

MEMORANDUM

February 15, 2022

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Senior Analyst

SUBJECT: FY23-28 Capital Improvements Program (CIP)—transportation: overview, and bridge, highway maintenance, road, and traffic engineering projects¹

PURPOSE: Worksession to develop Committee recommendations

Please bring the Executive's Recommended FY23-28 CIP to this worksession.

This is the first Committee worksession scheduled to review the transportation portion of the FY23-28 CIP. This worksession will include an overview of the transportation capital program, and a review of bridge, highway maintenance, road, and traffic engineering projects. A second worksession is scheduled for March 9 for mass transit, pedestrian facility/bikeway, and facility planning projects. Parking Lot District (PLD) projects will be reviewed in April with the PLD operating budgets.

Staff anticipated to attend this worksession include:

Chris Conklin, Director, Department of Transportation (DOT)

Emil Wolanin, Deputy Director, DOT

Hannah Henn, Deputy Director, DOT

Tim Cupples, Chief, Division of Transportation Engineering, DOT

Richard Dorsey, Chief, Division of Highway Services, DOT

Michael Paylor, Chief, Division of Traffic Engineering and Operations, DOT

Brady Goldsmith, Chief, Management Services, DOT

Anita Aryeetey, Derrick Harrigan, and Gary Nalven, Office of Management & Budget

A. OVERVIEW OF THE FY23-28 CIP--TRANSPORTATION

For the FY23-28 CIP, the Executive is recommending approval of \$1,498.0 million in transportation capital expenditures, a \$419.0 million increase (+38.8%) above the \$1,079.0 million programmed in the FY21-26 CIP as amended in May 2021. The primary reason for this increase is the assumption of \$206.7 million in Federal aid and \$169.7 million in State revenue linked to the I-270 and I-495 Managed Lanes project, which would be used to advance Bus Rapid Transit (BRT) and associated bike/ped projects. The balance of the recommended transportation CIP would increase by a more modest \$42.6 million (+3.9%).

¹ Key word: #transportationcip

Percentage of Programmed Funds by Agency and Program

	Amended FY21-26 CIP	Percent	Executive's Rec. FY23-28 CIP	Percent
Montgomery County Public Schools	\$1,618,915,000	37.5%	\$1,822,504,000	36.0%
Montgomery College	284,152,000	6.6%	327,088,000	6.5%
M-NCPPC (Parks)	239,565,000	5.5%	254,474,000	5.0%
Revenue Authority	19,205,000	0.4%	17,334,000	0.3%
Housing Opportunities Commission	7,875,000	0.2%	8,205,000	0.2%
County Government	2,146,950,000	49.7%	2,627,639,000	52.0%
<i>Housing/Community Development</i>	<i>149,581,000</i>	<i>3.5%</i>	<i>142,256,000</i>	<i>2.8%</i>
<i>Conservation of Natural Resources</i>	<i>23,625,000</i>	<i>0.5%</i>	<i>37,125,000</i>	<i>0.7%</i>
<i>Health & Human Services</i>	<i>47,249,000</i>	<i>1.1%</i>	<i>62,519,000</i>	<i>1.2%</i>
<i>General Government</i>	<i>292,571,000</i>	<i>6.8%</i>	<i>319,349,000</i>	<i>6.3%</i>
<i>Libraries & Recreation</i>	<i>185,271,000</i>	<i>4.3%</i>	<i>146,535,000</i>	<i>2.9%</i>
<i>Public Safety</i>	<i>171,395,000</i>	<i>4.0%</i>	<i>254,170,000</i>	<i>5.0%</i>
<i>Recycling & Resource Management</i>	<i>85,278,000</i>	<i>2.0%</i>	<i>49,518,000</i>	<i>1.0%</i>
<i>Stormwater Management</i>	<i>112,992,000</i>	<i>2.4%</i>	<i>118,191,000</i>	<i>2.3%</i>
Transportation	1,078,988,000	25.0%	1,497,976,000	29.6%
TOTAL	\$4,316,662,000	100.0%	\$5,057,244,000	100.0%

Due to this Federal and State aid, the cumulative funding recommendation for the transportation capital program is higher than for all other County agencies and programs within County Government. In percentage terms its increase is behind only the Conservation of Natural Resources and Public Safety capital programs.

The transportation capital program is divided into seven subprograms:

Programmed Transportation Funds by Subprogram (in \$000)

	Am. FY21-26	% in Am. FY21-26	Rec. FY23-28	% in Rec. FY23-28
Bridges	\$73,407	6.8%	\$74,163	5.0%
Highway Maintenance	224,448	20.8%	241,858	16.1%
Mass Transit	281,685	26.1%	654,978	43.7%
Parking Districts	44,240	4.1%	45,880	3.1%
Pedestrian Facilities/Bikeways	246,097	22.8%	268,289	17.9%
Roads	108,911	10.1%	107,106	7.1%
Traffic Improvements	100,200	9.3%	105,702	7.1%
TOTAL	\$1,078,988	100.0%	\$1,497,976	100.0%

Most of these subprograms would have roughly the same level of funding as in the last CIP. The exception is the Mass Transit capital program, again due primarily to the new Federal and State funds for BRT, but also to a \$56.1 million increase (+56.6%) in the Ride On Bus Fleet project to acquire only zero-emission vehicles as replacement buses.

Other than the BRT and Ride On Bus Fleet projects, the major changes proposed by the Executive are noted below. Each of these, and other smaller changes not listed here, will be addressed over the next two worksessions:

- Capital Crescent Trail tunnel in the Bethesda CBD: delay 4+ years (all funds shown after FY28).
- Seven Locks Bikeway and Safety Improvements: delay 2+ years (all funds shown after FY28).
- Veirs Mill/Randolph Bicycle-Pedestrian Priority Area (BPPA) Improvements: increases funding, syncs with schedule for Veirs Mill BRT. Assumes \$5.3 million in Federal aid.
- Wheaton BPPA Improvements: doubles funding to \$9 million.
- Bethesda Metro Station South Entrance: cost increases by \$20 million, completion delayed 2½ years but still in time for the new opening date for the Purple Line.
- White Flint Metro Station North Entrance: delay 1 year.
- Forest Glen Passageway: delay 1 year.
- Life Science Loop Trail: delay 1 year.
- Fenton Street Cycletrack: cost more than doubles to \$11.5 million; delay completion 1 year.
- Dorsey Mill Road Bridge: delay 2 years.
- Bethesda Bikeway and Ped Facilities: cost increases by 50%, delay completion 2 years.

The Planning Board plans to review the Recommended CIP on February 17. Council staff understands that its primary recommendations likely will pertain to Mass Transit and Pedestrian Facilities/Bikeway projects, so its transmittal will be included in the staff report for March 9, when these projects will be discussed.

In the sections below, each of the Executive’s proposed projects is identified by its title and (page number).

B. BRIDGE PROGRAM PROJECTS

1. “Consent” projects. These are continuing projects about which there are no or very small changes in scope, cost, or schedule, and about which there has been no public testimony or correspondence, and for which Council staff has no comment. Each project would be recommended for approval unless a Committee member specifically asks for it to be discussed. Two information items are presented for each project:

- **Funding Change:** the percentage difference in cost from the Approved or Amended FY21-26 CIP to the Recommended FY23-28 CIP for the years starting with FY23.
- **Timing Change:** the acceleration or delay of the project’s completion, comparing the completion in the Approved or Amended FY21-26 CIP to that in the Recommended FY23-28 CIP.

Consent Bridge Program projects (page)	Funding Change	Timing Change
Bridge Preservation Program (14-4)	none	not applicable
Brink Road Bridge (14-10)	none	none
Garrett Park Road Bridge (14-19)	none	none

Council staff recommends concurring with the Executive.

2. **Bridge Design** (14-2). This project funds the design of bridge reconstruction and rehabilitation projects. The specific bridges identified as “candidate projects” nearly always result in construction. When they do not, the work is normally completed under the Bridge Renovation project. Therefore, whether to fund design for a bridge is the Council’s primary decision point for that bridge; once a bridge project has proceeded through design it nearly always is requested and approved for construction in a subsequent CIP.

As part of this program, the County provides \$500,000 annually for its share of bridge inspections; the State Highway Administration (SHA) also provides \$600,000 of Federal aid from its budget. Each bridge is given a condition rating which considers structural and functional adequacy. The ratings are on a 9-to-0 scale: Bridges are programmed for rehabilitation or replacement when its problems cannot be addressed through normal maintenance activity.

- 9 EXCELLENT CONDITION
- 8 VERY GOOD CONDITION - no problems noted.
- 7 GOOD CONDITION - some minor problems.
- 6 SATISFACTORY CONDITION - structural elements show some minor deterioration.
- 5 FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- 4 POOR CONDITION - advanced section loss, deterioration, spalling or scour.
- 3 SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
- 2 CRITICAL CONDITION - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
- 1 "IMMINENT" FAILURE CONDITION - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
- 0 FAILED CONDITION - out of service - beyond corrective action.

The Executive recommends a net decrease of \$118,000 (1.0%) over the 6-year CIP period. He would add four bridges to be studied for rehabilitation or replacement: Southlawn Lane Bridge (#M-0050) near Rockville, Martinsburg Road Bridge (#M-0042) near Dickerson, Burnt Hill Road Bridge (#M-0157) near Clarksburg, and Gregg Road Bridge (#M-0019) near Brookeville. Based on inspections that took place in 2021, all four were in Poor condition (Condition Rating 4). By the time these bridges proceed through design and are candidates for construction funding, their condition is likely to worsen. **Council staff recommends concurring with the Executive.**

3. **Bridge Renovation** (14-6). This project funds moderate repairs to bridges that are well short of full rehabilitation or replacement. The Executive recommends increasing the funding for this program by \$3,177,000 (+11.9%) to \$29,927,000 over the six-year period. The biggest increase is to replace the deck of the Mouth of Monocacy Road Bridge over CSX near Dickerson, but several other new bridge renovations are planned. Most of these bridges are in Poor condition (Condition Rating 4). **Council staff recommends concurring with the Executive.**

4. **Brighton Dam Road Bridge** (14-7). This project funds the rehabilitation of this bridge over the Triadelphia Reservoir. The \$2,250,000 cost of this project is split evenly among Montgomery County, Howard County, and the Washington Suburban Sanitary Commission. The cost is unchanged, but the project's completion has been delayed by a year due to the difficulty reaching final legal agreement among the parties. It is now scheduled for completion in the summer of 2023. **Council staff recommends concurring with the Executive.**

5. **Dennis Avenue Bridge Replacement** (14-13). The existing 30'-long Dennis Avenue bridge over Sligo Creek in Wheaton will be replaced with an 80'-long span to better accommodate the creek's flow beneath it, as flooding is common in this area. The cross section will also be widened to allow for a 13'-wide shared use path on the north side, a 7'-wide sidewalk on the south side, and 5'-wide bike compatible shoulders on each side with additional 2'-wide buffers.

The project's cost has increased by \$2,240,000 (+30.9%) due to a further planned lengthening of the span (from 75' to 80'), the need to relocate a Verizon line, and general construction cost inflation. **Council staff recommends concurring with the Executive.**

6. **Dorsey Mill Road Bridge** (14-16). This project will construct a master-planned four-lane roadway in the northern part of Germantown from Century Boulevard east across I-270 and connecting with existing Dorsey Mill Road, which continues east to Observation Drive. There will be separate bridges over I-270 for the eastbound and westbound roadways, leaving a 42'-wide opening between them for the master-planned Corridor Cities Transitway (CCT). The footings and a portion of the abutments of the ultimate CCT bridge over I-270 would be built as part of this project to minimize future impacts on I-270 when the CCT is built.

The project includes a 10'-wide shared use path on the north side, and a 6'-wide sidewalk and an 8'-wide two-way cycle track on the south side. East of I-270 residents use the curb lane for parking, even though off-street parking is available; the project would widen both the eastbound and westbound roadways by 8' to create room for this parking without encroaching on the travel lanes. The project's estimated cost is \$34,020,000.

The Executive proposes delaying the project by two more years, after he had recommended—and the Council approved—delaying it three years in the prior CIP. The completion of its design would now not begin until FY28; if there had been no delays it would be going to design next year. However, there are some questions that need to be resolved before proceeding with the project:

- The Planning Board's proposed Corridor Forward Plan recommends replacing the planned CCT with a series of bus priority routes, building on DOT's implementation of the Great Seneca Science Corridor Transit routes. None of these routes would use the Dorsey Mill Road bridge over I-270; if that does not occur, then the design would be affected.
- Planning of the State's Phase I North of the I-270 Opportunity Lanes project between I-370 and Frederick will be underway soon. That study will determine the location of direct ramps to and from the Opportunity Lanes, and Dorsey Mill Road bridge would be a likely spot. If so, that will affect the design of the bridge and the potential cost-sharing between the State and County.

For these reasons it would be prudent to defer implementation of this bridge. **Council staff recommends concurring with the Executive.**

7. **Glen Road Bridge** (14-22). This project replaces the 1930-vintage Glen Road bridge over Sandy Branch in Potomac. Neighbors in the area have pointed out that the bridge floods much more frequently, so the project has been delayed by two years and its cost has increased by \$1,045,000 (29.5%) to allow for some redesign and more extensive construction. A small amount of property will be acquired in FYs23-24, and construction will occur in FYs24-25. The bridge is scheduled to be closed to traffic between June and August of 2024. **Council staff recommends concurring with the Executive.**

8. **Mouth of Monocacy Road Bridge** (14-25). The completion of this bridge over the Monocacy River, has been delayed a year to allow more time for redesign. Its \$3,160,000 cost is unchanged. **Council staff recommends concurring with the Executive.**

C. HIGHWAY MAINTENANCE PROGRAM PROJECTS

1. ‘Consent’ projects.

Consent Highway Maintenance Program projects (page)	Funding Change	Timing Change
Permanent Patching: Residential/Rural Roads (15-2)	none	not applicable
Residential and Rural Road Rehabilitation (15-4)	none	not applicable
Resurfacing Park Roads & Bridge Improvements (15-6)	none	not applicable
Street Tree Preservation (15-13)	none	not applicable

Council staff recommends concurring with the Executive. DOT has tentatively scheduled the neighborhoods that would have block tree pruning in FY23 and FY24 under the Street Tree Preservation program. The neighborhoods that are in Equity Emphasis Areas are noted with an ‘EEA’ designation (©1).

2. **Resurfacing: Primary/Arterial** (15-7). The Executive recommends adding \$1,000,000 (+2.5%) over the six-year period; the entire increase would be in FY24, thus equalizing the annual allocation for this program at \$6,750,000 over each of the six years of the CIP. **Council staff recommends concurring with the Executive.**

3. **Resurfacing: Residential/Rural Roads** (15-9). The Executive recommends adding \$5,000,000 (+7.9%) to this program, resulting in an allocation that ramps up from \$10,000,000 in FY23 to \$11,000,000 each year in FYs24-25 and to \$12,000,000 annually from FYs26-28. The total budget in FY23 for the residential resurfacing-related projects (which also includes Permanent Patching: Residential /Rural Roads and Residential and Rural Road Rehabilitation) would be \$21,250,000, still well short of the optimal annual investment of \$49,170,000 documented in the 2020 Infrastructure Maintenance Task Force (IMTF) Report.

Council staff recommendation: Concur with the Executive’s recommendation for now. Like the Executive, the Council should strive to increase funding for this program, but the degree to which it is increased may be subject to CIP Reconciliation. As with several previous CIPs, it may be

possible to accelerate some of the proposed funding into the current year (FY22), helping to reconcile the CIP while also getting the same work done sooner.

4. Sidewalk and Curb Replacement (15-11). This level-of-effort project replaces damaged or deteriorated sidewalks, curbs, and gutters. The Executive is recommending increasing this program by \$8,544,000 (+24.3%) over the six-year period, ramping up from \$6,700,000 in FY23 to \$8,158,000 in FY28.

There are 1,668 miles of sidewalk and 3,336 miles of curb and gutter in DOT’s inventory. Optimally, this infrastructure should be replaced every 30 years; the 2020 IMTF Report notes that 56 miles of sidewalk and 111 miles of curb and gutter should be replaced annually. This translates to an Acceptable Annual Replacement Cost of \$15,790,000 annually. Ordinary repairs can extend the life of sidewalks and curb and gutter, so the annual requirement for replacement should be somewhat less. Nevertheless, even with the proposed increase, the amount budgeted is still substantially less than is optimal.

Council staff recommends concurring with the Executive’s recommendation, for now. Like the Executive, the Council should strive to increase funding for this program, but the degree to which it is increased may be subject to CIP Reconciliation.

E. ROAD PROGRAM PROJECTS

1. “Consent” projects.

Consent Road Program projects (page)	Funding Change	Timing Change
Burtonsville Access Road (19-4)	none	none
Public Facilities Roads (19-17)	none	not applicable
White Flint District East: Transportation (19-22)	none	delayed 2 years
White Flint District West: Transportation (19-24)	none	delayed 2 years
White Flint West Workaround (19-26)	none	none

Council staff recommends concurring with the Executive regarding these projects.

The Council approved a substantial supplemental appropriation and CIP amendment for the White Flint West Workaround project in late 2019, when the cost was reported to have increased by \$11,425,000. The White Flint East: Transportation and White Flint West: Transportation projects are on indefinite hold, considering that the White Flint Special Taxing District is in substantial arrears to the General Fund.

2. Dedicated but Unmaintained Roads (19-7). Thirteen years ago, the Council approved a policy that would allow for the improvement of so-called ‘orphan’ roads that are in public rights-of-way but were not initially built to standards that allow DOT to accept them for maintenance. The policy would improve an orphan road to such standards if approved by 60% of the affected property owners on the road, with the owners paying for all costs but the design and construction supervision through a special taxing assessment district. The County’s share is capped at 10% of the cost of each project. However, only one street has been rebuilt under this program: Fawsett Road in Potomac.

Given the inactivity of this program over the past decade, in 2020 the Council asked DOT to reevaluate whether the criteria for this program should be revised, or to scrap it altogether. Over the years there have been 26 inquiries about the program, but only four of them proceeded through preliminary engineering. Once the extent of the improvement was determined and the cost was known, only the Fawsett Road residents accepted funding responsibility for the improvements (see ©2-4).

DOT recommends continuing this project in the CIP, but with only a minimum amount of funding for staff to process and respond to requests. Should an application proceed to preliminary design, its funding could come from the newly proposed Feasibility Studies PDF. Should the residents on a street agree to shoulder the costs of the improvements, it could appear as a stand-alone project in the CIP. The Executive concurs with this approach and is recommending \$5,000 annually be programmed for processing and responding to requests. **Council staff recommends concurring with the Executive.**

3. ***Goshen Road South*** (19-10). This master-planned project would widen 3.5 miles of Goshen Road to a four-lane roadway with a median from south of Girard Street to north of Warfield Road. It would have a 5'-wide sidewalk on the east side and an 8'-wide hiker-biker path on the west side, 5'-wide bike lanes on both sides, streetlighting and landscaping. For many years the road had been projected to carry 26,000 vehicles per day by 2025, and that all its 18 intersections would fail by then without an improvement.

The project was initially included in the CIP in 2010, with completion by 2020. County Executive Leggett had recommended and the Council concurred with deferring it several times since, primarily to create fiscal space for other projects in the CIP. The cost estimate in 2018 was \$168,036,000, the most expensive road project in the CIP. That estimate still appears in the Recommended CIP, but as it is four years old, the cost is likely to be different now.

Again, to create fiscal space for other CIP projects, the Council four years ago decided to defer all spending for land acquisition and construction (\$160,228,000) to beyond the six-year CIP period, indefinitely delaying both the road widening and the sidewalk and bikeways. (There are no bikeways and only a few segments of discontinuous sidewalk along Goshen Road today.) However, the Council added \$300,000 for a planning study to evaluate lower cost options. That study was completed in 2021, and its Executive Summary is on ©5-9. The two main alternatives it developed were:

- *No-Build with Spot Improvements (NBSI)*: Widen only the southernmost third of the project to four lanes, retaining the existing 2 lanes elsewhere. Add turning lanes at certain intersections. Construct a continuous shared use path, bike lanes, and sidewalk along the full length, but with more generous widths for the bikeway elements than the prior project: 10' (instead of 8') for the shared use path, and 6' each (instead of 5') for the bike lanes. Estimated cost: \$87.6 million
- *Build*: As per the prior project, widen the most of Goshen Road to 4 lanes and add turning lanes at several intersections. The planned shared use path would be the 8' wide, but the bike lanes would be only 4'2" wide. Estimated cost: \$144.3 million.

Both options would include new streetlighting and traffic signals, the replacement of five culverts, and landscaping.

A traffic operations analysis of these two options showed that the NBSI Alternative, although it would cost nearly 40% less, would outperform than the Build Alternative, because the latter would draw more traffic to it. It would be a heavy lift for the County to add the full \$87.6 million NBSI Alternative to the CIP all at once. However, the alternative is readily scalable, and so could be implemented in multiple phases over many years.

The study recommends the NBSI Alternative and suggests that it be carried through preliminary design, including identifying and prioritizing suitable phasing options (©10). DOT estimates the cost of completing preliminary design to be \$6,000,000 and take two years to complete. Given the competition for resources in the early years of the CIP, preliminary design should be initiated later.

Council staff recommends adding \$6,000,000 in FYs25-26 (\$3,000,000 each year in Current Revenue) to carry the NBSI Alternative through preliminary design and to identify suitable phases. Upon the study’s completion the Council could decide to program construction of a first phase in the FY27-32 CIP.

4. Highway Noise Abatement. (19-12). This project is for the design and construction of noise walls identified under the County’s Highway Noise Abatement Policy. No funds have been spent to build noise walls under this program since the initial set of walls along Shady Grove Road were built more than a dozen years ago. Interest in this program has waned since its inception; there have been relatively few requests for walls along County roads during the past decade. Partly this is because the residents who would benefit from a wall are unwilling to put up their share of the match under the County’s Highway Noise Abatement Policy.

Two years ago, the Council urged that DOT revisit the policy to determine whether the program should be overhauled or scrapped, with the recommendations presented to the Council. DOT’s conclusion is that the program be continued, but that the budget in the CIP only show \$5,000 annually to cover staff costs of any consultant-led design work, should the occasion arise (©11-12). This is the amount the Executive is recommending for the CIP. **Council staff recommends concurring with the Executive.**

5. North High Street Extended (not in CIP). Several years ago, the Great Olney Civic Association (GOCA) proposed that North High Street be extended west by less than a block to Morningwood Drive to improve safety and enhance connectivity in the Olney Town Center. DOT has completed planning for this extension.

The project would extend the street with an 11’-wide travel lane in each direction, an 8’-wide parking lane on the south side, and a 6’-wide sidewalk on the south side separated from the curb with a 6’-wide green buffer. The cost to design, acquire land, and build this extension is \$1,343,000. A production expenditure schedule for the project is on ©13. Councilmember Navarro, GOCA, the Olney Town Center Advisory Committee, and Olney resident Barbara Falcigno support including the project in the CIP (©14-18).

Council staff recommends adding this project to the CIP in FYs23-26, with design conducted in FYs23-24, land acquisition in FY25, and construction in FY26. In the long term there

is the potential to widen the cross-section to add a parking lane on the north side as well as a 10'-wide shared use path on the north side separated from the curb by a green buffer.

6. Observation Drive Extended (19-14). The Clarksburg Master Plan calls for extending Observation Drive 2.2 miles north from the Milestone area of Germantown to Stringtown Road in Clarksburg. It is master-planned to be a four-lane divided roadway with a wider right-of-way than most roads of its type—150'—to accommodate the northernmost section of the Corridor Cities Transitway (CCT) and, likely, the ultimate route of the MD 355 North Bus Rapid Transit (BRT) line.

The project is split into two phases. Phase 1 will construct the four-lane road, shared use trail and sidewalk north beyond Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway. It would also extend Little Seneca Parkway west to Observation Drive—as well as its parallel shared use path and sidewalk—and construct its planned third and fourth lanes from MD 355 to Observation Drive. Phase 1 would thus directly connect the homes in Arora Hills and Clarksburg Village to Observation Drive, and from there south to Ridge Road, close to the I-270/Ridge Road interchange. Phase 1 includes a 10'-wide shared use path on the west side and a bike path on the east side that would provide Greenway connectivity. The cost of Phase 1 (which includes the design of both phases) is estimated to be \$66,529,000. Design was initiated during this fiscal year.

Phase 2 will build two lanes of the ultimate four-lane Observation Drive from Little Seneca Parkway north to its intersection with Roberts Tavern Drive. This section includes a west-side 8'-wide shared use trail and an east-side 5'-wide sidewalk. The cost of Phase 2 is estimated to be \$48,542,000. A map showing the limits of Phases 1 and 2 is on page 19-16 of the Recommended CIP.

The project was initially included in the FY15-20 CIP with design starting in FY19. Since then it has been delayed three years to create fiscal space for other projects in the CIP, so that design did not begin until this year. The cost of the full project is estimated to be \$115,593,000. The Executive is not recommending a further significant delay; land acquisition would still begin in FY26 and construction would be initiated in FY27.

However, the expenditure schedules for Phases 1 and 2 in both the current and proposed CIP have been stretched somewhat to lessen the fiscal burden in the first several years. The production schedules—the year-by-year expenditures that would more normally occur if the project would proceed on a normal pace, unfettered by fiscal constraints—are shown on ©19. It shows that design could be completed a year sooner, and that land acquisition and construction could each start a year sooner, in FY25 and FY26, respectively for Phase 1. Councilmember Rice recommends proceeding with Phase 1 on its production schedule (©20).

Council staff concurs with Councilmember Rice's recommendation for Phase 1. It is a key to providing better access to Arora Hills and Clarksburg Village to the east and Cabin Branch to the west. It is a better option than widening MD 355, in that it would provide more than twice as much additional capacity—four new lanes with no private driveways, compared to two additional lanes where there are driveways—and would add much more substantially to Clarksburg's sidewalk and bikeway network and as noted above, it would provide the right-of-way for the CCT and MD 355 BRT, at least as far north as the former Comsat site.

Council staff also recommends deferring land acquisition and construction of Phase 2 until after FY28. A major cost of the Phase 2 extension is nearly \$25 million for land acquisition within Clarksburg’s Employment Corridor—comprising more than half the cost of this phase—so it may be prudent to postpone it until development is imminent in the Clarksburg Employment Corridor, when right-of-way dedications would be more likely.

The net result of these two recommendations, compared to the Executive’s recommendation, is shown below (in \$000). It would accelerate funding, primarily from FY26 to FY24, but the six-year total would be about \$3.1 million less.

	FY23	FY24	FY25	FY26	FY27	FY28	6-Year Total
Executive Recommendation	1,045	1,346	824	4,800	28,819	32,770	69,604
Council Staff Recommendation	1,478	1,500	2,411	26,200	25,340	9,600	66,529
Difference	+433	+154	+1,587	+21,400	-3,479	-23,170	-3,075

7. Subdivision Roads Participation (19-18). This umbrella project provides funds for roadwork of joint use to new subdivisions and to the public. Since these improvements are public-private partnerships, the work is usually tied to when a development is ready to make its improvements.

There are two active subprojects, both in Clarksburg. Their completion has been each delayed by one year, from FY22 to FY23. **Council staff recommends concurring with the Executive.**

- *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.
- *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.

8. Summit Avenue Extended (not in CIP). For several years DOT has been conducting facility planning of an extension of Summit Avenue in Kensington from its current northern terminus at Plyers Mill Road to an improved Farragut Street and its connection to the intersection of Connecticut Avenue and University Boulevard. The project was first identified in the Kensington Sector Plan approved by the Council in 2012. The project would provide an alternative route through the town center from traffic arriving from the north on Connecticut Avenue or the east on University Boulevard to reach Garrett Park and White Flint via Knowles/Strathmore Avenue or the NIH/Walter Reed Medical Center complexes via Summit Avenue, thus avoiding and relieving the congested Connecticut Avenue intersections at Plyers Mill Road and Knowles Avenue. The project also includes a 10’-wide two-way separated shared use path and 6’-wide sidewalks. It would potentially spur the redevelopment of the industrial area north of Plyers Mill Road and west of Connecticut Avenue, a long-time goal of the Kensington Town Council.

On October 11, 2018 the Committee reviewed the alternatives studied in the first phase of facility planning, and recommended that DOT proceed with studying Alternative L1, described above. Phase II of facility planning is complete, which means the project is now eligible to be funded for final design, land acquisition, and construction in the CIP, should the Council so choose. At Council staff’s request DOT has prepared a production schedule for the project (©21). The cost estimate is \$27,110,000, with about two-thirds (\$18,150,000) needed to acquire several commercial properties in the road’s path. Start of final design to construction completion would take five years. The Mayor and Council of Kensington supports funding the project starting in FY25, in recognition of competing priorities in the CIP (©22-24). Councilmember Friedson supports it on this schedule, too (©25).

Council staff concurs with Councilmember Friedson to fund this project in the CIP, with final design scheduled in FY25. Typically, transportation projects graduating from facility planning do not receive their first funds in the first or even second year of the CIP, considering the small capital reserve in its earlier years. The first funds are normally programmed in Year 3 or 4, and the projects then “work their way forward” in the CIP as the years pass. Completing design in FY25 would have property acquisition scheduled in FYs26-27; by then, with the signal that the County is moving forward with building this connector, property owners there may be motivated to move forward with redevelopment called for in the Kensington Sector Plan, and they conceivably could dedicate much of the necessary right-of-way at no cost to the County. Following this schedule, the project would be completed in FY29.

E. TRAFFIC ENGINEERING PROGRAM PROJECTS

1. “Consent” projects.

Consent Traffic Engineering Program projects (page)	Funding Change	Timing Change
Advanced Transportation Management System (20-2)	none	not applicable
Guardrail Projects (20-4)	none	not applicable
Intersection and Spot Improvements (20-5)	none	none
Neighborhood Traffic Calming (20-7)	none	not applicable
Streetlight Enhancements-CBD/Town Center (20-10)	none	not applicable
Traffic Signal System Modernization (20-12)	none	not applicable
White Flint Traffic Analysis and Mitigation (20-16)	none	not applicable

Council staff recommends concurring with the Executive.

2. Pedestrian Safety Program (20-8). This program funds construction of safety improvements such as pedestrian refuges, enhanced crosswalks, sidewalk links, fencing to channel pedestrians to safe crossings, relocated bus stops, and signage. It also funds studies of High Incidence Areas (HIAs), as well as education and outreach efforts.

The Executive is recommending adding an additional \$200,000 annually in FYs23-26 to support the Safe Routes to School Program, which would build about 1,500 linear feet of sidewalk annually. He also recommends higher budget levels in FYs27-28 than in the outgoing FYs21-22. Overall, he recommends an increase over the six years of \$1,550,000 (+6.7%). Over the first three years (FYs23-25) the following could be achieved:

- 3-6 bus stop audits at undetermined locations (\$20,000 each)
- 7-8 pedestrian safety audits at High Incidence Areas (\$30,000 each)
- 30 studies (\$15,000 each), 15-30 walkshed buildouts (\$75,000 each), and 15 spot improvements constructed under Safe Routes to School Program (\$30,000 each)
- 6 Pedestrian hybrid (HAWK) beacons (\$150,000 each)
- 6 new traffic signals (\$350,000 each).

Councilmember Jawando is recommending adding a further \$300,000 annually, \$1,800,000 more within the six-year period. Together with the Executive’s recommendation, Mr. Jawando’s proposal would fund about 3,750 linear feet (about 0.7 miles) of sidewalk under the Safe Routes to School Program (©26). **Council staff agrees that any increase in this expenditure would be a positive step.**

3. **Streetlighting** (20-11). This project funds the installation and upgrading of streetlights. The Executive is recommending adding \$1,000,000 to the existing budget level: \$250,000 more annually in FYs25-28, primarily to cover the costs of knocked down streetlights. DOT’s updated priorities for infill streetlighting are on ©27. The prioritization is based on a host of factors, including pedestrian activity, proximity to schools, recreation centers, and other activity centers, crime, pedestrian and bike safety, etc. **Council staff recommends concurring with the Executive.**

4. **Traffic Signals** (20-14). This project funds the newly warranted traffic signals, replacement signals, and accessible pedestrian signals. The Executive proposes increasing the program by \$2,000,000 (+6.2%): \$500,000 more annually in FYs25-28 in support of Vision Zero. **Council staff recommends concurring with the Executive.**

5. **White Oak Local Area Transportation Improvements** (20-18). The funding for this program is to be entirely from fees paid by developers in White Oak in lieu of meeting their Local Area Transportation Review requirements under the Growth and Infrastructure Policy. The fee, set by the Council exactly 5 years ago, is \$5,010 per vehicle-trip (see ©28-30). To date very little (if any) funds have been collected, so the Executive recommends delaying by one year the \$1,100,000 for the design of Lockwood Drive bikeway improvements. For the first time the Executive is also showing beyond FY28 \$100,000,000 of anticipated revenue from Local Area Transportation Improvement Payments. **Council staff recommends concurring with the Executive.**

The Council’s resolution also directs that the fee be recalculated every two years—effective July 1 in odd-numbered years—to reflect changes in the cost of the projects in the program. These updates are performed by DOT. We have now missed two cycles of updates: July 1, 2019 and July 1, 2021, although with so little development happening there, the County has not missed out on lost revenue. The resolution also calls for the program of projects and the calculation of peak-hour vehicle-trips to be comprehensively reviewed every six years, or sooner if the White Oak Master Plan is significantly amended. The comprehensive update is due July 1, 2023.

Similarly, the Council has not yet received Unified Mobility Plans (UMPs)—which is the name given to the White Oak model applied elsewhere in the county—following the Council’s approval of master and sector plan updates. The Bethesda UMP, for example, is nearly four years overdue, so revenue from the substantial development that has occurred there has been foregone. UMPs should now

be created for other developing areas as soon as possible, including Shady Grove, Grosvenor, Rock Spring Park, Wheaton, and—once its plan update is adopted—Silver Spring.

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Street Tree Preservation Neighborhoods

FY23

Middlebrook Manor EEA
Waterford Hills Blvd EEA
Llewellyn
Potomac Regency
Hampshire Green
Townes of Gloucester
Kingsbridge
Saddle Creek
Peebles Ct
Victoria Springs
Cinnamon Dr
Brooke Manor Estates
Meadowvale EEA
Norbeck Hills
Tuckerman Ln
Robey Rd EEA
Hannes St
Kingsview Ridge
Manor Spring EEA
Briarcliff Manor

FY24

Doral
Brookeville Farms
Highlands at Clarksburg
Waters Landing Dr EEA
Franklin Knolls EEA
Cedar Tree Dr
Old Stage Rd
Game Preserve Rd
Beaverwood Ln EEA
Executive Blvd
Layhill Village EEA
Ridgecrest
Spring Meadows
Dalewood Dr EEA
Eldwick
Sheffield EEA
Poplar Run EEA
Woodcliffe Park
Hopkins Rd
Father Hurley Blvd
Potomac Falls



Marc Elrich
County Executive

Christopher Conklin
Director

DEPARTMENT OF TRANSPORTATION

MEMORANDUM

December 16, 2021

TO: Christopher Conklin, P.E., Director
Department of Transportation

FROM: Timothy H. Cupples P.E., Chief
Division of Transportation Engineering

SUBJECT: Dedicated But Unmaintained Roads (DBU) Program

INTRODUCTION: During the development of the FY21-26 CIP Budget, the T&E committee requested that DOT evaluate the Dedicated but Unmaintained Roads (DBU) Program prior to submitting the FY23-28 CIP Budget. The reason for this request was to validate the need for the program and whether it should continue, and if so what an appropriate funding level would be.

POLICY BACKGROUND: Montgomery County has many roads dedicated to public use but have never been legally accepted for maintenance by the County. Under Sections 49-38 and 49-39 of the County Code, the County cannot accept maintenance for a DBU road until it has been brought into conformance with current County design standards and specifications. For DBU roads not meeting County standards, the maintenance responsibility lies with the original property owner, developer or its successors. MCDOT/DTE implemented the DBU Program based on the 2009 County Resolution #16-1235, amended by the 2015 Resolution #18-32. This program provides private property owners with (1) guidance on the steps required to bring the DBU roads up to County standards and, (2) options for moving through design and construction phases of the roadway improvements. Since the responsibility for these roads remains with the private property owners, the policy requires that they fund the cost of the improvements. The County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment.

PROGRAM HISTORY 2016 - 2021: To date, only one County road has used the program to upgrade a road and receive County maintenance. There have been four DBU's where the property owners requested an initial study and cost estimate but later voted to reject the improvements. The primary reason for the rejection was the cost of the improvements. There have been inquiries that did not advance to a study which are listed in the attached table. Although the program has yielded only one road that was physically improved, there is public interest as shown in table. One request was received in 2021, two in 2020 and four in 2019.

Division of Transportation Engineering

RECOMMENDATION: Based on the history of the DBU Program, and the frequency of inquiries received, it is the recommendation of MCDOT/DTE that the program continue with some fiscal changes. Funding is required to perform the initial studies, which typically amounts to less than \$20K/year. Since a study does not necessarily lead to a capital improvement, the funding source must be current revenue. This can be accommodated by providing a current revenue funding source in the CIP project, providing funding for this work as part of the proposed Feasibility Studies PDF, or through an increase in the MCDOT Operating Budget. If the property owners vote to proceed with roadway improvements, that could then be funded through the Capital Budget subject to the usual Council approval for CIPs

ACTION REQUESTED: Please review the attached memo and forward to the appropriate individuals.

DBU Roads History 2010 - 2020

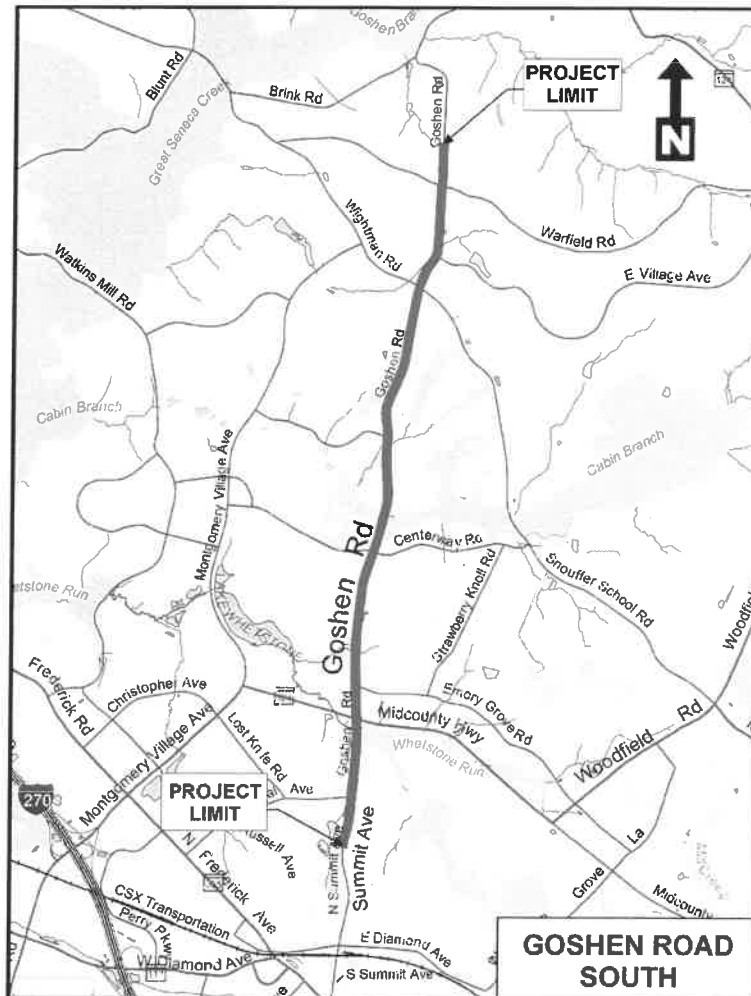
CIP No. 501117

Road Name	Year	Number of Affected Properties	Preliminary Engineering Study Performance	Estimated Cost for Roadway Improvements	APO's Voted for Construction	Comments
Ashton Knolls Lane	2016	10	No	-	-	Not dedicated, therefore does not qualify for improvements under the DBU Program.
Ardwick Drive	2012	16	Yes	\$451,000/\$733,000		Combined report for Ardwick, Waycroft and Golf. Report was provided to community but no vote due to too high cost. A cost was prepared for open and closed sections.
Waycroft Way	2012	22	Yes	\$451,000/\$733,000		Combined report for Ardwick, Waycroft and Golf. Report was provided to community but no vote due to too high cost. A cost was prepared for open and closed sections.
Golf Lane	2012	6	Yes	\$451,000/\$733,000		Combined report for Ardwick, Waycroft and Golf. Report was provided to community but no vote due to too high cost. A cost was prepared for open and closed sections.
Belle Cote Drive	2016	-	No	-	-	DBU Road, 0.42 miles, Rustic Road. DOT in-house inquiry for maintenance status.
Bentley Road	2016	-	-	-	-	Rustic Road. County maintains.
Bryants Nursery Road	2018	2	Yes	\$844,181	No	1 of 2 APO's requested replacement of existing bridge due to flooding.
Centurion Way	2019	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU Program.
Conoy Road	2020	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU program.
Fawsett Road	2010	18	Yes	\$557,000	Yes	83% (15/18) of APOs voted in favor. Design started in FY13 and construction was substantial completed in May 2015 (FY 15). Final cost was \$530,334. Annual cost to APO is \$1,669.00
Farm Road	2015	13	No			2015: MC DOT conducted a topo and boundary survey. MC DOT prepared plats. APOs did not sign plats requesting that the road be dedicated to public use. 2019: MC DOT conducted field visit to establish preliminary cost estimate.
Kirk Lane	2018	17	Yes	\$1,039,000	No	Affected property owners 8 of 17 (47%) voted in favor of construction.
Maple Ridge Court	2017	11	No	-	-	DBU Road, 0.15 miles. General inquiry only.
Moran Court	2017	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU program.
Old Orchard Road	2016	-	-	-	-	Rustic Road. County maintains.
Orange Drive	2017	3	No	-	-	General inquiry, engineering study has not been requested.
Poe Road	2018	-	-	-	-	DBU Road, 0.16 miles. Engineering study has not been requested.
Poplar Hill Road	2015	-	-	-	-	Rustic Road. County maintains.
Radnor Road	2016	2	Yes	\$88,600	No	DBU Road, 0.02 miles.
Ravenwood Court	2017	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU program.
Willington Drive	2019	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU program.
Woodstock Court	2018	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU program.
Riverwood Drive	2021	-	-	-	-	Not dedicated, therefore does not qualify for improvements under the DBU Program.
Gary Road	2020	-	-	-	-	Added to DBU list.
Cote Drive	2019	-	-	-	-	TBD
Willington Drive	2019	-	-	-	-	General inquiry. Not on DBU list.

Executive Summary

Background

Over the past 15 years, the Montgomery County Department of Transportation (MCDOT) has progressed engineering for improvements to Goshen Road between Girard Street and Warfield Road, a 3-mile major highway (M-25) located north of Gaithersburg on the eastern edge of Montgomery Village. An initial study of the Goshen Road corridor, completed in 2005,



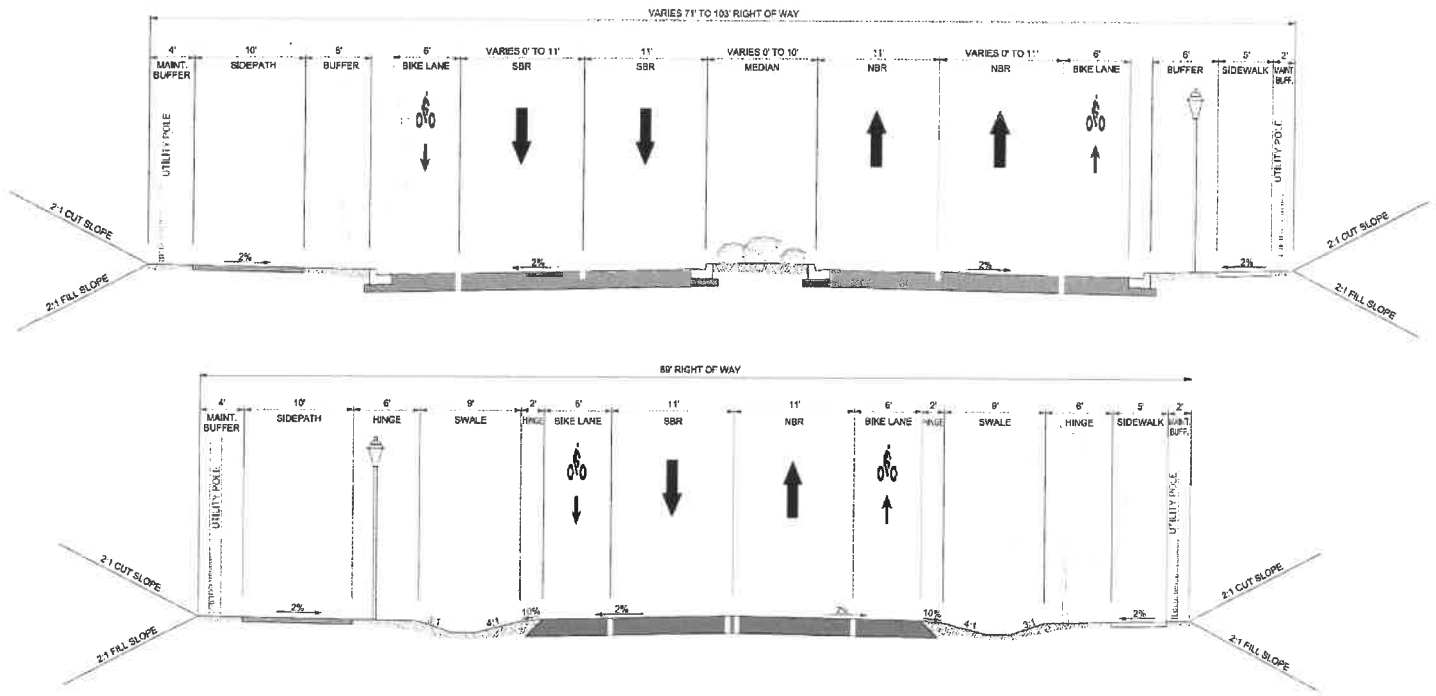
recommended the widening of Goshen Road from the existing 2-lane undivided roadway to a four-lane divided highway with conventional bike lanes, sidewalk and sidepath. This concept, which is consistent with the Master Plan of Highways and Transitways, was progressed to final design by MCDOT in 2018; however, the project has not received funding for construction. With an estimated cost of approximately \$144M, MCDOT is performing a Study Update to determine if there is a more cost-effective alternative to meet the multimodal transportation needs of the Goshen Road corridor. With a focus on value engineering and design solutions based on the County's Complete Streets Policy, the study strives to identify a cost-effective transportation solution that more completely meets the needs of motorists, pedestrians, bicyclists and transit. The Study Update consists of two parts: this Design Report and the companion Traffic Operations Report.

Alternatives

The following Alternatives were evaluated:

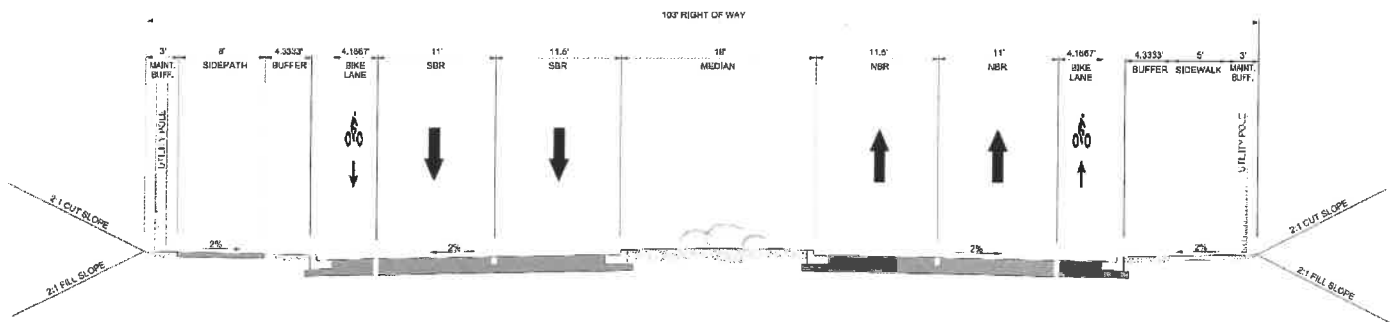
1. No Build – maintains the current two-lane open section roadway with a posted speed of 35 mph.
2. No-Build w/ Spot Improvements (NBSI) – maintains a posted speed of 35 mph and includes:
 - a. Reconstruction of two vertical curves to provide adequate stopping sight distance for vehicles travelling 35 mph
 - b. Additional left and right turn lanes as needed for safety and/or operations
 - c. Additional northbound and southbound through lanes (one in each direction) from Odendhal Avenue to Emory Grove Road
 - d. A continuous closed section roadway south of the Severn Road intersection, complete with new closed storm drain system
 - e. Grass swales in the open roadway section north of Severn Road for improved drainage and stormwater management
 - f. Widening the pavement to provide 6-ft conventional bike lanes
 - g. A new buffered 10-ft sidepath and a 5-ft sidewalk along the entire corridor
 - h. Retaining walls as needed to avoid property impacts
 - i. Culvert upgrades at five locations
 - j. New lighting and traffic signals
 - k. Landscaping

Below are the typical sections for the No Build with Spot Improvements alternative. The upper section shows the proposed closed section roadway south of the Severn Road intersection. The lower section shows the proposed open section roadway north of the Severn Road intersection. Both typical sections do not reflect configurations at intersections where turning lanes are required.



3. Build – creates a four-lane divided highway per MCDOT 2018 final design and includes:
 - a. Reconstruction of most of the existing corridor to upgrade horizontal and vertical geometry to 40 mph design and posted speed
 - b. Additional northbound and southbound through lanes (one in each direction) and a raised 18 ft median
 - c. Additional left and right turn lanes as needed for safety and/or operations
 - d. A closed storm drain system
 - e. Offsite or underground stormwater management
 - f. 4'-2" conventional bike lanes bike lanes, 8-ft sidepath and 5-ft sidewalk
 - g. Retaining walls as needed to avoid property impacts
 - h. Culvert replacement upgrade at five locations
 - i. New lighting and traffic signals

Below is the typical section for the Build Alternative. It does not reflect configurations at intersections where turning lanes are required.



4. Build with Additional Improvements at Midcounty Highway (BAIMH) – provides the same level of improvements within the corridor as the Build Alternative, but with additional improvements at the Midcounty Highway intersection. These additional improvements are needed because the No Build with Spot Improvements alternative included more robust improvements at the Midcounty Highway intersection than the Build alternative. Under the BAIMH alternative, the following improvements would be added to the Build alternative to create the same intersection configuration as the NBSI alternative and provide similar traffic operations benefits:
 - a. Additional through lane and left-turn lane on the westbound approach
 - b. Additional channelized free right-turn lane on the northbound approach
 - c. Two additional left-turn lanes on the southbound approach
 - d. An additional receiving lane on the eastern and western legs of the intersection, both of which will end downstream of the intersection

Since this alternative is a combination of the Build and the NBSI alternatives, both of which have plans, no new plans were created for this alternative. A cost estimate was also not prepared for similar reasons. Should the Build alternative be selected, it is recommended that the BAIMH alternative be further evaluated.

Traffic Operations and Safety

The Traffic Operations Report, the companion report to this Design Report, analyzes the operational and safety characteristics of the No Build, NBSI, Build, and BAIMH alternatives.

The Traffic Operations Report concludes that, while the Build alternative increases the roadway capacity, it also attracts a higher volume of vehicles. This differential in vehicular volume results in the NBSI and the Build Alternative having similar operational characteristics, with the NBSI slightly outperforming the Build Alternative. An analysis of the adjacent Montgomery Village Avenue corridor also indicates that Montgomery Village Avenue has capacity to accept more traffic should more capacity be required in the future, thereby reducing the risk of Goshen Road becoming heavily congested in the future.

Historical crash data obtained from MCDOT shows that 176 crashes occurred in the corridor from January 2015 to December 2017. Rear-end crashes were the most prevalent crash type in the corridor (73 crashes, 41%). The location in the corridor with the highest crash rate is the Emory Grove Road intersection (21 crashes, 29%) where the existing vertical curvature does not provide sufficient stopping sight distance for the existing 35 mph posted speed. Both the NBSI and Build alternatives propose to add turn lanes throughout the corridor and revise the vertical curvature at the Emory Grove Road intersection to provide adequate stopping sight distance. The Build Alternative also provides a raised median through the entire corridor that will reduce the opportunity for head-on collisions. Though head-on collisions represent approximately 4% of crashes (7 total) over the 3-year study period, they are usually much more serious crashes with an increased likelihood of injury. As such, the anticipated reduction of these types of crashes is a benefit worth considering.

Bike/Ped Operations and Safety

Both the NBSI and Build Alternatives will improve bike/ped mobility and safety with the construction of new bike lanes, a sidepath and sidewalk. However, the NBSI provides wider conventional bike lanes which may be converted to buffered bike lanes in the future to further enhance safety and comply with MCDOT’s new Draft Complete Streets Guidelines. The NBSI also proposes a wider sidepath on the western side of the corridor (10 feet instead of 8 feet) which increases comfort and safety for both cyclists and pedestrians using the sidepath.

NBSI maintains the target and design speed of the roadway at 35 mph (its existing posted speed) while the Build Alternative increases the design and posted speeds to 40 mph. The lower posted speeds for NBSI will improve comfort for pedestrians and cyclists while also reducing the severity of any crashes involving a vehicle and a pedestrian or cyclist.

Impacts and Costs

Due to the differences in typical section and design speed, the No Build with Spot Improvements (NBSI) alternative and the Build alternative have significantly different costs and property impacts. The following table summarizes the property impacts and costs associated with the 100% design Build alternative from 2018 and the concept NBSI alternative from 2020.

	Properties Impacted			Cost				
	No.	SF of Easements	SF of Right of Way	Total	Construction	Land	Engineering	Constr. Overhead
NBSI	51	57,645	106,938	\$87.6M	\$66.3M	\$1.8M	\$9.9M	\$9.6M
Build	150	750,374	171,033	\$144.3M	\$118.1M	\$9.2M	\$0	\$17.0 M

Summary

The No Build alternative leaves almost all of the Goshen Road corridor as it is today. The corridor's capacity would not be increased to accommodate the existing traffic or forecasted growth in the region. There would continue to be no bicycle facilities of any kind and only small, disjointed stretches of pedestrian facilities. No safety improvements would be made to the corridor, which would be particularly detrimental in areas which are already exhibiting higher crash frequencies like the Emory Grove Road intersection. Existing drainage issues like the undersized culverts would not be addressed. The only change within the corridor would be to adjust signal timings at the existing signalized intersections to obtain some minor traffic improvements. While the No Build alternative would be the least expensive alternative by far, it does not provide the majority of the traffic and safety improvements for the corridor. As such, it is not recommended.

The No Build with Spot Improvements (NBSI) alternative has been developed in accordance with the County's new Draft Complete Streets Guidelines. The design utilizes design features identified in the Guidelines for the Boulevard and Neighborhood Connector Street typologies which are consistent with the land uses and character of the corridor. Its traffic characteristics are comparable if not better than those of the Build alternative. This alternative would cost about \$87.6M if constructed all at once. This alternative involves fewer geometric changes to the roadway (both horizontal and vertical), which would allow it to be phased more easily and with less added cost.

The Build alternative closely aligns with the Master Plan of Highways and Transitways which classifies Goshen Road as a Major Highway with four lanes of travel. The four-lane section will accommodate a larger volume of traffic but will attract a larger volume of traffic to the corridor, resulting in similar traffic operations to NBSI. The Build Alternative does not align as well with the new 2020 Complete Streets guidance since the higher travel speeds, increased number of vehicular travel lanes, and narrower bike lanes and sidepath reduce comfort and safety for pedestrians and cyclists. The Build alternative would cost about \$144.3M if constructed all at once. This alternative requires significant changes to the horizontal and vertical geometry of the roadway through most of the corridor. Because of this, it would be more difficult to construct in phases. A phased approach would also ultimately cost much more since temporary tie-ins would need to be constructed at the limits of each phase to connect back to the existing roadway. The tie-in would then be removed during the next phase of construction—another added expense.

Based on the satisfactory traffic operations, improved multimodal safety, reduced costs and impacts, and conformance with Montgomery County's Complete Streets Policy and new Complete Streets Guidelines, the No Build with Spot Improvements Alternative (NBSI) is recommended as a higher value alternative for the Goshen Road corridor. Therefore, it is recommended that the NBSI alternative be advanced to the 35% design stage, which would include identifying and prioritizing suitable phasing options.

Recommendation

Based on the analysis in this Design Report and the companion Traffic Operations Report, the No Build with Spot Improvements is the recommended alternative. The No Build alternative does not address many of the existing concerns within the Goshen Road corridor such as bicycle and pedestrian facilities, traffic operations, and safety. The NBSI and the Build alternatives both address all of these concerns, but the NBSI does it most efficiently. The NBSI design provides comparable, if not improved, traffic performance over the Build alternative. The safety characteristics of the alternatives are similar for vehicles and pedestrians, but the No Build with Spot Improvements alternative offers significantly higher safety to cyclists in the corridor. This is not surprising since the NBSI was designed using the Complete Streets guidance, a new policy centered around creating multi-modal roads. Complete Streets is also a cornerstone of the Montgomery County Vision Zero concept, with the goal of eliminating traffic fatalities and severe injuries by 2030. In addition to the traffic and safety benefits, the No Build with Spot Improvements is significantly less expensive and comes with fewer property and environmental impacts. Based on these factors it is recommended that the NBSI alternative be advanced to the 35% design stage, which would include identifying and prioritizing suitable phasing options.

CIP 500338 – Highway Noise Abatement A Brief Overview

The Montgomery County Highway Noise Policy was created circa 2000, after some residents along Shady Grove Road, north of I-370, sued the County for increased, unmitigated traffic noise from Shady Grove Road. The County had widened the road to a 6-lane divided road. A group of County staff, MNCPPC staff, Council representatives, local residents, professional noise expert staff from MDOT-SHA, and noise modeling and mitigation experts comprised the working group that developed the Policy, which was adopted by the County Council in 2000.

The Highway Noise Program was established to address traffic noise along all roads within the county, including state roads, except freeways. To the best of our knowledge, it was and still remains the only self-funded highway noise abatement program. Elsewhere in the country, highway noise abatement programs are funded and administered at the state level, and those programs receive approximately 80% of their funding from the federal government.

The policy addresses noise from vehicular traffic only. It covers both existing roads and those undergoing widening or modifications. It has many similarities to the criteria used by MDOT-SHA and other state programs, but it also has criteria and features that were unique and tailored to the needs of the County. For instance, the MDOT-SHA policy at the time had a threshold of \$50k as the average cost that the State would cover for impacted-and-benefitted dwelling. Projects that exceeded that cost threshold were abandoned. In contrast, the County's Policy offered the option to the eligible noise-impacted community to pay for the noise mitigation project above the \$50k threshold. This allows the community to still get the noise mitigation they desire, even when the Noise Policy's "Reasonableness" criteria (excessive cost) is not met.

One feature of the County's highway noise abatement program is that funds for noise mitigation are separate from those for any other transportation project, such as a roadway improvement project. Eligible candidates (projects that have met the criteria for noise mitigation) must compete for funding. The County-Council made an exception to this criteria and funds for noise mitigation were added to Montrose Parkway Extension Project, the first project where noise mitigation criteria from the Policy were used.

Based on the criteria outlined in the Policy, noise investigations and modeling were conducted for various locations around the County that in the past had requested highway noise mitigation, including Shady Grove Road, both north of I-370, and south of MD28 (near a quarry location). Public information meetings were held and the results were presented to the various communities, which were followed by balloting, where the residents "voted" for noise mitigation for their community (eligible noise modeling segment) or declined it.

Based on those initial votes, many communities declined the proposed noise mitigation measures. The reasons varied. Some did not desire to live behind a tall concrete wall. Some did not want to provide the needed right-of-way, which is required by the Policy. Many could not afford or did not want to be burdened with the co-pay (the amount beyond the cost covered by the County). Three noise barriers were constructed along Shady Grove Road, near its intersection with Briardale Road. These noise barriers were constructed at no cost to the communities that benefitted from them (i.e. no cost participation by the impacted-and-benefitted).

The implementation of the Policy revealed there was room for improvement in the Policy. The citizens who were instrumental in creation of the Noise Abatement Program and the original Noise Policy wanted revisions to the original Policy to evaluate smaller noise-impacted communities as parts of larger communities in an effort to reduce cost-participation. A new work group was assembled from County staff in the Departments of Transportation and Environmental Protection, MNCPPC staff, MDOT-SHA noise expert staff, Council representatives, citizens from various parts of the County (nominated by Council members), and highway noise consultants. Among other issues, the scoring formula was updated; the definition of the noise impacted segments was more firmly clarified; language was added on the mechanism for cost-participation (co-pay), and the cost threshold was increased to \$100k per impacted-and-benefitted dwelling. These updates were to establish a more balanced approach to noise-impacted communities regardless of their size (small vs. large groups of impacted homes). The result was an updated Highway Noise Policy which was adopted in 2010.

Based on the new Policy, the noise studies conducted for Shady Grove Road and other communities around the County were updated, and a new round of public information meetings were scheduled and conducted throughout the County for all study locations. New rounds of balloting were conducted. However no (zero) communities mustered enough votes to become eligible for highway noise mitigation. Although there were now more noise mitigation “communities” (segments) that had zero co-pay, for the other previously-noted reasons (refusal to provide the needed R.O.W. by one or more property owners; not wanting a tall noise barrier in their backyard; and substantial co-pay for small segments comprised of less than three dwellings), no segments voted in sufficient numbers to qualify for highway noise mitigation.

The Policy was used to evaluate and design noise mitigation for the Goshen Road South project. Three segments that qualified for noise mitigation and had zero co-pay opted for the noise mitigation measures (noise barriers). The County Council agreed to add the cost of the noise mitigation to the highway project, itself. The roadway improvement project was later deemed unnecessary by the Council.

Providing noise mitigation is very costly and unlike other transportation projects that provide a benefit to the general public, noise mitigation projects only benefit a small number of County residents at a very high cost. That is why the policy requires a copay above the \$100K threshold and is perhaps the main reason such programs are implemented at state level with federal funds and are typically reserved for freeways or other major arterial roads.

MCDOT continues to receive requests for noise investigation and mitigation periodically. On average, we receive four or more requests for noise investigation and mitigation per year. The number of requests increased during 2020, in the midst of the Covid-19 Pandemic which caused a drastic reduction in volume of traffic on many roads and resulted in speeding by motorists. Clearly, our residents have concerns with highway noise and do seek assistance from MCDOT. A highway noise policy is needed to have criteria and guidelines for assessment of traffic noise on existing roads and future road improvement projects, but currently, there appear to be no locations (communities) around the County that meet the criteria for highway noise mitigation AND are willing to accept the co-pay or other Policy requirements. As per the Noise Policy, communities that meet the County’s criteria for noise mitigation and have refused the proposed mitigation are eligible to request reconsideration after six years. Therefore, any of those eligible noise-impacted communities can and have requested reconsideration. A Noise Policy, along with adequate funding, is needed to address those requests as well as requests from new locations.

North High Street Extension - Alt 1

Date: 2/10/21

Production Schedule

PRODUCTION SCHEDULE ONLY - EXPENDITURE SCHEDULE (\$000)											
Cost Element	Total	Thru		Total 6 Years	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	162	-	-	162	112	50	-	-	-	-	-
Con Mgmt	81	-	-	81	-	-	-	81	-	-	-
Land	445	-	-	445	-	-	445	-	-	-	-
Site Improvements	-	-	-	-	-	-	-	-	-	-	-
Utilities	110	-	-	110	-	-	-	110	-	-	-
Construction	545	-	-	545	-	-	-	545	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	1,343	-	-	1,343	112	50	445	736	-	-	-



**MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND**

**COUNCIL PRESIDENT NANCY NAVARRO
DISTRICT 4**

**CHAIR, GOVERNMENT OPERATIONS AND FISCAL
POLICY COMMITTEE**

EDUCATION AND CULTURE COMMITTEE

MEMORANDUM

Wednesday February 9, 2022

TO: Committee Chair Hucker
Councilmember Glass
Councilmember Riemer

FROM: Council President Nancy Navarro

SUBJECT: North High Street Extension

On Monday, February 7, 2022, The Greater Olney Civic Association (GOCA) wrote to the Council requesting the inclusion of funding to build the connection between North High Street and Morningwood Dr in this year's CIP. I am writing to express my strong support for the inclusion of \$1.3 million in the FY23 CIP for the extension of North High Street to Morningwood Drive. This extension has been sought by the citizens of Olney since its inclusion in the 2005 Olney Master Plan and has been a priority for the Greater Olney Civic Association since 2015. Extending this street into Morningwood Drive would improve economic development in the area.

Additional areas of concern with the connection include pedestrian safety. At the intersection of North High Street and Morningwood Drive, there is currently a sidewalk that ends at the Northeast corner of the intersection. This abrupt end compels pedestrians to cross without a crosswalk. This intersection is frequently used by students and parents on their way to the Goddard School or to Olney Elementary School. By including these funds in the CIP, the County will be able to install a crosswalk and increase the safety of students and other community members, which is in line with the Council's Vision Zero plan to increase pedestrian safety.

I respectfully urge the Transportation and Environment Committee to add the additional funds into the CIP and help ease the way for new development.

STELLA B. WERNER COUNCIL OFFICE BUILDING • ROCKVILLE, MARYLAND 20850
(240) 777-7968 • TTY (240) 777-7914

COUNCILMEMBER.NAVARRO@MONTGOMERYCOUNTYMD.GOV • WWW.COUNCILMEMBERNAVARRO.COM

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy Navarro", with a long horizontal flourish extending to the right.

Nancy Navarro
Council President

From: [Hilary Phillips](#)
To: [County Council](#)
Cc: [Orlin, Glenn](#)
Subject: North High Street Connection Testimony
Date: Monday, February 7, 2022 4:00:56 AM

[EXTERNAL EMAIL]

North High Street Connection Testimony

Dear Councilmembers,

GOCA asks you to include the funding to build the connection between North High Street and Morningwood Dr in this year's CIP. GOCA has been requesting this connection for over ten years, and the recent design study has indicated the cost is only \$1.3 million. This is a small amount for the incredible impact on our traffic along Georgia Avenue and redevelopment opportunities in that area.

GOCA has been advocating for the connection of North High Street to Morningwood Dr since the Olney Master Plan was updated in 2005. The Transportation Committee placed this project high on its priority list in 2015. Since State Highway does not do traffic studies at North High Street and Georgia Ave (the closest studied intersection is Georgia and Morningwood), members of GOCA and OTCAC did their counts in January 2016. The findings are presented at 5:18 in an 8-minute video on their website (<https://www.goca.org/transportation-committee/>). The conclusion is that twenty cars every 15 minutes in the morning rush and 30-40 cars every 15 minutes in the evening rush could utilize this connection and NOT need to exit North High Street to Georgia Ave to turn onto Morningwood Dr.

This connection is essential because it has stopped all redevelopment in this quadrant of our town center. An individual landowner cannot make this connection independently, making a redevelopment project cost-prohibitive. The cost to the county is small compared to other projects. The design study is completed. Now it needs to be funded.

Sincerely,

Hilary Phillips, Greater Olney Civic Association (GOCA) President

From: [Jim Smith](#)
To: [County Council](#)
Cc: [Orlin, Glenn](#); kwalsh59@aol.com; ["helene.rosenheim@verizon.net"](mailto:helene.rosenheim@verizon.net); alnjcb6@gmail.com
Subject: CIP Testimony for North High Street Connection
Date: Thursday, February 10, 2022 8:00:43 PM

[EXTERNAL EMAIL]

Dear Councilmembers,

The Olney Town Center Advisory Committee (OTCAC) asks you to include the funding to build the connection between North High Street and Morningwood Drive in this year's CIP. OTCAC has been requesting this connection for over 10 years and the recent design study has indicated the cost is only \$1.3 million. This is a very small amount for the impact it will have on traffic along Georgia Avenue, pedestrian and bike safety, and redevelopment opportunities in that area. Additionally, with potential redevelopment, the tax increment on North High Street properties will pay the county back on this investment over time.

OTCAC has been advocating for the connection of North High Street to Morningwood Drive since the Olney Master Plan was updated in 2005. Our advisory committee, the Greater Olney Civic Association (GOCA), and the Mid-County Citizens' Advisory Board have endorsed this project in 2015 and for this year's CIP. Since State Highway does not perform traffic studies at North High Street and Georgia Ave intersection (closest studied intersection is Georgia and Morningwood), members of GOCA and OTCAC did their own counts in January 2016. The findings are presented at 5 mins 18 secs into an 8-minute video on their website <https://www.goca.org/transportation-committee/>. The conclusion is 20 cars every 15 minutes in the morning rush and 30-40 cars every 15 minutes in the evening rush could utilize this connection and NOT need to exit North High Street to Georgia Ave in order to then turn onto Morningwood Dr.

This connection is important because it has stopped all redevelopment in this quadrant of our town center. An individual landowner cannot make this required road improvement on their own as it makes a redevelopment project cost prohibitive. The cost to the county is very small compared to other projects. The design study is completed, now it needs to be funded for construction.

Sincerely,



Jim Smith, Chair
Olney Town Center Advisory Committee
www.olneytowncenter.org

From: [Barbara Falcigno](#)
To: [County Council](#)
Cc: [Orlin, Glenn](#)
Subject: Include N High Street connection in CIP
Date: Monday, February 7, 2022 10:23:44 AM

[EXTERNAL EMAIL]

Dear Councilmembers,

Although I am involved with several groups, I am writing today as a resident of Olney. The County Executive's CIP budget does not include the connection of North High Street to Morningwood Dr and I ask you to change that. This connection will have an incredible impact because no redevelopment can occur in that section of our town center without it. It also will reduce the number of cars using Georgia Ave because it gives vehicles an alternative way to get where they need to go. The design study has been done and the build estimate is only \$1.3 million - a small price tag for a large impact. In addition, this project has been in our master plan for almost 20 years and the community has been requesting it for almost 10 years. It is time.

Thank you.

Barbara Falcigno

Observation Drive
Production Schedule in 2 Phases

DTE: Feb. 8, 2022

Observation Drive Phase 1 (000's)							
FY22	Total	FY23	FY24	FY25	FY26	FY27	FY28
522 PD&S	8337	1478	1500	759	2000	2000	600
Land	1652			1652			0
SI&U	1540				1200	340	0
Const.	55000				23000	23000	9000
Total	66529	1478	1500	2411	26200	25340	9600

Observation Drive Phase 2 (000's)									
	Total	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
PD&S	1195					55	740	400	
Land	24800			12800	12000				
SI&U	700					700			
Const.	21847						15000	6847	
Total	48542			12800	12000	755	15740	7247	

Total (000's)	
	Total
PD&S	9532
Land	26452
SI&U	2240
Const.	76847
Total	115071



MONTGOMERY COUNTY COUNCIL

CRAIG RICE
COUNCILMEMBER
DISTRICT 2

CHAIRMAN
EDUCATION AND CULTURE

MEMORANDUM

February 10, 2022

TO: Transportation and Environment Committee
Councilmember President Tom Hucker, Chair
Councilmember Hans Riemer
Councilmember Evan Glass

FROM: Councilmember Craig Rice

A handwritten signature in black ink, appearing to read "Craig Rice".

SUBJECT: FY 23-28 Capital Improvements Program
Observation Drive Extended (P501507)

After being identified in 2014 as a critical artery to facilitate transit options in the fastest growing area of our county, Observation Drive Extended has experienced cumulative delays of 6 years in the start of construction. I urge the Transportation & Environment Committee to recommend the alignment of Phase 1 with MCDOT's production schedule, which would accelerate its completion by one year. This phase provides the most critical segment of Observation Drive Extended is completed a year sooner while reducing the funding within the FY23-28 period by \$3 million below the Executive's recommendation for the entire project completion.

Phase 1 of Observation Drive Extended will provide multi-modal access in the Upcounty region and further link Clarksburg with Germantown. Notably, the project is an essential component of the comprehensive Bus Rapid Transit (BRT) and Corridor Forward Plan.

Dedicated bus lanes on Observation Drive Extended will connect Clarksburg communities and employment centers with the MD355 BRT, extending the routes into Upcounty. The project will also directly support the Corridor Forward Plan's objective to improve the efficiency of the I270 Corridor.

By aligning with MCDOT's production schedule, Observation Drive Extended Phase 1 keeps a critical commitment made to our Upcounty residents who lack efficient transportation options where they live and work.

Summit Avenue Extension — No. P509337-37			
Category	Transportation	Date Last Modified	February 8, 2022
Agency	Transportation	Previous PDF Page Number	NA
Planning Area	Kensington	Required Adequate Public Facility	No
Relocation Impact	No		

EXPENDITURE SCHEDULE (\$000)											
Cost Element	Total	Thru	Est.	Total 6 Years	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	1,163	-	-	1,163	808	355	-	-	-	-	-
Con Mgmt	735	-	-	735	-	-	24	474	237	-	-
Land	18,150	-	-	18,150	-	12,100	6,050	-	-	-	-
Site Improvements	-	-	-	-	-	-	-	-	-	-	-
Utilities	-	-	-	-	-	-	-	-	-	-	-
Construction	7,062	-	-	7,062	-	-	-	4,631	2,431	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	27,110	-	-	27,110	808	12,455	6,074	5,105	2,668	-	-

FUNDING SCHEDULE (\$000)											
G.O. Bonds	Total	Thru	Est.	Total 6 Years	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Beyond 6 Years
G.O. Bonds	27,110	-	-	27,110	808	12,455	6,074	5,105	2,668	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total	27,110	-	-	27,110	808	12,455	6,074	5,105	2,668	-	-

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY	(\$000)
Initial Cost Estimate		-
First Cost Estimate		-
Current Scope	FY	-
Last FY's Cost Estimate		-
Present Cost Estimate		27,109
Appropriation Request Budget	FY 1	-
Appropriation Request Budget Est	FY 1	-
Supplemental Appropriation Request	FY	-
Transfer		-
Cumulative Appropriation		-
Expenditure/Encumbrances		-
Unencumbered Balance		-
Partial Closeout thru	FY	-
New Partial Closeout	FY	-
Total Partial Closeout		-

Mayor Tracey Furman

Council Member Darin Bartram
Council Member Nate Engle



Council Member Conor Crimmins
Council Member Bridget Hill-Zayat

February 9, 2022

The Honorable Tom Hucker
Chair, Transportation & Environment Committee
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

**RE: Kensington Summit Avenue Extension
Montgomery County CIP**

Dear Chairman Hucker:

We write to urge the continued support for the Summit Avenue Extension roadway project in Kensington. Not since the Intercounty Connector has such a vital project sat on the books but been needed more in real-life. Our specific request to you is that funding for the Summit Avenue Extension project be restored to the CIP, so that MCDOT has the funding and continued directive to plan for and execute its future construction. We believe that a reasonable timeline, which respects County budgetary constraints and competing demands, should resemble the following:

Design begins FY25
Land Acquisition FY26-27
Construction FY28-29

Background

The Montgomery County Department of Transportation rates the intersections of Connecticut & Knowles and Connecticut/Plyers Mill/Metropolitan as capital 'F' failing – the worst available rating MCDOT issues to roadways and intersections. What makes traffic along Connecticut Avenue unbearably congested between Knowles Avenue and Plyers Mill Road is that all north/south traffic along Connecticut Avenue and University Boulevard and all east/west traffic along Plyers Mill Road and Knowles Avenue/Strathmore Avenue/Cedar Lane is forced to merge together and share the approximately two-block area along Connecticut Avenue from Knowles until the Connecticut/University split north of Plyers Mill Rd. The result is a traffic system that feeds eight north/south traffic lanes and six east/west traffic lanes along the same two-block stretch of roadway that consists of three travel lanes each direction, four stop-light controlled intersections, and a fire station capable of disrupting the programmed stoplights at times of fire and EMS emergencies.

Town of Kensington 3710 Mitchell Street Kensington, MD 20895
Phone 301.949.2424 Fax 301.949.4925
www.tok.md.gov

Adding to the challenges of the current built environment, development in all directions of Kensington has exacerbated the gridlock along this corridor resulting in congestion and backups that stretch for miles north and south along Connecticut Ave and west along Knowles/Strathmore. Just in the last few years, development to the north and east includes Metro Pointe (121 units) and the Exchange (486 units) in Wheaton and to the south includes the Chevy Chase Lake, a mixed-use development set to open in 2022 and includes 280 apartments, 65 condominiums, and over 100,000 square feet of retail. In addition, the creation of the successful Pike & Rose district as well as the growing campuses of the National Institutes of Health (NIH) and the Walter Reed National Military Medical Center have pushed daily traffic counts along Connecticut Ave to nearly 70,000 vehicles per day through a town of roughly 2,000 residents. The Town desperately needs your help to address the increased through-traffic with increased capacity and alternatives to route traffic away from the currently failed intersections.

Summit Avenue Extension

The Summit Avenue Extension is not a new or novel solution. Its history goes back to the early 1960s when the County began studying traffic congestion along Connecticut Avenue. After years of studying and analyzing potential options for relief to Connecticut Avenue traffic congestion, the Summit Avenue Extension was subsequently recommended as a Master Plan Amendment by the Montgomery County Planning Board to the County Council in September 1972. With no actions taken from 1972 to 2012, it was once more included as an Area Wide Recommendation within the Adopted 2012 Kensington Sector Plan in an effort to improve pedestrian safety and connection while simultaneously improving the flow of traffic within and through Kensington. As conceptualized, the Summit Avenue Extension would alleviate significant portions of congestion along Connecticut Avenue by providing through traffic a bypass of Connecticut Avenue from Knowles/Strathmore/Cedar to the south to Farragut Avenue to the north. Southbound Connecticut Avenue traffic that wishes to turn west (right) onto Knowles Avenue would be diverted away from this congested intersection four blocks to the north and travel along a new multi-modal portion of Summit Avenue. Similarly, northbound Cedar Lane and eastbound Knowles/Strathmore traffic desiring to travel north on Connecticut/University would be able to do so along the Extended Summit Avenue rather than feeding into an 'F' rated intersection along Connecticut Avenue.

The improvements brought by the Summit Avenue Extension would benefit all forms and modes of transportation, to include pedestrian, wheeled, private vehicle and public transit. Kensington does not have Metro; the only public transit available are Ride-on and Metrobuses. There is no specialized relief for these buses – when traffic is congested, they sit in the same gridlock as all other commuters. **Continued development of the Summit Avenue Extension will benefit both private and public transit.** Laudable efforts by MCDOT have designed the extension to provide a 'by-pass' for through traffic away from the central retail corridor of Kensington along Connecticut Avenue between Knowles and Plyers Mill, providing the greatest opportunity for traffic congestion relief in the center of Kensington. The relief provided by the Extension would allow for much needed pedestrian safety improvements within Kensington's Town Center as well as make any future plan for Bus Rapid Transit along Connecticut Avenue to be the most efficient and effective it can be, which would aid its adoption.

The Kensington Town Council has repeatedly and consistently voiced its support for this project for nearly two decades, from its inclusion within the adopted 2012 Kensington Sector Plan, to numerous letters

to the County Council, MCDOT, and SHA, as well as several resolutions, including its unanimous vote on October 8, 2018. The Mayor and Council have repeatedly testified before the County Council to support its funding priority in the County budget in an effort to keep the development of this project moving forward. The project has the support of the majority of our District 18 state delegation, as well as members of the County Council.

Quite frankly, and by MCDOT's own accord, the Summit Avenue Extension is the only transportation project that can provide gridlock relief in Kensington that would result in improved ratings of the aforementioned intersections.

Collateral benefits of the Summit Avenue Extension Project

In addition to providing desperately needed congestion relief for all modes of travel, the Summit Avenue Extension project also presents a once in a generation opportunity to spur commercial and residential redevelopment along its route. The project area of the Summit Avenue Extension traverses either a CRN or CRT portion of the Kensington Sector Plan along its entire duration. The commercial businesses currently located adjacent to the project area from Farragut Avenue to the north to Knowles Avenue to the south consist predominantly of one-story automobile repair services. A new, extended Summit Avenue, with sidewalks and bike lanes will be an opportunity to revitalize this area with retail shops, restaurants, and services that will cater to Kensington and the immediate, nearby residential neighborhoods, including Ken-Gar, North Kensington, Kensington Estates, Kensington Heights, Parkwood, Garrett Park, and Chevy Chase View. In addition, under the mixed-use CRT/CRN redevelopment anticipated in the Kensington Sector Plan, the project provides areas of opportunity for much needed additional housing - to include apartments, condominiums, townhomes, and missing middle housing.

On behalf of the Kensington Town Council, we appreciate the Transportation and Environment Committee members' time and attention to this highly critical and needed transportation project within Kensington. We urge your continued support for the Summit Avenue Extension project and ask that it be restored to the CIP with the aforementioned project schedule so that Kensington may be prepared to help the County *Thrive* for the next 50 years.

Sincerely,



Tracey Furman
Mayor

CC: Gabe Albornoz, Council President
Evan Glass, Council Vice President, Transportation & Environment Committee
Hans Riemer, County Council, Transportation & Environment Committee
Kensington Town Council



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

MEMORANDUM

February 9, 2022

TO: Councilmember Tom Hucker, Chair, T&E Committee
Councilmember Hans Riemer
Councilmember Evan Glass

FROM: Councilmember Andrew Friedson *AF*

SUBJECT: Summit Avenue Extended (P509337)

I am writing to respectfully request the inclusion of funding for the Summit Avenue Extended project in the FY23-28 CIP. This project is a longstanding priority for the Town of Kensington and broader community, which will complete Facility Planning in FY22. I encourage the committee to accelerate this project to Design in FY25, Land Acquisition in FY26, and Construction in FY28.

The Summit Avenue extension is a critical part of the master plan vision for Kensington. It will extend Summit Avenue through Farragut Avenue and provide a north-south transportation alternative to Connecticut Avenue, bringing relief to one of the most congested stretches of roadway in the County.

In FY20, the County Executive recommended delaying Facility Planning for this project by three years, which could have resulted in the County losing out on the opportunity to take advantage of significant cost savings, in addition to holding back the implementation of a much-needed piece of transportation infrastructure. I thank the committee for its work to specifically reject that recommendation, and I request that you continue that commitment to this critical transportation project by moving forward to actually construct it, so residents can benefit from that important decision.

It is imperative now as it was three years ago to keep this project moving forward. I respectfully request the T&E Committee add funding for the Summit Avenue Extended project to the CIP and get this project on track to alleviate traffic congestion in the Town of Kensington and along a heavily travelled State highway. Thank you as always for your consideration.



**MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND**

WILL JAWANDO
COUNCILMEMBER
AT-LARGE

MEMORANDUM

TO: Chair Tom Hucker, Council President Gabe Albornoz
FROM: Councilmember Will Jawando
DATE: February 9, 2022
SUBJECT: Fully Funding Safe Routes to School Program

Colleagues, as we consider the Operating Budget and Capital Improvement Program (CIP) amendments in the weeks ahead, I am requesting that we renew our focus on ensuring that our children have safe routes to school. I want to first thank the County Executive for increasing the allocation for filling sidewalk gaps under the Safe Routes to School program. Unfortunately, I do not believe the \$200,000 annual increase in CIP funding begins to address the massive needs in pedestrian safety near schools. The additional funding the County Executive requested will fund approximately an additional 1,500 linear feet in sidewalks. I am proposing an additional \$300,000 annually in funding in the FY23-28 CIP dedicated to addressing sidewalk gaps under the Safe Routes to School Program, which I believe is a good first step towards meeting what are certain to be expansive needs.

Currently, MCDOT has a multi-year backlog in even assessing the safety of routes children travel to our schools. There are about 140 schools remaining to be assessed. Each assessment costs approximately \$15,000, and until we complete them it is impossible to know what the full extent of our pedestrian safety needs are. This underinvestment has led to an unacceptable number of dangerous situations for our children. It is essential that we identify the full universe of remaining upgrades that need to be made as soon as possible so that we can identify the areas of greatest need.

A year ago, I brought this up because I was witnessing tragedies waiting to happen every day along Norwood Road. We must begin to address the backlog in sidewalk projects for our schools. We must ensure that students entering our schools today are not left walking along unsafe routes without sidewalks when they graduate. In the months ahead I will also be detailing recommendations for changes to the Operating Budget to fully fund the Phase 2 walkshed assessments within the next four years so that we can identify the full universe of upgrades that need to be made.

Together, these changes will ensure that our students are protected from dangers on our roadways.

Sincerely,

Will Jawando
Councilmember, At-Large

LIST C

FY22	507055 IN-FILL (LARGE SCALE)					
Priority Ranking	LOCATION	# of lights	SCOPE	LENGTH OF PROJECT	COST	LIMITS
1	GEORGIA AVENUE UG	54	100 W LED Cobrahead	6200 L.F.	\$600,000.00	BEL PRE ROAD TO ROSSMOOR BOULEVARD
2	FREDERICK ROAD	65	100 W LED Cobrahead - OH	9750 L.F.	\$195,000.00	BRINK ROAD TO CLARKSBURG ROAD
3	GERMANTOWN ROAD	29	100 W LED Cobrahead	3950 L.F.	\$273,000.00	CLOPPER ROAD TO FATHER HURLEY BOULEVARD
4	CENTERWAY ROAD	45	50 W LED Cobrahead	4000 L.F.	\$450,000.00	Montgomery Village Blvd to GOSHEN ROAD
5	CLUB HOUSE ROAD	25	50W LED Cobrahead	2500 L.F.	\$230,000.00	CENTERWAY ROAD TO WATKINS MILL ROAD
6	WATKINS MILL ROAD	39	70 W LED Cobrahead	3000 L.F.	\$390,000.00	GAITHERSBURG LIMIT TO STEDWICK ROAD
7	QUINCE ORCHARD ROAD	18	70 W LED Cobrahead	2550 L.F.	\$200,000.00	TURLEY DRIVE TO HORSE CENTER ROAD
8	MUDDY BRANCH ROAD	9	70 W LED Cobrahead	1200 L.F.	\$90,000.00	Midsummer Drive to Mission Road
9	GOSHEN ROAD	18	70 W LED Cobrahead	2600 L.F.	\$180,000.00	Girard Street to Midcounty HWY
10	NORBECK ROAD	90	70 W LED Cobrahead	13000 L.F.	\$900,000.00	Layhill Road to New Hampshire Ave
11	JACKSON ROAD	40	50 W LED Cobrahead	5400 L.F.	\$450,000.00	Jan Lane to Renick Lane
12	SEVEN LOCKS ROAD	18	70 W LED Cobrahead	2600 L.F.	\$180,000.00	Lonsome Pine to River Road
13	PIEDMONT ROAD	92	50 W LED Cobrahead	6600 L.F.	\$920,000.00	Hawks Road to Skylark Road
14	Westlake	66	70W LED Cobrahead	10000	\$660,000.00	Westlake Ter to Tuckerman
15	Manor Road - north side	10	35W LED Cobrahead	1350	\$100,000.00	MD-185 to Jones Mill Rd
16	GARRETT PARK ROAD BRIDGE	9	50 W LED Cobrahead	1300 L.F.	\$90,000.00	Beach Drive to Schuykill Road
17	Ellsworth Dr	9	50W LED Cobrahead	750	\$90,000.00	Going into Ellsworth Park
18	Park Overlook SW Pond	25	27W LED Post Top	2000	\$250,000.00	NE cornre of Redland Rd/Crabbs B W
19	Logan Dr	14	35W LED Cobrahead	1950	\$150,000.00	Meriden to Persimmon Tree
	TOTAL NUMBER OF LIGHTS	675		TOTAL COST	\$6,398,000.00	

Resolution No.: 18-726
Introduced: December 13, 2016
Adopted: February 14, 2017

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President

SUBJECT: White Oak Local Area Transportation Improvement Program and Mitigation Payment

Background

1. Under County Code 52-51(a), an applicant for a building permit for any building on which an impact tax is imposed under this Article must pay to the Department of Finance a Mitigation Payment if this payment is required for a building included in a preliminary plan of subdivision that was approved under the Local Area Transportation Review provisions in the County Subdivision Staging Policy (SSP).
2. The 2016-2020 SSP adopted in Council Resolution 18-671 on November 15, 2016 states that the Planning Board may approve a subdivision in the White Oak Policy Area conditioned on the applicant paying a fee to the County commensurate with the applicant's proportion of the cost of a White Oak Local Area Transportation Improvement Program, including the costs of design, land acquisition, construction, site improvements, and utility relocation. The proportion is based on a subdivision's share of net additional peak-hour vehicle trips generated by all master-planned development in the White Oak Policy Area approved after January 1, 2016. The components of the White Oak Local Area Transportation Improvement Program and the fee per peak-hour vehicle trip will be established by Council resolution, after a public hearing.
3. On December 8, 2016 the Department of Transportation transmitted to the Council its recommended White Oak Local Area Transportation Improvement Program totaling \$131.7 million, and its recommended mitigation payment of \$6,500 per vehicle-trip.
4. A public hearing on this resolution was advertised and held on January 17, 2017.
5. The Planning, Housing and Economic Development Committee reviewed this resolution on February 6 and 7, 2017, and it forwarded its recommendations to the Council.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The White Oak Local Area Transportation Improvement Program consists of the following projects and programs:

INTERSECTIONS

• US 29 at Randolph Rd / Cherry Hill Rd	\$2,000,000
• Broadbirch Dr at Cherry Hill Rd & Plum Orchard Dr	\$3,600,000
• Broadbirch Dr at Tech Rd	\$1,700,000
• US 29 at Industrial Pkwy	\$4,400,000
• US 29 at Stewart Lane	\$3,300,000
• US 29 at Tech Road	\$3,300,000
• Tech Rd at Prosperity Dr / Old Columbia Pike	\$2,300,000
• Tech Road at Industrial Parkway	\$4,400,000
• MD 650 at Lockwood Dr	\$1,400,000
• MD 650 at Powder Mill Rd	\$5,000,000
	Subtotal \$31,400,000

TRANSIT

• New Ride-On Service	\$8,400,000
• White Oak Circulator	\$2,400,000
• Increased service on Ride On Route 10	\$2,000,000
• Increased service on Ride On Route 22	\$1,800,000
• Hillandale Transit Center	\$500,000
• Bus Stop Improvements	\$100,000
	Subtotal \$15,200,000

BIKEWAYS

• M-10 US 29 (Columbia Pike)	\$2,800,000
• M-12 MD 650 (New Hampshire Ave)	\$6,600,000
• A-94 Powder Mill Rd	\$3,400,000
• A-105 Old Columbia Pike (Stewart Lane to Industrial Parkway)	\$5,000,000
• A-106 Industrial Pkwy	\$8,400,000
• A-107 Tech Rd	\$2,700,000
• A-108 Prosperity Dr	\$3,600,000
• A-286 Lockwood Dr	\$5,700,000
• Bikesharing stations and bikes	\$4,600,000
	Subtotal \$42,800,000

NEW ROADS AND OTHER

• A-105 Old Columbia Pike: bridge over Paint Branch	\$12,000,000
• LATR Analyses	\$400,000
	Subtotal \$12,400,000

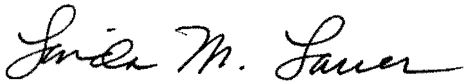
Total \$101,800,000

The fee is established at \$5,010 per vehicle-trip. The fee must be paid at a time and manner

consistent with Local Area Transportation Mitigation Payments as prescribed in Section 52-51 of the County Code. The Department of Finance must retain funds collected from this fee in an account to be appropriated for transportation improvements that result in transportation capacity and mobility for the specific projects in the White Oak Local Area Transportation Improvement Program.

The fee should be recalculated effective July 1 in odd-numbered years to reflect changes in the cost of the projects in the program. The first recalculation should go into effect on July 1, 2019. In addition, the program of projects and the calculation of peak-hour vehicle-trips should be comprehensively reviewed every six years, or sooner if the White Oak Master Plan is significantly amended.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council