eliminating paper passes.]

Bus and Shelter Advertising – During FY12, the bus advertising program generated approximately \$567,000 in revenues, a 37 percent increase over FY11 totals. Bus stop shelter revenues have also increased during FY12. The shelter advertising program generated \$324,000.00 in revenues in FY12, a 26 percent increase over FY11 totals.

Ride On Annual Food Drive – Ride On held its 25th Give & Ride food drive, in April, 2012. Under this annual program, bus passengers can ride for free during that week by donating canned or nonperishable food. Food collected through the drive goes to the Manna Food Center, which feeds 3,000 hungry families a month in our area. The Division collected 8792 pounds of food and supplies for the hungry from this effort. This dwarfs the 6052 pounds collected in 2011

Montgomery College Service Continues to Grow – The Montgomery College U-Pass program for its students started in 2004 with an annual ridership of 1,444,171. The ridership has continued to increase each year and in FY11 it stood at 1,757,428. This represents 6.5 percent of Ride On’s total overall ridership. The costs of this pass are offset by an annual payment from the college.

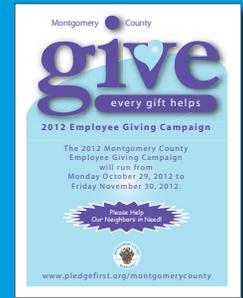
New Fare Media Consignments at Local Schools – Seneca Valley High School in Germantown became the most recent school to sign on to sell Youth Cruiser Passes to its students. There are currently three high schools and one middle school selling the passes.

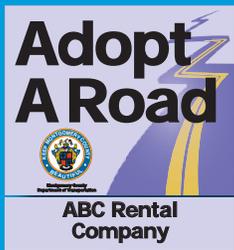
Information at Bus Stops via “Ride On RealTime” – Ride On implemented an automated transit information system, Ride On Real Time, to provide automated real-time bus information on the web, on PDAs and cell phones, and on site at transit stations. This new system allows passengers to obtain real-time information about bus arrivals at their stop using the internet, texting, or applications for Android or iPhone. In FY11, Ride On added unique ID numbers to the signs at each of the County’s 4,800 bus stops. The system uses the ID to pinpoint a passenger’s location and give arriving bus times at that stop. Other mobile phone setups may actually determine the user’s location automatically through the built-in GPS of the phone, without the user entering the bus stop ID. Ride On Real Time can be accessed in several ways:

- Through the internet using a computer or web-enabled device such as a smart phone;
- Through the Ride On Real Time mobile phone application;
- By texting the bus stop ID number to bus@rideonrealtime.com; passengers will quickly receive a text message indicating when their next bus is coming.

Tutorials on how to use Ride On Real Time are available on the County’s YouTube site. Go to RideOnBus.com for more information.

Smart Trip Card Usage Reaches New Highs – Ride On bus fare boxes now accept the region’s Smart Trip card first developed for use on Metrorail. Ride On usage in FY12 reached a new high of 63 percent. Weekly bus passes are also available on SmarTrip cards. [Editor’s note: By early 2013, all paper passes will have been eliminated as the Division transitions to the SmarTrip card which will handle all pass functions as well as individual fares. The SmarTrip card is good on Ride On, Metrobus, Metrorail, and most local transit systems across the region. It also can be used to pay for parking at Metrorail stations.]





Telework Webinar Series Offered for Employers – The Division’s Commuter Services section conducted a series of three webinars on telework implementation for businesses. These webinars targeted employers in the County and were funded by a special telework initiative as part of a Council of Government Employer Outreach grant. In one of the webinars, a representative from the Department of Environmental Protection made a brief presentation to employers regarding the Green Business Certification Program, which employers can join if they are undertaking various environmentally supportive measures, such as teleworking or adopting a nearby road segment under MCDOT’s Adopt A Road program. [Editor’s note: Power Point and audio versions of the webinars are posted on the Commuter Services website, montgomerycountymd.gov/commute.]

Greater Shady Grove TMD Outreach – Transit staff continued to coordinate with Van Eperen, its marketing services contractor, to conduct outreach in the Greater Shady Grove Transportation Management District. Van Eperen’s outreach objectives were to work with employers and encourage them to adopt programs promoting use of alternative commute options, to convince employees to switch from driving alone to an alternative option, and to encourage participation in Transit’s programs and services.

New Car-Sharing Programs – The Division initiated a car sharing program in cooperation with MCDOT’s Division of Parking Management within the Parking Lot Districts.

New Bikesharing Program – In June 2011 the Transportation Planning Board approved selection of Montgomery County for \$1.3 million in Job Access Reverse Commute grant funding from the US Federal Transit Administration over a two-year period. The funds will support a pilot test of bikesharing in the Rockville/Shady Grove area. The program is designed to provide linkages to transit, jobs, and job training for low income residents and employees and to provide connections to suburban employment sites. In FY12 the Division worked toward execution of a contract with Alta Bicycle Share, the Capital BikeShare vendor. Transit staff also coordinated with other jurisdictions involved with Capital BikeShare to address issues regarding operations and policies leading to implementation of the program. [Editor’s note: the program is expected to be operational in the summer of 2013.] Earlier in FY12, MCDOT was informed that it will receive \$1,008,000 in capital funding from the State Department of Transportation to establish the Lower Montgomery County BikeShare Network. Additional private sector matching funds of \$252,000 will fund equipment for that network.



Bike To Work Day - The Division’s Commuter Services’ staff and contractors planned and hosted a number of bicycle pit stops in Bethesda, North Bethesda, Rockville, and Silver Spring, to assisted participants throughout the County on Bike To Work Day, Friday May 20, 2011. The County had a total of 10 pit stops, contributing to a record regional registration of more than 11,000 bicyclists. About 20 percent of the registrations in the region were for pit stops in Montgomery County. Numerous businesses provided support as sponsors, including the following: The Alexander House, American Diabetes Association, Best Buddies International, The Bicycle Place, Caribou Coffee, Clean Currents, the County’s Department of Environmental Protection, Discovery Communications, Hertz, National Multiple Sclerosis Society, REI, Silver Cycles, VPSI, Whole Foods, and the YMCA.



TRiPS transit stores - The Division’s TRiPS transit stores sold \$1.2 million in fare media in FY12, a 10 percent increase over the previous fiscal year. The number of fare media items sold at the two stores – located in Silver Spring and Friendship Heights – remained steady. However, because of the transition away from paper passes to SmarTrip cards, the number of transactions adding value to SmarTrip doubled, increasing by 104 percent.

Identification/User Card for Call and Ride participants – The Division moved to convert the existing coupon system to a paperless electronic card system, eliminating the volume of coupons that require daily manual administration by staff and enhancing the senior transportation service. The process of taking photos of the participants for their program card was completed, and the program now operates under these new procedures.

DIVISION OF TRANSPORTATION ENGINEERING

Bruce Johnston, Chief

Transportation Projects Completed – The Division’s commitment to a balanced transportation program resulted in a series of completed projects in FY12. These included the following major improvements to the County’s transportation infrastructure.

- BRAC - Jones Bridge Bike Path (\$400,000)
- BRAC - West Cedar Lane Bike Path (\$800,000)
- Bridge Paint #6 (\$500,000)
- Cedar Lane Bridge (\$3,100,000)
- Father Hurley Boulevard (\$11,000,000)
- Henderson Avenue Storm Drain (\$900,000)
- Nebel Street Extended (\$300,000)
- Watkins Mill Road (\$3,900,000)
- White Ground Road Bridge (\$900,000)
- Woodfield Road Extended (\$6,000,000)
- TOTAL of all above projects: \$27,800,000

BRAC PROJECTS FOR THE NATIONAL NAVAL MEDICAL CENTER

MD355 Crossing Project – This project will provide a separated crossing under MD 355/ Wisconsin Avenue-Rockville Pike from Medical Center Metro Station to the Navy Medical Center. The project also includes high speed elevators connecting the Navy Medical Center directly to the Metrorail station. The cost of the project is projected to be \$68,174,000, of which the department received \$28,174,000 from the Defense Access Road Program, and \$40,000,000 from the Department of Defense funds. It will facilitate safer and easier travel to the Medical Center for patients, service members, civilian employees and adjacent residents. The Division of Transportation Engineering is currently implementing the preliminary design of the project, working in cooperation with the Maryland State Highway Administration, the Washington Metropolitan Area Transit authority, the National Institutes of Health, the Federal Highway Administration’s Delmar Division, and the Department of the Navy’s Naval District Washington.

BUS RAPID TRANSIT PLANNING

Rapid Transit System (RTS) – In FY11, the County Executive formed a Transit Task Force to study the feasibility of developing a Rapid Transit System (RTS) to serve the County. In May 2012 the task force released their report for a Countywide RTS. The Task Force Report follows the groundbreaking MCDOT study on BRT Countywide feasibility released July 2011. Both the MCDOT Study and the Task Force Report recommend a network of rapid transit system corridors throughout the County. In the fall of 2011, the Planning Board initiated a Countywide Corridors Functional Master Plan process to examine the RTS corridors and to draft a Functional Master Plan to include the RTS system. [Editor’s note: The Staff Draft Plan is expected in the spring of 2013. See the Directions section of this report for further updates.]





DIRECTIONS

The Divisions have numerous initiatives or new projects they plan to begin in Fiscal Year 2013 and beyond. Implementation of these programs, projects, or services will be contingent upon available resources, which currently are severely constrained. Some will be tested and evaluated prior to full scale implementation.

DIVISION OF HIGHWAY SERVICES

Keith Compton, Chief

Residential Road Rehabilitation – Work will be scheduled for the Franklin Knolls community in the eastern part of the County, just below the Beltway. This concrete and resurfacing work on approximately 14 lane miles is expected to take two years, entailing about \$3 million in investments.

Road Resurfacing and Concrete Repairs – Under the Division's road resurfacing programs, crews and contractors resurface or otherwise conduct preventive maintenance on County roadways. 100 projects totaling 360 lane miles of resurfacing and preventive maintenance are planned for FY13.

Modifications and New Features to the Storm Operations Map – The Division will continue to make improvements to the map based on feedback received by residents and users. These are expected to include a mobile web site or application for mobile phones.

Renew Montgomery Resurfacing Work – The Renew Montgomery Program coordinates various departmental programs and services such as the replacement of sidewalks, curbs, gutters, and storm drains, the trimming or removal of trees, the implementation of new signage, and other similar work. These tasks focus on specific neighborhoods in need of infrastructure refurbishment. The core of the program is concrete curb, gutter, and sidewalk repairs followed by resurfacing residential streets. These programs are provided by Highway Services. The Division will continue scheduling resurfacing projects that, due to fiscal constraints in the past, have lagged behind the concrete work, so that a backlog of several neighborhoods currently mid-way through the program can be successfully completed.

DIVISION OF PARKING MANAGEMENT

Rick Siebert, Chief

Bike Locker Initiative – The Division will propose an FY14 initiative to establish a Bike Locker program in the PLD public garages. Lockers will be leased on a monthly basis to provide convenient long term bike storage facilities for bicyclists.

Installation of "Smart Meters" in Bethesda – The Division tested the latest technology in smart parking meters in a 120 day pilot program during FY12. The Division will evaluate a lease/purchase option to replace the current on-street parking meters in downtown Bethesda with new smart meters comparable to those tested in the pilot. The pilot included features such as the ability to accept customers' payments by bank issued debit and credit cards, allowing receipt of real time data on the service status of each meter to facilitate immediate identification of malfunctioning meters, and sensors in the street that monitor if a space is occupied and if the meter has been paid (when a vehicle exits a paid space the meter is automatically zeroed). In the next few months we will fully evaluate the data collected during the pilot. If the data justifies it, the Division may propose an initial rollout of this technology at all of our on-street metered spaces in Bethesda through a lease/purchase agreement. The initiative may be included in the FY14 Operating Budget submission.

Performance Pricing – The Division will evaluate various pricing options to restructure the basis for setting rates at different parking situations – on-street, lots, garages – in order to more accurately match pricing with demand and more efficiently manage parking resources.

Dixon Avenue Extension – Dixon Avenue will be extended from Bonifant Street through the public parking garage into the Ripley District. This project has been part of the Silver Spring Sector Plan for many years and will significantly improve the road network in the Ripley District. [Editor’s note: the developer is scheduled to begin demolition work in the fall of 2012.]

Inventory Management – The Division is preparing an initiative for FY14 to consolidate the current parking maintenance inventory storage facilities and implement an electronic database system for inventory management and valuation. This initiative will strengthen resource protection and financial reporting of a significant County asset.

DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS

Emil Wolanin, Chief

Traffic Signal System Modernization – See the “Accomplishments” section above for background on this ongoing project. Final, additional elements, of the modernization process will be undertaken. This includes State conversions of their Uninterruptible Power Supplies/Battery Back-Up (UPS) units at hubette locations, decommissioning of communication cables, installation of 40 to 50 more UPS units at County locations, connections of other devices into the system such as flashers and beacons, additional coordination with the State’s traffic management system, and integration with the Advanced Transportation Management System (ATMS), MCDOT’s central command capabilities for traffic management.

Develop New Performance Measures – Create new measures of effectiveness for signal operations including signal detection efficiency and for safety levels on major roads and arterial roads. For signal operations, an initial field assessment indicated that 76 percent of all signals in the County had fully functional detection and were operating properly (reflects a mix of video detection and in-pavement loops). The concept is to improve this performance level over time by modifying maintenance procedures and allocating funds for repair and replacement of damaged sensors.

Continue Development of Transit Signal Priority Capabilities – The Division will implement a demonstration project to test the abilities of buses that are running late to extend the green indication when approaching. In connection with this initiative, a policy framework will be created in cooperation with the State Highway Administration.

Explore Feasibility of Installing Generators at Select Signals – The Division is evaluating various strategies and technologies as a means to keep signals functioning in the event of a prolonged power failure. This would extend the current eight– ten hour timeframe for emergency operation currently afforded by battery back-up.

PEPCO Street Light Rates – The Division partnered with the County’s Office of Consumer Affairs to contest PEPCO’s revised rates for streetlights in the County. As a result, the County negotiated a settlement agreement with PEPCO that will achieve approximately \$300,000 in annual savings and obtained a tariff rate for implementation of LED street lights.

APS Retrofit Program for Traffic Signals – The Division will be initiating a program to retrofit five County owned traffic signals each year with Accessible Pedestrian Signals. FY12 work will be focused on locations in the Silver Spring CBD.

Traffic Signal Program – The Division constructs, modifies, or otherwise rebuilds County-owned traffic signals at a variety of intersections to improve motorist, bike, and pedestrian safety. Planned projects include the following:

- E. Jefferson Drive at the Ring House residential facility
- Henderson Corner Road and Seneca Crossing Drive (High Intensity Beacon for pedestrian crossing)
- MacArthur Boulevard and Clara Barton Parkway
- Tuckerman Lane and Gloxina Drive

White Flint Traffic Mitigation – This project will involve making a series of intersection improvements in this portion of the County to accommodate its urban development. Three intersections are planned to initiate concept engineering in FY13 with three more in future years as the area develops.





Improve Pedestrian Safety in High Incidence Areas – The Division will continue to work with the State to expedite the construction of significant traffic and pedestrian safety improvements in High Incidence Areas that involve State roads. The Division will partner with other agencies and developers to leverage needed safety improvements with planned development and capital projects.

DIVISION OF TRANSIT SERVICES

Carolyn Biggins, Chief

Transit Signal Priority (TSP) – The Division, the Division of Traffic Engineering and Operations, and a contractor are currently developing a pilot TSP. The purpose of this system is to allow transit buses to stay on schedule in traffic while still maintaining an acceptable flow of vehicles through corridors. If the pilot proves successful at a test of three intersections, it could be expanded in the future. This option will give buses priority when they are running late. State roads are also an option for TSP.

Service Plan Proposal for the Olney Area – The Division will propose a restructuring of the Olney Ride On service. The proposal is not expected to require additional resources, but will contain service improvements. Routes 52 and 53 currently service Olney. Route 52 operates between Montgomery General Hospital and Rockville Station every 35 minutes. Route 53 operates between Shady Grove Station and Glenmont Station via Olney (Montgomery General Hospital). This is one of Ride On’s longest routes and as such faces challenges with schedule reliability and poor utilization. Restructuring this will bring Route 52 to frequencies of every 30 minute with the possibility of a new service area in Olney. It will also break Route 53 in half, resulting in better reliability as well as higher ridership. Implementation of this change could occur in early 2013 after public meetings are held. [Editor’s note: this service was implemented on January 13, 2013.]



Ride On’s Monthly, Youth Cruiser and Youth Summer Passes to be Transitioned into SmarTrip Technology – The region’s SmarTrip® Card will pilot the use of the Ride On Monthly Pass from August to October 2012. This begins the electronic movement of the current monthly paper pass onto the SmarTrip® pass. Residents and employees of County businesses that use the Ride On Monthly Pass will be able to download the pass from their computer, or can have the pass loaded onto their SmarTrip® Card from any of the Giant, CVS or TRiPS stores or the County Revenue office. [Editor’s note: full transition to electronic passes was completed for the December, 2012 Ride On Monthly pass.] Also, the Montgomery County Youth Cruiser pass will begin its transition onto specially designed SmarTrip® Cards by January 2013. This will eliminate the paper Youth Cruiser passes, which can be damaged, and move the passes onto the Montgomery County Youth SmarTrip® Card.



Communication Initiatives – Requests to the Maryland Transit Administration for more than \$400,000 in grant funding were submitted in the spring of 2012. The grant covers these three components: (1) purchase of an asset management system that will improve the Division’s ability to track Ride On bus security cameras, radios, and farebox equipment; (2) new radios for street coordination with the Central Communication center (the current radios will need to be replaced by January 2013 due to Federal Communications Commission changes to radio bands); and (3) deployment of an operational software package to improve Ride On reporting and customer service.

More Information at Bus Stops – The division also submitted requests to the Maryland Transit Administration for \$440,000 in Federal funds to deploy an Automated Transit Information System at eight local Metro stations to develop and deploy an interactive voice response (IVR) system in the spring of 2012. Electronic information signs will display real time information about the next bus’ arrival. This project will expand the number of key locations that will have electronic signs deployed. The IVR system will allow anyone with a home phone or cell phone to access real time customer information by listening to voice prompts and by responding by using the phone keypad to access the next bus arrival times for any particular stop within the County.



New Clean Buses – Requests to the Maryland Transit Administration for \$6.7 million in Federal funds to purchase 11 hybrid and 3 CNG buses were also submitted in the spring of 2012. The County will need to provide a local match of \$1.7 million. Eleven of these buses will replace eleven gas fueled Champion buses from 2007 which have outlived their usefulness. The buses will be used in Takoma Park and Silver Spring. Three of the 14 buses fueled by compressed natural gas will replace similarly fueled buses in the Ride On fleet.

Expansion of Facilities – Ride On will expand its Gaithersburg facility and construct a new depot to accommodate planned growth in bus service needs. After the new facility opens (constructed by the Department of General Services), the existing depot on Crabbs Branch Way will eventually be replaced with mixed use development. The area around the Shady Grove Metro will transform from light industrial use to transit-oriented housing by building up to 6,500 new units, including affordable and workforce housing. [Editor's note: ground was broken on the new depot off of Shady Grove Road in July, 2011, and the project is expected to open by the summer of 2013.]

DIVISION OF TRANSPORTATION ENGINEERING

Bruce Johnston, Chief

Major Transportation Projects Planned – Construction will be starting or continuing in FY13 and beyond on the following projects.

- Century Boulevard (\$11,000,000)
- Dale Drive at Colesville Road (\$1,800,000)
- Dale Drive Sidewalk (\$4,100,000)
- East Gude Drive Bridge (\$2,000,000)
- Greentree Road Sidewalk (2,500,000)
- MacArthur Boulevard Bikeway – Segment 2 (\$6,500,000)
- Maple Avenue Storm Drain (\$600,000)
- MD355 Crossing (\$68,000,000)
- Montrose Bikepath (\$400,000)
- Old Georgetown Road Pedestrian Bridge (\$1,000,000)
- Shady Grove Metro Access (bicycle) (\$1,800,000)
- Stringtown Road (East of MD-355) (\$7,500,000)
- Thompson Road Connection (\$300,000)
- Town of Chevy Chase Storm Drain - Phase 3 (\$700,000)
- Whites Ferry Road Bridges (\$2,000,000)
- TOTAL of all above projects: \$110,200,000

Annual Bikeway Program – The Division of Transportation Engineering will install signage on three additional bike routes. [Editor's note: these routes are scheduled to be put in place in FY13, probably in the spring, 2013.]

- Georgia Avenue/MD 97 Corridor Metro Access Route;
- Montgomery Mall and Western Montgomery County Metro Access Route;
- Colesville Road/US 29 Metro Access Route.

BUS RAPID TRANSIT PLANNING

Rapid Transit System (RTS) – In FY 13, the County Executive is expected to form a Steering Committee comprised of representatives from MDOT, Washington Metropolitan Area Transit Authority, Transit Task Force, agency directors, and bus rapid transit experts. This task force will provide support and advice to the County Executive and the Chief Administrative Officer about the implementation of a Rapid Transit System within the framework of the soon to be adopted Master Plan and policy and fiscal constraints of the County Executive. In the fall of 2011, the Planning Board initiated a Countywide Corridors Functional Master Plan process to examine the RTS corridors and to draft a Functional Master Plan to include the RTS system. The Staff Draft Plan is expected to occur in the spring of 2013. [Editor's note: See the Accomplishments section of this report for background.]



THE MCDOT ORGANIZATION

When County Executive Isiah Leggett was elected in November 2007 he announced a series of principals that would characterize his administration. He vowed to pursue the common good by working for and with Montgomery County's diverse community members to provide an effective and efficient transportation network, among other goals.

MCDOT focuses on moving people and vehicles within a balanced, coordinated, and safe network of transit, roads, bikeways, and pedestrian facilities. Below are the divisions and sections within each that make up the department.

DIRECTOR'S OFFICE

- Transportation Policy
- Metro and MARC Liaison
- State Highway Liaison
- Sustainability Coordination
- Community Outreach (Outreach Programs: 240.777.7155)

DIVISION OF HIGHWAY SERVICES (Customer Service: 311)

- Field Operations
- Pavement Management
- Tree Maintenance
- Administrative/Management Support & Services

DIVISION OF PARKING MANAGEMENT

- Engineering & Maintenance
- Financial Management
- Operations
- Management Services & Property Development

DIVISION OF TRAFFIC ENGINEERING & OPERATIONS (Customer Service: 311)

- Traffic Engineering Design & Operations
 - Development Review Unit
- Traffic Engineering Studies
- Transportation Management
- Management Services

DIVISION OF TRANSIT SERVICES (Transit Information: 311)

- Operations
- Customer & Operations Support
- Operations Planning
- Commuter Services
- Medicaid & Senior Transportation
- Management Services

DIVISION OF TRANSPORTATION ENGINEERING

- Transportation Planning & Design
- Transportation Construction
- Property Acquisition

For detailed contact information, visit the department's website at montgomerycountymd.gov/mcdot. Contact the Community Outreach office at 240.777.7155 to request a copy of the "Residents' Guide to Services" brochure. Community Outreach also publishes a listing of resident/business advisory committees, a fact sheet on the department, a progress report on the Renew Montgomery program, and a handbook on the procedures used by the County to implement capital projects from concept to construction. This booklet is entitled "How to Get What You Need at MCDOT." An overview of the County Executive's "Pedestrian Safety Initiative" and brochures on various specific MCDOT programs are also available from this office.



Montgomery County Government
Department of Transportation

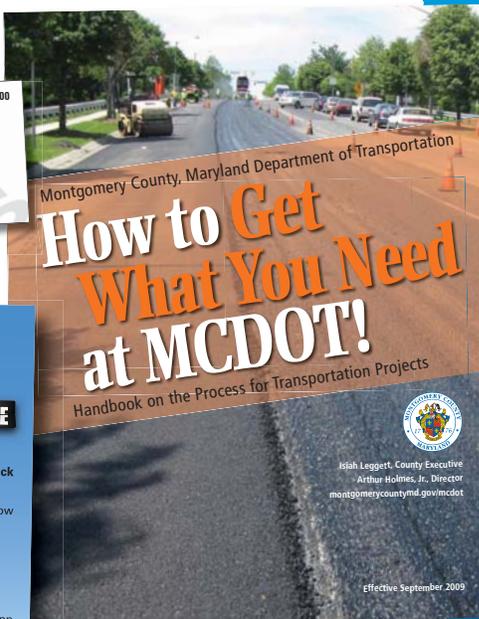
2012 RENEW MONTGOMERY

Restoring Neighborhood Infrastructure
Progress Report through June 2012
Isiah Leggett, County Executive
Arthur Holmes, Jr., Director



CALL 'N RIDE \$2.00
101 Monroe Street, 5th Floor
Rockville, MD 20850

Any type of fraud, misuse or abuse of CNR Coupons is punishable by law.
Expires September 30, 2012
NON-TRANSFERABLE



Montgomery County, Maryland Department of Transportation

How to Get What You Need at MCDOT!

Handbook on the Process for Transportation Projects

Isiah Leggett, County Executive
Arthur Holmes, Jr., Director
montgomerycountymd.gov/mcdot

Effective September 2009



Ride On

REAL TIME

Montgomery County Transit

Real time information is just a click away at **RideOnRealTime.com**.

- Find out where your bus is right now with GPS-enabled technology
- View bus routes and schedules
- Plan transit trips
- Register for instant notification of bus status
- Download the Ride On Real Time app (available for iPhone and Android users)

www.RideOnRealTime.com
Right Place, Right Time

Visit RideOnBus.com for more information!

Effective 5/7/12

Montgomery County, Maryland
Department of Transportation

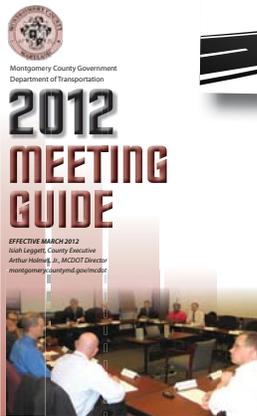
Isiah Leggett, County Executive
Arthur Holmes, Jr., Director

Residents' Guide to Services

Go to montgomerycountymd.gov/snow



to get information on snow removal progress, access to traffic cameras, and nearby bus stops in case of inclement weather.



Montgomery County Government
Department of Transportation

2012 MEETING GUIDE

EFFECTIVE MARCH 2012
Isiah Leggett, County Executive
Arthur Holmes, Jr., MCDOT Director
montgomerycountymd.gov/mcdot



Montgomery County, Maryland
Department of Transportation

BELIEVE IT

2010 OR NOT!

A few astounding facts related to the services and programs of MCDOT!

Isiah Leggett, County Executive
Arthur Holmes, Jr., Director
montgomerycountymd.gov/mcdot

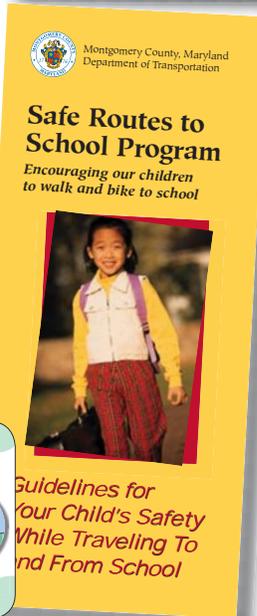


Montgomery County Government
Department of Transportation
DIVISION OF HIGHWAY SERVICES

When It Snows...

Isiah Leggett
County Executive

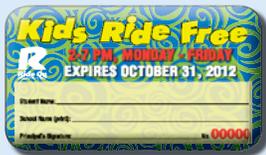
Printed in October 2012



Montgomery County, Maryland
Department of Transportation

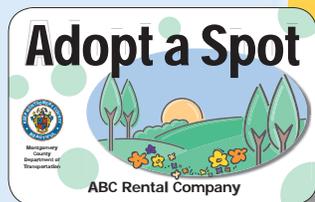
Safe Routes to School Program

Encouraging our children to walk and bike to school

Kids Ride Free
2-7 PM, MONDAY - FRIDAY
EXPIRES OCTOBER 31, 2012

Student Name (print): _____
Parent's Signature: _____ \$0.00000



Adopt a Spot

ABC Rental Company



Keep Montgomery County Beautiful Program
MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION
101 MONROE STREET • ROCKVILLE, MARYLAND 20850

This is to certify the cardholder is an active participant of the Keep Montgomery County Beautiful "Adopt-A-Road Program" (AARP) and has the right to dispose of NO COST at the Montgomery County Transfer Station loads of trash and other debris OF LESS THAN 500 LBS. For more information please call the Transfer Station, 240-777-6560. Loads greater than 500 lbs. are generally charged a \$16000 disposal fee. However, this fee may be waived for AARP participants if cardholder contacts the Transfer Station at the number above in advance and provides information on the vehicle and location where the waste was collected.

Peter Karsick, Manager
Transfer Station

Thomas D. Pogue
Community Relations Manager

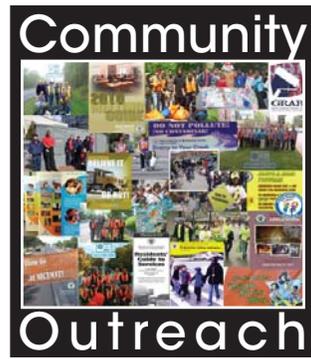
KMCP Program - 240-777-1555
EXPIRATION DATE: JUNE 30, 2014



MCDOT AT WORK



www.montgomerycountymd.gov/311
For calls made outside of Montgomery County: 240-777-0311
301-251-4850 TTY



This report published by Community Outreach
Edited by Thomas Pogue, Community Relations Manager
MCDOT, Office of the Director
December 31, 2012

For additional copies, write mcdot.outreach@montgomerycountymd.gov
or call 240.777.7155



"Our Partners in Delivering Excellence"

