

T&E COMMITTEE #1
March 9, 2022

MEMORANDUM

March 4, 2022

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Senior Analyst

SUBJECT: FY23-28 Capital Improvements Program (CIP)—transportation: mass transit, pedestrian facilities and bikeways, and facility planning projects¹

PURPOSE: Worksession to develop Committee recommendations

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

This is the second Committee worksession scheduled to review the transportation portion of the FY23-28 CIP. This worksession will include follow-up from the February 18 worksession, and the review of mass transit, pedestrian facilities and bikeways, and facility planning projects.

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

Dan Hibbert, Chief, Division of Transit Services, DOT

Brady Goldsmith, Chief, Management Services, DOT

Joana Conklin, RTS Development Manager, Department of General Services

Corey Pitts, Planning Section Manager, DOT

Anita Aryeetey and Gary Nalven, Office of Management & Budget

The Planning Board reviewed the Recommended CIP on February 17. Its comments and those of the Planning staff are on ©A-L. In the section below, each of the Executive's proposed projects is identified by its title and (page).

FOLLOW-UP FROM FEBRUARY 18 WORKSESSION

1. ***Goshen Road South*** (19-10). Councilmember Riemer asked DOT to prepare a draft project description form and production expenditure schedule for designing and constructing solely the bikeway

¹ Key word: #transportationcip

and pedestrian facility elements of the No Build–Spot Improvements (NBSI) Alternative. This information will take more time to prepare; the expectation is that it will be available for the Committee to review during an Operating Budget worksession in April.

2. **Pedestrian Safety Program** (20-8). The Executive recommends adding \$200,000 annually to build sidewalks in the vicinity of schools. Councilmember Jawando has recommended increasing this amount to \$500,000 annually (©1). Councilmember Glass also advocates more funding for this program (©2).

The Committee asked DOT to determine how much beyond \$500,000 it could reasonably add to the program annually. DOT responded that there was no limit: whatever the Council decides to fund they will implement, even if it means hiring additional contractors to do so.

MASS TRANSIT PROGRAM PROJECTS

1. *“Consent” projects.*

Consent Mass Transit Program projects (page)	Funding Change	Timing Change
Boyds Transit Center (16-6)	none	none
Burtonsville Park and Ride Improvements (16-8)	none	none
Bus Rapid Transit: System Development (16-16)	none	none
Bus Rapid Transit: US 29-Phase 2 (16-18)	none	none
Bus Stop Improvements (16-23)	none	not applicable
Great Seneca Science Corridor Transit Improvements (16-26)	none	none
Intelligent Transit System (16-27)	none	not applicable
Purple Line (16-28)	none	none

Council staff recommends concurring with the Executive. The \$500,000 of State aid for the design for the Burtonsville Park and Ride Improvements was budgeted to occur in FY22, but the study is not yet underway, waiting until a developer of the adjacent shopping center to be identified. For the Bus Rapid Transit: US 29-Phase 2 project, DOT is working on a \$250,000 supplement to the US 29 Mobility and Reliability Study to evaluate the BRT Median and Managed Lane options more comprehensively. The \$6 million programmed in the project for preliminary engineering will not be appropriated until the supplementary study is complete and the Council has selected its preferred alternative. It appears that the study will not be completed until this summer, which means that in the late summer or fall the Council would likely amend the PDF to include the preferred alternative and approve the \$6 million in a special appropriation.

2. **Bethesda Metro Station South Entrance** (16-3). This project will provide for a long-planned southern entrance to the Bethesda Metro Station near the corner of Wisconsin Avenue and Elm Street, which also connects to the Bethesda Purple Line Station. The cost is now estimated to be \$20,000,000 higher (+18.1%) due to an underestimation of the cost of the mezzanine at Metrorail level. The \$20,000,000 is merely an estimate at this time; the true additional cost will not be known until WMATA finishes its review of the design later in FY23. The proposed expenditure schedule also shows an additional delay, but the schedule still would have the entrance completed in time for when the Purple Line will go into revenue service, now anticipated in mid-FY27. **Council staff recommends concurring with the Executive.**

3. **Bus Priority Program – Minor Projects** (16-9). This is a program that started last year which funds spot improvements to improve bus transit travel times, whether it be on BRT or regular Ride On or Metrobus routes. Last year the Council budgeted \$1,250,000 for FY22 only. Some of those funds were used to implement improvements to the streets around the Germantown Town Center, and soon more of the funds will be spent to improve access for buses on Veirs Mill Road in Wheaton approaching the Metro Station. Other improvements on US 29 in Silver Spring are awaiting approval by the State Highway Administration, so it is likely that some of the funds appropriated for FY22 will be spent next fiscal year.

The Executive is recommending that this be a level-of-effort program to be funded annually. He proposes \$500,000 annually in FYs23-24 and \$1,000,000 each year starting in FY25. **Council staff recommends concurring with the Executive.**

4. **Bus Rapid Transit: MD 355 Central** (16-10), **Bus Rapid Transit: MD 355 South/North** (16-13), and **Bus Rapid Transit: Veirs Mill Road** (16-20). These three projects represent the next major steps in implementing a BRT system in Montgomery County. Between the MD 355 Central and Veirs Mill projects, there would be continuous BRT infrastructure between Wheaton and Montgomery College-Germantown, via the Rockville and Shady Grove Metro Stations and Montgomery College-Rockville. It would be completed in FYs27-28. A further \$9.7 million is proposed to complete design of the MD 355 BRT north of Montgomery College-Germantown to Clarksburg and south of the Rockville Metro Station to the Bethesda Metro Station. A presentation prepared by DOT provides more detail on this proposal (©3-14).

The Maryland Department of Transportation (MDOT) has promised \$360 million for transit associated with Phase 1 South of the Opportunity Lanes project: \$60 million up front and \$300 million in regular payments over the term of the project. The Executive is assuming that the term of the project is 50 years, meaning the County would receive \$6 million annually. Using a conservative net present value discount rate of 5.0%, \$6 million annually for 50 years translates to about \$110 million in current dollars. Together with the up-front \$60 million, the State’s commitment would be just under \$170 million in current dollars.

The Executive proposes using the \$170 million to partially fund these three projects, thusly:

- \$131,507,000 toward the \$314,370,000 cost of BRT: MD 355 Central;
- \$28,472,000 toward the \$86,800,000 cost to of BRT: Veirs Mill Road; and
- \$9,700,000 for BRT: MD 355 South/North.

Council staff recommends concurring with the Executive’s proposal for the use of \$170 million from Phase 1 South. It would create a transitway to Germantown, and between Wheaton and Rockville, where no such service exists. Both routes would serve several Equity Emphasis Areas. The only “overlap” with high quality transit would be the segment along MD 355 between the Rockville and Shady Grove Metro Stations, but Montgomery College-Rockville, which sits between them, is currently not served well by either station. The design funds for the balance of the MD 355 BRT, once completed in FY24, would render these segments eligible for Federal funding for construction.

Each of the municipalities are getting a fair share of the benefit from this proposal. Between the Veirs Mill and MD 355 Central lines, there will be 6.0 miles of BRT and 7 stations within the City of Rockville. By comparison, Gaithersburg will receive the benefit of 4.0 miles of BRT and 6 stations within its boundary. (Neither municipality is contributing funds for these projects.) The non-municipal portion of these lines will comprise 7.6 miles of BRT and 10 stations, less than the two cities combined.

Council staff requested OMB to conduct a sensitivity analysis regarding the \$300 million Opportunity Lanes contribution. Assuming a combination of a somewhat lower discount rate and a shorter payout duration would result in more net present value (NPV) that could be used for County transit projects in the corridor:

	50-year Payout	40-Year Payout	30-Year Payout
Annual Payout	\$6,000,000*	\$7,500,000	\$10,000,000
NPV – 5.0% discount rate	\$109,535,553*	\$128,693,148	\$153,724,510
NPV – 4.5% discount rate	\$118,572,047	\$138,011,883	\$162,888,885
NPV – 4.0% discount rate	\$128,893,108	\$148,445,804	\$172,920,333

* Executive’s assumptions.

For example, if the payout were negotiated to occur over 40 years, and if the discount rate were assumed to be a slightly less conservative 4.5%, then this would generate a NPV of about \$138.0 million, \$28.5 million higher than the Executive’s assumption. This would be enough funding needed to complete the White Flint Metro Station Northern Entrance project: \$26.1 million. **In finalizing the agreement with the \$300 million payout from the State, try to negotiate a shorter period and a more favorable discount rate.**

5. **Ride On Bus Fleet** (16-30). This is the program that replaces Ride On buses when their useful life expires, generally at 12 years. The Executive is recommending increasing the cost of this program by \$56,138,000 (+56.6%) over the six-year period, replacing all buses with zero-emission vehicles from this point forward. As points of reference, the estimated cost of a large and small zero-emission bus is \$1,065,000 and \$956,000, respectively, each more than twice as expensive than a large and small diesel bus (\$525,000 and \$477,000, respectively).

Council staff recommends concurring with the Executive. This is a key element in the County’s Climate Action Plan.

6. **White Flint Metro Station Access Improvements** (16-32). This project will modify the four corners of the Rockville Pike/Old Georgetown Road intersection to eliminate the “hot” right turns and to reconstruct the sidewalks on each side of Rockville Pike near this intersection to create grass buffers. It will also build a sidewalk along Old Georgetown Road near the intersection and expand the bus bays on the east side of the Metro tracks.

The cost of the project has increased by \$670,000 (+23.1%) due to revised designs required by the State Highway Administration and others. This further coordination also has resulted in a one-year delay. The sidewalk and streetscape improvements will be completed later this fiscal year, and the intersection will be modified next year. **Council staff recommends concurring with the Executive.**

7. **White Flint Metro Station Northern Entrance** (16-34). Four years ago, the County asked WMATA to update its study of a decade ago for a second, north entrance to the White Flint Metro Station, and it was completed in the autumn of 2019. The order-of-magnitude cost to build the new entrance, which would be on the southeast corner of Rockville Pike and Old Georgetown Road, is \$34,800,000. The cost does not include a pedestrian tunnel to an entrance on the west side of Rockville Pike, either to the northwest or southwest corners.

When the project was first programmed in the FY19-24 CIP, the Council budgeted one-third of its cost, with the idea that the balance might be funded by the State, WMATA, and/or a private development partner. That has not occurred, so last year the Executive recommended—and the Council concurred—with deferring the schedule one year to allow more time to find funding. Furthermore, as part of CIP Reconciliation last spring, the Council reduced the funding so that it now represents only one-fourth the cost. Thus, the project is \$26.1 million short of full funding.

The Executive is recommending another one-year delay, which would start design in FY24 and complete the northern entrance in the late summer of 2027. As noted above, if the Opportunity Lanes toll revenue promised by MDOT were to be paid out over 40 years (instead of the 50 years assumed by the Executive) and if the net present value discount rate were assumed to be 4.5% (instead of 5.0%), this would generate enough additional revenue to cover this gap. Councilmember Friedson advocates fully funding the project now, and without the further delay proposed by the Executive (©15-17).

Council staff could concur with Councilmember Friedson if the State agrees to a shorter payback period for the Opportunity Lanes revenue and if the Council can accept a slightly less conservative discount rate. An MDOT/County staff group will be convened shortly to try to resolve this and other related issues. **The Committee recommendation on the funding and timing of this project should be postponed until later in the budget season, when these matters should become clearer.**

PEDESTRIAN FACILITIES/BIKEWAYS PROGRAM PROJECTS

1. ‘Consent’ projects.

Consent Pedestrian Facilities/Bikeways Program projects (page)	Funding Change	Timing Change
ADA Compliance (18-4)	none	not applicable
Bowie Mill Road Bikeway (18-21)	none	none
Bradley Boulevard (MD 191) Improvements (18-23)	none	none
Falls Road Bikeway and Pedestrian Facility (18-30)	none	none
Goldsboro Road Sidewalk and Bikeway (18-41)	none	none
Oak Drive/MD 27 Sidewalk (18-57)	none	none
Silver Spring Green Trail (18-65)	none	none
Transportation Improvements for Schools (18-67)	none	not applicable

Council staff recommends concurring with the Executive.

2. **Bethesda Bikeway and Pedestrian Facilities** (18-5). The completion of most of the remaining elements of this program have been delayed one or two years, and the cumulative cost has increased by \$4,218,000 (+51.3%) due to higher than anticipated construction costs:

Element	Completion Year	Delay from Last CIP
Capital Crescent Surface Trail; Elm St Park – Woodmont Ave	FY22 (late this spring)	none
Woodmont Ave Cycletrack: Montgomery Ave - Miller Ave	FY22	1 year
Woodmont Ave Cycletrack: Miller Ave – Wisconsin Ave	early FY24	2 years
Woodmont Ave Cycletrack: Montgomery Ave – Norfolk Ave	early FY24	2 years
Montgomery Ave Cycletrack: Woodmont Ave – Waverly St	early FY23	1 year
Montgomery Ave Cycletrack: Waverly St – Pearl St	FY24	2 years
Norfolk/Cheltenham bikeway: Woodmont Ave – Pearl St	FY25	(new element)

This is the current production schedule of these projects, so there is little the Council can do to accelerate their completion. **Council staff recommends concurring with the Executive.**

3. **Bicycle-Pedestrian Priority Area (BPPA) Improvements** (18-8). This program budgets projects in the Silver Spring, Grosvenor, and Glenmont BPPAs. Its cost would increase by \$2,761,000 (+17.2%). Several subprojects have been changed or added in the last two years.

General BPPA Subprojects	Cost (in CIP period)	Completion
Silver Spring Secure Bike Parking Facility	\$338,000	FY24
Dixon Avenue SBL (separated bike lanes)	\$164,000	FY24
Fenton Street/Philadelphia Avenue intersection reconstruction	\$1,282,000	FY23
Silver Spring Bike Wayfinding	\$40,000	FY25
13 th Street/Burlington Avenue cycletrack	\$1,587,000	FY26
Grosvenor MD 355 sidewalk connector	\$280,000	FY24
Flack Street sidewalk	\$85,000	FY25
Briggs Road shared path	\$390,000	FY27
Briggs Road connector path	\$150,000	FY25

Council staff recommends concurring with the Executive.

4. **BPPA Improvements – Purple Line** (18-11). This program’s cost would increase by \$2,000,000 (+24.3%) due to the addition of \$1,000,000 in FY27 and FY28. The subprojects have changed substantially from two years ago. The costs of the Piney Branch Road and Carroll Avenue cycletracks are reduced, while several new subprojects have been added.

Purple Line BPPA Subprojects	Cost (in CIP period)	Completion
Carroll Avenue SBL (separated bike lanes)	\$750,000	FY24-25
Piney Branch Road shared path	\$1,475,000	FY25
Flower Avenue separated bike lanes	\$865,000	FY28
Haddon Drive shared path	\$70,000	FY24
East Wayne Avenue shared path	\$725,000	FY28
16 th Street sidewalk connection to Woodside Purple Line station	\$440,000	FY25
Lyttonsville Place cycletrack	\$70,000	FY26
Lyttonsville Road SBL	\$250,000	FY27

Councilmember Glass has requested three of these segments to be accelerated (©18):

- East Wayne Avenue Shared Use Path (East Silver Spring/Long Branch) - accelerate design and construction by two years from FY27 and FY28 to FY25 and FY26, respectively
- Flower Avenue Separated Bike Lanes (Long Branch) - accelerate design and construction by one year from FY26 and FY27 to FY25 and FY26, respectively; and
- Lyttonsville Road Separated Bike Lane (Lyttonsville) - accelerate design and construction by one year from FY26 and FY27 to FY25 and FY26.

Council staff recommends concurring with Councilmember Glass. His proposed accelerations are affordable and are focused in Equity Emphasis Areas. Depending upon how the Committee addresses the WABA proposal, there may be more projects and costs added to this program.

5. ***BPPA Improvements – Veirs Mill/Randolph*** (18-14). The total program cost is proposed to rise to \$14,967,000. The cost would increase by \$11,593,000 (+343.6%). The Executive proposes this large increase with the strategy that the subprojects would be incorporated into the Veirs Mill BRT project. If the project is selected for funding by the Federal Transit Administration, then half the construction cost of these bike-ped improvements—\$5,296,000—would be funded with Federal aid and would be built concurrently with the BRT project in FYs25-27. The design and land acquisition cost of the bike-ped improvements—\$3,844,000 in FYs23-24—would be borne by the County solely.

The main subprojects in this program are described below:

Veirs Mill/Randolph BPPA Subprojects	Cost (in CIP period)	Completion
VM north side shared path – Havard Street to Robindale Drive	\$1,500,000	FY26
VM south side sidewalk – Gridley Road to Parkland Drive	\$600,000	FY24
Randolph Road sidewalk – VM to Selfridge Drive	\$310,000	FY23
VM/Robindale Drive/Rock Creek Terrace intersection	\$125,000	FY24
VM/Parkland Drive/Gaynor intersection	\$100,000	FY25
VM/Havard Street intersection	\$275,000	FY25
VM/Gridley Road intersection	\$100,000	FY25
VM south side sidewalk – Randolph Road to Ferrara Drive	\$630,000	FY25
VM north side shared path – Ferrara Drive to Connecticut Avenue	\$500,000	FY26
VM/Bushey Drive intersection	\$275,000	FY25
Randolph Road railing – VM to Colie Drive	\$25,000	FY25
VM north side shared path – Connecticut Avenue to Newport Mill Road	\$3,900,000	FY27
VM south side sidewalk – Glorus Place to Schoolhouse Court	\$120,000	FY25
VM north side shared path – Sherrie Lane to Galt Avenue	\$150,000	FY25
VM/Andrew Street intersection	\$260,000	FY25
VM/Pendleton Drive intersection	\$325,000	FY26
VM/Newport Mill Road intersection	\$175,000	FY26
VM/Norris Drive intersection	\$325,000	FY26
VM/Galt Avenue intersection	\$275,000	FY26

Council staff recommends concurring with the Executive’s recommendation.

6. ***BPPA Improvements – Wheaton CBD*** (18-16). This program’s cost would increase by \$4,241,000 (+93.1%) over the Approved CIP. Of this amount \$1,070,000 is due merely to extending the program to FYs27-28. Some of the increase is due to a \$1,392,000 (+63.3%) increase in the cost of the

Amherst Avenue Cycletrack, the construction of which would be accelerated by two years, with completion by FY24 instead of FY26. Other newly proposed subprojects in this program are:

Wheaton CBD BPPA Subprojects	Cost (in CIP period)	Completion
Grandview Ave SBL (separated bike lanes): Blueridge Ave to Reddie Dr	\$300,000	FY23
Blueridge Avenue SBL: Grandview Avenue to Taber Street	\$300,000	FY24
Kensington Boulevard shared path: Galt Avenue to Grandview Avenue	\$800,000	FY26
Kensington Boulevard neighborhood greenway	\$200,000	FY23
Elkin Street shared path: Bucknell Drive to Blueridge Avenue	\$425,000	FY27
Reddie Dr shared path: Amherst Ave to Grandview Avenue	\$325,000	FY26
Wheaton Mall ring road SBL	\$450,000	FY28

Council staff recommends concurring with the Executive’s recommendation. Depending upon how the Committee addresses the WABA proposal, there may be more projects and costs added to this program.

7. Bikeway Program – Minor Projects (18-19). This program funds a host of bikeway-related efforts. Traditionally its mission has been to fund preliminary engineering of new bikeway projects and to construct those improvements costing typically less than \$1 million each. Smaller amounts are set aside each year for bike racks and bike route signing.

The Executive recommends increasing the six-year funding of this program by \$1,000,000 (+9.7%). **Council staff recommends concurring with the Executive’s recommendation.**

8. Capital Crescent Trail (18-25). The Executive is once again recommending deferring the Capital Crescent Trail tunnel beneath Elm Street and Wisconsin Avenue in the Bethesda CBD. Currently the tunnel’s construction is programmed to begin in FY25 and be completed 30 months later, in mid-FY27, which, given the delay in the delivery of the Purple Line, would synchronize the opening of both the light rail line and the trail tunnel. The Executive proposes delaying the \$55,575,000 project by at least four years, so that that construction would not begin until FY29 at the earliest. Councilmember Friedson (©15) and the Planning Board (©A) strongly recommends against deferring the project, and it urges that that it be kept on schedule, even if that means deferring projects with a lower priority. The Washington Area Bicyclists Association (WABA) also recommends restoring the funding, but on a schedule that is a year later: FYs26-28 (©19).

Council staff recommends not amending the expenditure schedule for the tunnel for the reasons cited by Councilmember Friedson and the Planning Board. However, everyone must understand that this will be an extremely heavy lift. The Approved CIP had programmed only \$22,160,000 of the \$55,575,000 in County funds within the CIP period: \$21,000,000 was assumed to come from State aid (for which no source has been found) and \$12,415,000 was programmed beyond the six-year period (FY27). Furthermore, the \$55,575,000 would need to be programmed in the middle years of the new CIP (Years 3, 4, and 5) when competition for capital resources is much greater.

9. Dale Drive Shared Use Path and Safety Improvements (18-28). This project provides for a new 8’-wide shared use path approximately one mile in length along the north side of Dale Drive and Columbia Boulevard from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also

provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

The project is still on schedule for completion in FY26, but its cost has increased by \$1,766,000 (+20.9%) due to three additions to the project’s scope:

- Additional pedestrian connection along south side of Dale Drive from Georgia Avenue to Woodland Drive – \$125,000
- Drainage improvements (including upgrading existing drainage pipes and inlets, converting existing roadway from open section to close section by installing new pipes and inlets, pavement resurfacing, and new facilities for stormwater runoff treatments – \$1,199,000
- Traffic calming measures throughout the project limits, such as narrowing curb radii at intersections, pedestrian refuge islands, additional signing, and pavement markings, etc. – \$442,000

Council staff recommends concurring with the Executive’s recommendation.

10. Fenton Street Cycletrack (18-33). This project will construct a cycletrack along Fenton Street in the Silver Spring CBD between King Street and Planning Place. The cost has increased by \$6,701,000 (+137.9%) since the last CIP. There have been several changes to the scope of the project to address community concerns and to improve access for people with disabilities. The project is still on schedule for completion in FY24. **Council staff recommends concurring with the Executive’s recommendation.**

11. Forest Glen Passageway (18-36). The project will build a pedestrian underpass beneath Georgia Avenue between the Metro Station entrance on the southwest corner to the northeast corner, where there would be a ramp and elevator to the surface. The project’s \$40,552,000 cost is unchanged, but the Executive recommends deferring the start and completion of construction by one year: to FY26 and FY28, respectively. The expenditure schedules in the Approved CIP and that proposed by the Executive are shown below (\$000):

	Thru FY22	FY23	FY24	FY25	FY26	FY27	FY28
Exec’s Rec.	1,252	100	1,400	1,000	10,425	17,000	9,375
Approved CIP	1,252	1,500	1,000	10,425	14,000	12,375	0

Council staff recommends keeping this project on the schedule in the Approved CIP. This project has been a high priority with the Council, providing a much safer and more convenient connection for pedestrian and bicyclists to the Metro Station from the neighborhoods east of Georgia Avenue and Holy Cross Hospital.

12. Franklin Avenue Sidewalk (18-39). This project constructs 4,600’ of new or improved sidewalk along the north side of Franklin Avenue between Colesville Road and University Boulevard. Its \$3,300,000 cost is unchanged, but its completion has been delayed a year, to FY23. It is possible that construction would occur this coming fall. **Council staff recommends concurring with the Executive’s recommendation.**

13. **Good Hope Road Shared Use Path** (18-43). This project builds an 8'-wide shared use path for 4,500' along the west side of Good Hope Road between Rainbow Drive and Windmill Lane in Cloverly. The project cost has increased by \$990,000 (+20.9%) due to permit requirements for building in the Upper Paint Branch Special Protection Area and a floodplain district. Its completion has been delayed by one year, to FY24. The path may be completed by the end of 2023. **Council staff recommends concurring with the Executive's recommendation.**

14. **Life Science Center Loop Trail** (18-46). This project constructs an 8-12'-wide shared use path loop along Decoverly Drive, Fields Road, Omega Drive, Medical Center Drive, and an eventual road through the former Public Service Training Academy and Belward Farm. Its \$12,901,000 cost is unchanged, but as it would be funded entirely by developments along the route which are not imminent, the Executive recommends deferring its schedule by two years, so it would not be completed until FY27. **Council staff recommends concurring with the Executive's recommendation.**

15. **MacArthur Blvd Bikeway Improvements** (18-49). This is a multi-stage project to upgrade the bikeway along MacArthur Boulevard from the Anchor Inn to the District of Columbia boundary. The first stage, between the Beltway and Oberlin Avenue in Glen Echo, was completed seven years ago. The start of construction of the next stage, from Oberlin Avenue to the D.C. line, is delayed by two years, with completion delayed one year, to FY25. (The production schedule estimates completion by the end of 2024.) The cost has also increased by \$2,307,000 (+12.2%) due to construction cost inflation. **Council staff recommends concurring with the Executive's recommendation.**

16. **MD 355 – Clarksburg Shared Use Path** (18-52). This project constructs an 8-10'-wide shared use path along the east side of Frederick Road (MD 355) from south of Stringtown Road to Snowden Farm Parkway. (A short middle section near Clarksburg Road is funded by the Subdivision Roads Participation project.) The cost has increased by a modest \$66,000 (+1.0%) since the last CIP. More significantly, the County has received an additional State grant of more than \$3.5 million which has allowed the project's construction to be *accelerated* by two years, a very rare occurrence for a transportation project. It is now scheduled for completion in FY24. **Council staff recommends concurring with the Executive's recommendation.**

17. **Metropolitan Branch Trail** (18-54). This project extends the Metropolitan Branch Trail from Takoma Park to the Silver Spring Metro Station, mostly along the east side of the CSX/Metrorail right-of-way. The first segment, from Takoma Park to and on King Street, was completed in 2018. The production schedule for the remainder—which will pass beneath Burlington Avenue, along Selim Street, over Georgia Avenue and then northwest to the Metro Station—is now scheduled to be completed in FY24, a one-year delay. The \$20,662,000 cost is unchanged. **Council staff recommends concurring with the Executive's recommendation.**

18. **Sandy Spring Bikeway** (18-59). This is a new project that will build a continuous 10'-wide shared use path along the north side of MD 108 between Olney Theater and Norwood Road. The project's construction will be conducted and funded by the State Highway Administration; this project funds the County's cost share of the design, which is \$200,000. The project is anticipated to be complete in FY26. **Council staff recommends concurring with the Executive's recommendation.**

19. Seven Locks Bikeway and Safety Improvements (18-61). This project ultimately provides for a dual bikeway (a shared use path and on road bike lanes) and sidewalks along Seven Locks Road from Montrose Road to Bradley Boulevard. It is in three phases, starting at the northern terminus. Prior to the last CIP only Phase I (Montrose Road to Tuckerman Lane) had ben programmed, but it was routinely delayed in favor of other CIP priorities. The cost estimate for Phase I alone was \$26,760,000.

Two years ago, the Council agreed defer all funding to beyond the six-year CIP period (i.e., after FY26), which means design would not start until FY27, at the earliest. The Council also budgeted a \$500,000 facility planning study to reimagine and rescope the project. The study was to begin in FY21, but due to COVID-related disruption the study is only starting this fiscal year.

The Executive’s proposal is to continue to show the funding beyond the six-year CIP period, which means that design would not begin until at least FY29, a two-year delay. Councilmember Friedson recommends programming the beginning of design of the future project in FYs27-28 (©16).

Council staff recommends concurring with the Executive. The Council should wait until the completion of the facility planning study, at which point it is likely that the project will have a different scope and cost estimate. At that time, it would be appropriate to restart funding of the project, hopefully even sooner than FY27. Councilmember Friedson is correct that the residents in the neighborhoods along Seven Locks Road have waited much too long for bike/ped improvements and safety measures.

20. Sidewalk Program Minor Projects (18-64). This program funds shorter segments of sidewalk, mostly as retrofits in residential neighborhoods where sidewalks were not built when developed. Upcoming sidewalk projects are shown on ©20.

Due to the high volume of requests, field studies are being performed on a six-month backlog, and if the need is confirmed and there is general neighborhood consensus, it can take anywhere from two to five-plus years for a sidewalk to be built. DOT receives about 200 to 250 plus sidewalk installation requests or more annually and have the resources to propose nine projects a year. In FY21 DOT received 214 requests for sidewalk installation, and the nine projects encompassed 28 of those requests. The remaining 186 requests are in the queue.

The Executive recommends adding \$2,272,000 (+11.5%) over the CIP period. **Council staff recommends concurring with the Executive’s recommendation.** As noted, the demand is much greater, but given the additional sidewalk funding requested by the Executive and Council in the Pedestrian Safety Program and in other pedestrian improvement projects (the BPPA projects, for example), the Executive’s more modest proposed increase in this project seems appropriate.

21. Tuckerman Lane Sidewalk (18-68). Construction of an improved sidewalk in Potomac along Tuckerman Lane has been in facility planning for several years. The entire project would eventually extend from Falls Road to Old Georgetown Road. It is divided into four segments:

- Segment 1: Falls Road to Snakeden Branch, fronting Hoover MS and Churchill HS
- Segment 2: Snakeden Branch to Angus Place
- Segment 3: Angus Place to Whisperwood Lane
- Segment 4: Whisperwood Lane to Old Georgetown Road

On October 11, 2018, the Committee reviewed the alternatives studied in the first phase of facility planning. Because of its length, there was a consensus that DOT should concentrate on Segments 1 and 2 first. The Committee recommended Alternative 3, which calls for continuous conventional bike lanes on both sides of the road, a sidepath, and sidewalks on the opposite side of the road from the sidepath from Falls Road to Angus Place. In these segments A developer will construct the easternmost portion of Segment 2 from Seven Locks Road to Angus Place.

Phase II of facility planning is complete, and the Executive is recommending funding design and construction of only a short segment of sidewalk in Segment 1 on the south side of Tuckerman Lane from Gainsborough Road to about 380’ west of Potomac Crest Drive, near Churchill HS. The cost is estimated to be \$537,000 and it would be built in FYs27-28.

The production schedule for all of Segments 1 and 2 is on ©21. The overall cost of Segments 1 and 2 is \$15,204,000 and it would take six years to complete: two years for design, two years for land acquisition, and two years for construction. Councilmember Friedson concurs with the Executive’s recommendation to design and build the short segment of sidewalk near Churchill HS in FYs27-28, but he recommends further that the balance of Segments 1 and 2 also be funded, with design beginning in FY27 (©17). **Council staff agrees with Councilmember Friedson.** Under this schedule, Segments 1 and 2 would be completed in FY32. The expenditure schedule on the PDF would be as follows (\$000):

	6 Year Total	FY23	FY24	FY25	FY26	FY27	FY28	Beyond 6 Years
Design & Con Mgmt	1,769	0	0	0	0	936	833	1,039
Land	81	0	0	0	0	81	0	1,511
Utility Relocation	0	0	0	0	0	0	0	525
Construction	417	0	0	0	0	149	268	9,862
TOTAL	2,267	0	0	0	0	1,166	1,101	12,937

22. US 29 Pedestrian and Bicycle Improvements (18-70). The initial BRT: US 29 project that funded the FLASH routes included funds for bike/ped improvements in the immediate vicinity of the stations along US 29 between Burtonsville and Silver Spring. A study done to identify a wider network of bike/ped connections to FLASH was completed in FY21, and it identified a potential a network with a conceptual cost of \$95 million. The Executive is recommending starting with investments of \$1 million annually in FYs25-26 and \$2 million annually in FYs27-28. **Council staff recommends concurring with the Executive’s recommendation.**

23. WABA proposal. WABA has proposed that the County build 47 bikeway projects in the next six years in four Equity Focus Areas: Wheaton CBD, Silver Spring CBD, Langley Park, and White Oak (©22-29). Using the cost estimates in the 2018 Bicycle Master Plan, WABA suggests this effort would cost about \$110,000,000.

Council staff requested DOT to identify if any of the 47 projects were already included in the Approved or Recommended CIP, and what their costs were. It reported that 11 of the projects are funded. Their cumulative cost estimate, based on engineering conducted since the 2018 Plan, is \$18,753,000, about 85% higher than the 2018 Plan’s \$10,164,000 estimate for these same projects.

Extrapolating from this, an order-of-magnitude cost estimate for the remaining unprogrammed projects in WABA's proposal would be about \$185,000,000.

Councilmember Riemer proposes adding \$11,500,000 for facility planning of the remaining 36 projects in WABA's proposal (©30-32). Specifically, he recommends that \$2,500,000 be programmed in FYs23-24 (\$1,250,000 each year) for the planning of seven of the 36 projects which are identified as high priorities in the Planning staff's Bicycle Master Plan Biennial Monitoring Report, 2019-2020. Six are Neighborhood Greenways: two in Wheaton, three in Langley Park, and one in Silver Spring. The seventh project consists of separated bike lanes along Cherry Hill Road in White Oak (©32). He Councilmember Riemer also recommends an additional \$1,500,000 in each year for facility planning for the other 29 projects.

Council staff has the following observations about this proposal:

- The six Neighborhood Greenway projects are relatively inexpensive. Together the cost in the 2018 Plan is \$2,534,000; extrapolating that by 85% translates to about \$4,700,000 in 2023 dollars. While some design is required, they probably don't need to be facility planned, per se. Should the Council wish, these projects could be added to their respective BPPA projects for design and construction.
- The cost of the Cherry Hill Road separated bike lanes is \$11,243,000 in the 2018 Plan; extrapolating by 85% brings the estimated cost to \$20,800,000. If facility planned in FYs23-24, then it would be eligible for construction funding in the FY25-30 CIP.
- The estimated cost of the other 29 projects is about \$85 million in the 2018 Plan, which extrapolates to almost \$160 million. Once facility planning is done there is the expectation that they would be programmed in the subsequent CIP, which likely could not accommodate but a small portion of them given the competition for resources. The Council should be very selective as to which projects are funded for facility planning.

Council staff recommends the following:

1. **Add \$4,700,000 to fund the six Neighborhood Greenways in Councilmember Riemer's proposal, allocating the funds to their respective BPPA programs. Request that DOT work with Council staff to prepare an expenditure schedule that would design and construct these six projects in the middle or back end of the CIP period.** There is more fiscal capacity to add funding in these years, and subprojects already programmed in the BPPAs should not be bumped.
2. **Add funding to Facility Planning-Pedestrian Facilities and Bikeways (see below) for the Cherry Hill Road separated bike lanes. Request that DOT work with Council staff to prepare an expenditure schedule for this facility planning study.**
3. **Add \$500,000 annually starting in FY25 in Facility Planning-Pedestrian Facilities and Bikeways as a placeholder to begin to facility plan the other 29 projects. The next CIP (FY25-30) should identify the specific projects that would be studied, and their expenditure schedules within this facility planning PDF.**

FACILITY PLANNING PROJECTS

Historically the Facility Planning-Transportation project funds the planning and preliminary engineering of road, transit, bikeway, and major sidewalk projects: it is the ‘gatekeeper’ for all new major stand-alone transportation projects, except parking (for which each parking district has its own facility planning PDF) and bridges (for which the Bridge Design project performs this function). Facility planning is conducted typically in two phases: a feasibility study (Phase I), and a preliminary engineering study (Phase II). Once a project has proceeded through the preliminary engineering (a.k.a. 35% design) phase, its scope is well defined, and its cost estimate is reliable. Upon completion of facility planning is the appropriate time for the Council to decide whether the project should be funded for construction as planned or with revisions, or be rejected. Facility planning is funded with Current Revenue rather than debt because there is no guarantee that the planning work will result in a project that is implemented.

For lack of a better location in the CIP, the Facility Planning-Transportation project has always been included as part of the Roads Program, which has had the effect of overestimating the County’s investment in roads and underestimating its investment in bike/ped and transit projects. This year the Executive is recommending splitting out studies of transit projects into a new PDF, Facility Planning: Mass Transit (see page 16-15), which will help rectify this, and will highlight the County’s future transit projects.

Council staff recommends taking this one final step and splitting the remainder of Facility Planning-Transportation (see page 19-8) into two new PDFs: Facility Planning: Pedestrian Facilities and Bikeways and Facility Planning: Roads. This would add even more transparency to the general facility planning program. By splitting them each of DOT’s capital program areas would have its own facility planning project for its stand-alone projects.²

The current Facility Planning-Transportation PDF also has always included a small amount of funds for small feasibility studies that required a quick turnaround and did not require detailed analyses. In the Approved CIP the account for miscellaneous small studies was funded at \$1,320,000. The Executive is now recommending a new PDF, Transportation Feasibility Studies (see page 19-21), that would fund such studies. He recommends an annual budget of \$250,000, or \$1,500,000 over the six-year period of the CIP.

Between the two facility planning projects and Transportation Feasibility Studies, the Executive is recommending a total six-year expenditure of \$18,115,000, a \$2,815,000 increase (+18.4%) over the Approved CIP. There are four new facility planning studies, all of which would be in a Facility Planning: Pedestrian Facilities and Bikeways project:

Shady Grove Bike/Ped Safety Improvements

This study would address bicycle and pedestrian safety along Shady Grove Road from Darnestown Road to Midcounty Highway. Two stretches of this corridor—Metro Access Road to Midcounty Highway and MD 355 to I-270—are identified in the County’s Vision Zero High Injury Network. The study would review existing conditions, such as facility types, traffic volumes, crash data, and planned improvements recommended through recent master plans along

² The Highway Maintenance and Traffic Engineering programs consist only of level-of-effort projects.

with planned developments to identify proposed multimodal safety improvements to address pedestrian and cyclist safety. Improvements would be prioritized, and cost estimates will be prepared. *Proposed study schedule: FYs23-26. Cost: \$1,425,000.*

Great Seneca Shared Use Path (Key West Avenue to Darnestown Road)

This study would prepare preliminary design plans to close a gap in the shared use path along Great Seneca Highway. The facility is identified as a Tier 1 facility in the Bicycle Master Plan. This facility supports growth in the Life Sciences Center and the proposed redevelopment of the former Public Safety Training Academy. *Proposed study schedule: FY24. Cost: \$195,000.*

Germantown MARC Station Bicycle and Pedestrian Improvements

This study would develop a plan to review, prioritize, and develop concepts for bike and pedestrian improvements around the Germantown MARC station. Germantown has not received the focus for improved bicycle and pedestrian connections that the lower county has. The County’s Bicycle Master Plan (2018) and the MARC Rail Communities Plan (2019) make recommendations for improved bicycle connections to the MARC station, which is the highest ridership station on the Brunswick Line. This effort would connect to other planning efforts to improve multimodal transportation on Wisteria Drive and Middlebrook Road. Additionally, the Metropolitan Washington Council of Governments (MWCOC) has a new technical assistance grant to support preliminary design for improved connections to transit. Identifying priority improvements and developing concepts around the Germantown MARC could position these projects to take advantage of this grant program. *Proposed study schedule: FYs27-30. Cost: \$1,140,000.*

Grosvenor Lane Sidepath (Cheshire Drive to MD 355)

The Bicycle Master Plan calls for a sidepath from Cheshire Lane to MD 355. This segment is a Tier 2 facility and would connect to improvements along MD 355 and Beech Drive being done through the Grosvenor BPPA. This route is a common path for cyclists coming from Bethesda and North Bethesda to access Beach Drive and Rock Creek. It would connect to the Bethesda Trolley Trail as well. The study would develop a concept and preliminary design plans for the sidepath and associated intersection safety improvements at MD 355. *Proposed study schedule: FYs27-29. Cost: \$775,000.*

Last year Councilmember Jawando requested that funds be added to the facility planning program to develop the preliminary design for Norwood Road bike/ped facilities between New Hampshire Avenue and Norbeck Road Extended. This segment is a 1.4-mile two-lane arterial highway with paved shoulders and a 40-mph speed limit. There are no sidewalks, except for a 1,000’ on the southwest side east from Norbeck Road. In addition to Blake HS, three churches and a handful of homes front on this road segment. The Bicycle Master Plan calls for a shared use path on the northeast side, and there would be a sidewalk on the southwest side.

Council staff recommendation: Split Facility Planning-Transportation into the two new PDFs noted above, and concur with the Executive’s recommendations, except to add \$750,000 for a Phase II Norwood Road study to Facility Planning-Pedestrian Facilities and Bikeways, \$375,000 each in FYs25-26.³ Larger studies are typically not added to the front of the six-year period so as not to

³ A two-year, \$750,000 study was DOT’s estimate last year. If it has a more recent estimate, the Council should consider it.

displace most other studies in the queue. **Council staff recommends concurring with the Executive’s proposed Transportation Feasibility Studies program.**

OTHER ISSUES RAISED BY THE PLANNING BOARD

1. *Bike racks.* One of the Board’s recommendations is to create a new program to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period (©B). It estimates the total cost of this effort is approximately \$3.6 million. See the top of page 47 of this report: <https://montgomeryplanning.org/wp-content/uploads/2021/11/Bicycle-Master-Plan-Biennial-Monitoring-Report-2019-2020.pdf>.

Because the bike racks are on a school, library, or recreation center site, the responsibility to replace them would be that of MCPS, the Department of Libraries, or the Department of Recreation, respectively, not DOT. The appropriate Council committee should consider the Board’s recommendations as part of their review of their respective capital budgets.

2. *Aspen Hill Vision Zero improvements.* The Board also recommends creating a new project to implement the safety deficiencies/improvements recommended in the Aspen Hill Vision Zero Study, conducted by the Planning Department in 2019 (©B): <https://montgomeryplanning.org/wp-content/uploads/2020/02/Aspen-Hill-Draft-Interactive.pdf>.

The recommendations in the report are either operational or would fall under several existing capital programs, such as Traffic Calming, Traffic Signals, Pedestrian Safety Program, and others. Rather than single out Aspen Hill for special consideration, DOT would best take these Vision Zero study recommendations into account as they, working with the Vision Zero Coordinator, prioritize safety improvements around the county.



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

February 26, 2022

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

**SUBJECT: County Executive's Recommended FY23 Capital Budget and FY23-28
Capital Improvements Program for Transportation Projects**

Dear President Albornoz:

At our regularly scheduled meeting on February 17, 2022, the Planning Board discussed the County Executive's Recommended FY23 Capital Budget and FY23-28 Capital Improvements Program (CIP) for transportation projects and voted 5:0 to transmit the following comments for the County Council's consideration. The staff memo for the Board's discussion and the transportation CIP priorities letter that we transmitted to the County Executive on November 1, 2021 (Attachment A) are attached for your reference.

Our specific recommendations are as follows:

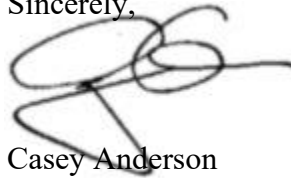
1. The Planning Board acknowledges and applauds the emphasis in this recommended CIP on Bus Rapid Transit (BRT) and bike and pedestrian improvements.
2. We recommend that more effort be focused on budgeting and advancing time-sensitive projects, including projects that support major infrastructure investments, such as the Purple Line.
3. We recommend that continued efforts be focused on addressing Vision Zero priorities, particularly along the county's high injury network and in equity focus areas.
4. **Capital Crescent Trail (P501316):** It is critical that this project be completed to coincide with the completion of the Purple Line (now scheduled for FY26). The proposed delay in this project's schedule beyond FY28 is unacceptable to the Planning Board. This project supports the county's Vision Zero Action Plan by providing a grade-separated crossing of Wisconsin Avenue for bicyclists and pedestrians. Given the uncertainty of state aid, we recommend that budget adjustments to other lower-

priority projects be made to fully fund this project to ensure that it will be constructed by FY26.

5. **Bike Racks:** Create a new program to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period. The total cost of this effort is approximately \$3.6 million, as identified in the [2019-2020 Bicycle Master Plan Biennial Monitoring Report](#).
6. **Aspen Hill Bicycle-Pedestrian Priority Area project:** A new project should be created and funded to implement the safety deficiencies/improvements recommended in the Aspen Hill Vision Zero Study, conducted by the Planning Department in 2019.

Thank you for your attention to this matter. If you have questions, please contact Stephen Aldrich at 301-495-4528 or Stephen.Aldrich@montgomeryplanning.org.

Sincerely,



Casey Anderson
Chair

Attachments:

- A. Staff report to the Planning Board, February 17, 2022
- B. Planning Board letter to County Executive re: CIP Priorities, November 1, 2021

CA:SA

cc: Glenn Orlin, Senior Analyst, Montgomery County Council
Tom Hucker, Chair, Montgomery County Council Transportation and Environment Committee
Christopher Conklin, Director, Montgomery County Department of Transportation
Tim Cupples, Division Chief, Transportation Engineering, Montgomery County Department of Transportation
Gwen Wright, Director, Montgomery Planning
Robert Kronenberg, Deputy Director, Montgomery Planning
Tanya Stern, Deputy Director, Montgomery Planning
Jason Sartori, Chief, Countywide Planning and Policy Division, Montgomery Planning
Elza Hisel-McCoy, Chief, Downcounty Planning Division, Montgomery Planning
Carrie Sanders, Chief, Midcounty Planning Division, Montgomery Planning
Patrick Butler, Chief, Upcounty Planning Division, Montgomery Planning
Carl Morgan, Section Chief, Park Development Division, Montgomery Parks



REVIEW OF COUNTY EXECUTIVE'S FY23 CAPITAL BUDGET AND FY23-28 CAPITAL IMPROVEMENTS PROGRAM



Description

Planning staff annually reviews the County Executive's Recommended Capital Budget and transportation Capital Improvements Program and prepares recommendations for Planning Board consideration. Approved Planning Board comments are then transmitted to the County Council.

COMPLETED:
02/09/2022

MCPB: Item 7

2425 Reddie Drive
Floor 14
Wheaton, MD 20902



Stephen Aldrich, PE, Master Planner - Transportation, Countywide Planning & Policy Division,
Stephen.Aldrich@MontgomeryPlanning.org, (301) 495-4528



Jason Sartori, Chief, Countywide Planning & Policy Division,
Jason.Sartori@MontgomeryPlanning.org, (301) 495-2172

SUMMARY

- Transportation funding in this Recommended Capital budget and 6-year CIP is significantly larger, primarily due to anticipated funding sources from Op Lanes Maryland Transit funding and state and federal aid planned for Bus Rapid Transit (BRT) projects.
- The advancement of two major Bus Rapid Transit projects for MD 355 Central and Veirs Mill Road are major changes in this Recommended Capital Budget for transportation.
- The Capital Crescent Trail tunnel and Elm Street Park improvements to complete this subsurface trail connection are not funded in this Recommended Capital Budget to meet opening day estimates for the Purple Line (FY26).

TABLE OF CONTENTS

INTRODUCTION	2
COUNTY EXECUTIVE’S RECOMMENDED FY23 CAPITAL BUDGET AND SIX-YEAR CIP SUMMARY	3
SIGNIFICANT CHANGES IN THE COUNTY EXECUTIVE’S 6-YEAR CAPITAL IMPROVEMENT PROGRAM	3
MAJOR TRANSPORTATION-RELATED CHANGES IN THE COUNTY EXECUTIVE’S RECOMMENDED FY23 CAPITAL BUDGET & 6-YEAR CIP.....	4
Major Transportation Projects In the Planning Board’s priority list.....	4
Major Transportation Projects not In the Planning Board’s priority list	7
MAJOR PROJECT-RELATED CONCERNS NOT ADDRESSED IN THE CIP	8
RECOMMENDATIONS/COMMENTS.....	9

INTRODUCTION

The County Executive published his Recommended FY23 Capital Budget and the FY23-28 Capital Improvements Program (CIP) on January 17, 2022. The document may be found at: https://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy23/ciprec/FY23_Recommended_Capital_Budget.pdf.

A summary of the recommended changes to project expenditures is provided in Attachment A to this report. Staff has analyzed the recommended budgets for transportation projects. In this report, staff has noted projects that have significant changes in budget or in schedule, and projects that the County Executive recommends being advanced or delayed that are important to the fulfillment of adopted master plans.

The Planning Board is asked to review staff comments on the capital budget and CIP and transmit them to the County Council.

COUNTY EXECUTIVE'S RECOMMENDED FY23 CAPITAL BUDGET AND SIX-YEAR CIP SUMMARY

The County Executive has developed a recommended FY23 Capital Budget and FY23-28 Capital Improvements Program (CIP). The overall FY23 Capital Budget/cumulative project funding totals \$16.86 billion of which transportation projects total \$4.289 billion (125 projects). This is the top funding category in the Capital Budget, representing 25.4 percent of the total budget. The recommended FY23-28 CIP totals \$5.06 billion. Within the recommended CIP, transportation projects total \$1.497 billion (29.6 percent of the recommended CIP).

A summary of the transportation capital budget by improvement category is shown below in Table 1.

Table 1: Recommended FY23 Transportation CIP Budget Summary

Improvement Category	Total Projects	Active Projects	Total Budget (000s)	6-Year CIP (000s)	Beyond 6 Years (000s)
Bike/Ped	32	26	\$652,793	\$268,289	\$110,879
Bridges	15	11	\$195,746	\$74,163	\$33,395
Highway Maintenance	8	8	\$693,692	\$241,858	\$0
Mass Transit	24	17	\$1,472,591	\$654,978	\$130
Parking	8	6	\$91,776	\$45,880	\$0
Roads	26	13	\$753,787	\$107,106	\$301,093
Traffic Improvements	12	11	\$428,711	\$105,702	\$100,000
Total Transportation	125	92	\$4,289,096	\$1,497,976	\$545,497

Out of the total recommended funding in the six-year CIP, Mass Transit has the highest share of the transportation budget (34 percent), Roads (18 percent), Highway Maintenance (16 percent), and Bike/Ped (15 percent).

SIGNIFICANT CHANGES IN THE COUNTY EXECUTIVE'S 6-YEAR CAPITAL IMPROVEMENT PROGRAM

Compared to the approved FY21-26 six-year CIP, the County Executive has recommended a FY23-28 six-year CIP that is \$740.58 million more (17.2 percent). This includes an increase of \$418.988 million (39 percent) for transportation projects.

MAJOR TRANSPORTATION-RELATED CHANGES IN THE COUNTY EXECUTIVE'S RECOMMENDED FY23 CAPITAL BUDGET & 6-YEAR CIP

The County Executive's recommended CIP includes several transportation projects with major funding changes due to advancement of these projects out of facility planning, introduction of new funding sources needed to advance a project, acceleration of funding, shifting of funding to later fiscal years and Vision Zero priorities. A total of 32 projects were closed out (completed) between the FY22 and FY23 budgets and six new transportation projects were added to the FY23 budget. The new projects are shown below in Table 3.

The following is a discussion of some key transportation project changes. With each, staff has noted the priority ranking (Top 100 transportation priorities) as approved by the Planning Board on October 21, 2021 and forwarded to the County Executive on November 1, 2021 (see Attachment B).

Table 3: New FY23 Transportation Projects

Project Name	Total Budget (000s)	6-Year CIP (000s)	Beyond 6 Years (000s)
Bus Rapid Transit: MD 355 South/North (P502309)	\$9,700	\$9,700	\$0
Facility Planning: Mass Transit (P502308)	\$3,065	\$2,935	\$130
Sandy Spring Bikeway (P502306)	\$200	\$200	\$0
Tuckerman Lane Sidewalk (P502302)	\$537	\$537	\$0
US 29 Pedestrian and Bicycle Improvements (P502304)	\$6,000	\$6,000	\$0
Transportation Feasibility Studies (P502303)	\$1,500	\$1,500	\$0
Total New Transportation Projects	\$21,002	\$20,872	\$130

MAJOR TRANSPORTATION PROJECTS IN THE PLANNING BOARD'S PRIORITY LIST

Major transportation projects included in the County Executive's recommended CIP that have been prioritized by the Planning Board are discussed below in priority order:

- 1. Bus Rapid Transit: MD 355 Central (P502005):** This CIP project was renamed from "Bus Rapid Transit: MD 355" and now focuses on the portion of the proposed MD 355 BRT improvements between Montgomery College – Germantown (or Germantown Transit Center) and Montgomery College – Rockville. For the total project, \$290.37 million was added to this project. During the CIP period, \$302.87 million is budgeted. Construction of this section of the MD 355 BRT service will be completed by FY28. Funding sources for this project include current revenue, impact tax monies, some state aid (\$6 million), and recordation tax premium funds, but the bulk of the funding for this project is expected to come from two sources: 1) federal aid (\$158.86 million), and 2) Op Lanes (formerly the I-495/I-270 Managed Lanes project) Maryland Transit funding (\$131.5 million). This project was identified as the top transportation CIP priority by the Planning Board.

- 2. Bus Rapid Transit: Veirs Mill Road (P501913):** \$74.8 million is recommended to be added to the 6-year CIP for this bus rapid transit project proposed between Downtown Wheaton and Montgomery College – Rockville. The BRT line will complete Final Design in FY24 and be fully constructed by FY27. Funding sources for this project include current revenue, impact tax monies, federal aid (\$42.58 million), and Op Lanes Maryland Transit funding (\$28.47 million). This project was identified as transportation CIP priority #2 by the Planning Board. It is important to note that this design is for the County Council-selected Alternative 2.5, not the Master Plan vision (Alternative 3) recommended in the Veirs Mill Corridor Master Plan.
- 3. Capital Crescent Trail (P501316):** The County Executive’s 6-year CIP defers the previously approved FY25 and FY26 funding of \$43.1 million outside the current 6-year CIP, resulting in no CIP funding for this project in the last four out years (FY25-28) of the 6-year CIP. This funding is needed to complete the Capital Crescent Trail tunnel under Wisconsin Avenue and improvements at Elm Street Park to fully connect the Capital Crescent Trail. Beyond FY28, a total of \$55.58 million (inclusive of \$43.1 million identified above) would be needed to complete this project. The Recommended CIP also identifies that state aid (\$21 million – funding program undefined) would be sought by FY25 to help fund the completion of this project; however, this state aid is shown in the Beyond FY28 column. This project was identified by the Planning Board as transportation CIP priority #4.
- 4. Forest Glen Passageway (P501911):** The overall budget for this project was increased in May 2021 to \$40.55 million. The County Executive is proposing to spend \$11.123 million more during the 6-year CIP. Construction is anticipated to begin in FY26 and be complete by FY28. This project will be funded with GO bonds. This project was identified as transportation CIP priority #7 by the Planning Board.
- 5. White Flint Metro Station Northern Entrance (P501914):** The project funding and scope was changed in FY22. The total project is estimated at \$34.8 million. The county is working with WMATA on redevelopment of the White Flint Metro Station site and will look for opportunities to leverage private sector funding for these enhancements. This project was identified by the Planning Board as transportation CIP priority #8.
- 6. Bethesda Bikeway and Pedestrian Facilities (P500119):** \$4.218 million is proposed to be added to the overall budget for this project of which an additional \$663,000 is proposed to be added to the 6-year CIP. The budget and construction schedule have been extended from FY22 to FY25. Reasons for these changes include higher than anticipated construction costs for Phase 2 of the Woodmont Avenue cycle track and Phase 2 of the Montgomery Avenue cycle track. These projects were identified as transportation CIP priorities #9 and #12 by the Planning Board.

- 7. Great Seneca Science Corridor Transportation Improvements (P502202):** No funding changes have been proposed in the Recommended 6-Year CIP, however, more detail on the project Phasing was provided in the project description form (pdf). This project implements the Great Seneca Transit Network that has been developed by MCDOT in response to the continued delay of the Corridor Cities Transitway and in support of the Corridor Forward: I-270 Transit Plan and the Great Seneca Science Center Corridor Minor Master Plan Amendment, Phase 2. Phase 1A is the planned implementation of two transit services, called the Pink and Lime lines. The Pink line links Shady Grove Metrorail station to the Life Science Center near Shady Grove Hospital, and the Lime line using I-370 from the Shady Grove Metrorail station to Rio, Crown Farm, and the heart of the Life Science Center. Phase 1A of this project remains on schedule to be constructed in FY24; however, Phase 1B of this project has not been scheduled/funded to-date. In addition, a \$1 million project appropriation (cost sharing for project implementation) is on hold pending a Memorandum of Understanding with the cities of Gaithersburg and Rockville. With its connection to Corridor Forward and its re-envisioned Corridor Cities Transitway, this project relates to the Board's transportation CIP priority #20 to advance transit near the Corridor Cities.
- 8. Fenton Street Cycle track (P502001):** \$6.7 million is proposed to be added to the 6-year CIP for this bike project in Downtown Silver Spring on Fenton Street between Planning Place and King Street. This project, which is anticipated to be constructed by FY24, was identified in transportation CIP priorities #23 and #25 by the Planning Board.
- 9. Bicycle Pedestrian Priority Area Improvements – Wheaton CBD (P502002):** \$4.6 million is proposed to be added to the 6-year CIP for this project. This project budget includes the design and construction of the proposed two-way separated bike lanes on Amherst Street between Arcola Avenue and Winhdam Lane. These improvements were identified by the Planning Board as transportation CIP priorities #24 and #36.
- 10. Sidewalk Program Minor Projects (P506747):** \$7.2 million is proposed to be added to the 6-year CIP for this ongoing level-of-effort program. This program was identified as transportation CIP priority #33 by the Planning Board.
- 11. Observation Drive Extended (P501507):** The six-year CIP for this project is proposed to be increased by \$56.07 million. This amount would fund the Phase 1 design, land acquisition, and construction (construction would begin in FY27). Phase 1 is the connection of Observation Drive between Waters Discovery Lane and Little Seneca Parkway and the completion/improvement of Little Seneca Parkway between MD 355 and Observation Drive. Phase 2 is the future extension of Observation Drive up to the future Clarksburg Bypass/Roberts Tavern Road. Beyond FY28, the remaining funding needed to complete this project will be \$45.47 million. This project (Phase 1 only) was identified by the Planning Board as the #38 transportation CIP priority.

MAJOR TRANSPORTATION PROJECTS NOT IN THE PLANNING BOARD'S PRIORITY LIST

There are many notable transportation projects included in the County Executive's recommended CIP that Planning staff is generally supportive of, and while they did not make the Planning Board's Top 100, they are worthwhile efforts. These projects include ongoing level-of-effort work programs, cost sharing with MDOT SHA projects, first mile/last mile transit-supportive programs as well as some notable older projects that have already advanced through Mandatory Referral.

- 1. Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph (P502003):** \$11.59 million is proposed to be added to the 6-year CIP for this Bicycle-Pedestrian Priority Area (BiPPA) project. The increase was proposed with the expansion of the project scope to include the entire BiPPA area. Construction is expected to occur in FY25-FY27. This project expansion was recommended by the Planning Board two years ago in the Review of the County Executive's FY21 Capital Budget and FY21-26 CIP on page 11 (See Attachment C).
- 2. RideOn Bus Fleet (P500821):** \$86.23 million is proposed to be added to this ongoing level-of-effort program, of which \$56.14 million is proposed within the 6-year CIP. A significant percentage of this large cost increase is due to the planned acquisition of zero-emission buses.
- 3. Sidewalk and Curb Replacement (P508182):** \$8.54 million is proposed to be added to this ongoing level-of-effort program.
- 4. Facility Planning: Mass Transit (P502308):** This new program provides for planning and preliminary engineering for new and reconstructed mass transit projects under consideration for inclusion in the CIP. \$3.065 million is funded for this ongoing program.
- 5. Transportation Feasibility Studies (P502303):** \$1.5 million is included in the CIP for this ongoing program to quickly identify solutions for advancing transportation facilities to design and construction. Projects selected for inclusion in this program will not require detailed alternatives analysis.
- 6. Goldsboro Road Sidewalk and Bikeway (P501917):** \$12.363 million is proposed to be added to this bike/ped project. This amount includes full design, right-of-way acquisition, drainage improvements and construction starting in FY27. Beyond FY28, the remaining funded needed to complete this project will be \$6.34 million.
- 7. Bowie Mill Road Bikeway (P502108):** \$9.995 million is proposed to be added to the 6-year CIP for this bikeway project. This would cover final design, land acquisition, and two years out of a three-year construction phase within this 6-year period. Beyond FY28, the remaining funded needed to complete this project will be \$7.8 million.

8. **Falls Road East Side Hiker/Biker Path (P500905):** \$9.4 million is proposed to be added to the 6-year CIP for this bike project. No funds are scheduled until FY27 and FY28. This project has been deferred repeatedly over the past several years.
9. **US 29 Pedestrian and Bicycle Improvements (P502304):** \$6 million is budgeted for this new project to fund the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor.
10. **Oak Drive/ MD 27 Sidewalk (P501908):** \$5.87 million is proposed to be added to this sidewalk project. The project would be fully constructed by FY28 with this recommended allocation.
11. **Bradley Boulevard (MD 191) Improvements (P501733):** \$5.87 million is proposed to be added to this bikeway project. The project would be fully constructed by FY27 with this recommended amount.
12. **Sandy Spring Bikeway (P502306):** \$200,000 is budgeted for FY23 only to allow cost sharing with the Maryland Department of Transportation State Highway Administration for the final design and construction of a ten-foot-wide sidepath on the north side of MD 108 from Doctor Bird Road to Norwood Road.
13. **Metropolitan Branch Trail (P501110):** There are no funding changes for this project, however, this project has been delayed for the past several years largely due to delayed approval from WMATA, CSX, and Montgomery Preservation (MPI). Phase 1 construction was completed in 2018. Phase 2 design and property acquisition was completed in FY22. Utility relocations will be completed in FY22. Construction is scheduled to start in FY22 and be completed in 30 months (FY24). Due to bid procurement rules, the project is being re-bid, as only one contractor submitted, so contract award and construction initiation is likely delayed by 6 months (still FY24 hopefully).

MAJOR PROJECT-RELATED CONCERNS NOT ADDRESSED IN THE CIP

1. **Bike Racks:** Based on a 2016 survey, over 8,600 bicycle parking spaces are needed at public schools, public libraries, and recreation centers; the vast majority are needed at schools. The recommendation in the 2019-2020 Bicycle Master Plan Biennial Monitoring Report is to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period. As shown in Table 4 below, the estimated cost to upgrade and expand bicycle parking at these public facilities is approximately \$3.6 million.

Table 4: Estimated Cost to Address Bicycle Parking Needs at Public Facilities

Facility Type	Bicycle Racks Needed	Estimated Cost
Elementary Schools	3,831	\$1,566,000
Middle Schools	1,892	\$788,000
High Schools	2,546	\$1,188,000
Public Libraries	158	\$18,000
Recreation Centers	228	\$30,000
Total	8,655	\$3,590,000

Source: Bicycle Master Plan Biennial Monitoring Report – 2019-2020, Table 14, page 47.

2. **Aspen Hill BiPPA:** In 2019, the Planning Board requested the creation of a new BiPPA project to address the deficiencies identified in the Aspen Hill Vision Zero Study, conducted by the Planning Department. This action has not been added to the CIP.

RECOMMENDATIONS/COMMENTS

Staff is generally supportive of the County Executive’s Recommended Capital Budget and FY23-FY28 CIP, but recommends that the following comments be transmitted to the County Council:

1. **Capital Crescent Trail (P501316):** It is critical that this project be completed to coincide with the completion of the Purple Line (now scheduled for FY26). The proposed delay in this project’s schedule beyond FY28 is unacceptable to the Planning Board. Given the uncertainty of state aid, we recommend that budget adjustments to other lower-priority projects be made to fully fund this project to ensure that it will be constructed by FY26.
2. **Bike Racks:** Create a new program to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period. The total cost of this effort is approximately \$3.6 million, as identified in the 2019-2020 Bicycle Master Plan Biennial Monitoring Report.
3. **Aspen Hill Bicycle-Pedestrian Priority Area project:** A new project should be created and funded to implement the safety deficiencies/improvement needs recommended in the Aspen Hill Vision Zero Study, conducted by the Planning Department in 2019.

Attachments:

Attachment A – Expenditure Details

Attachment B – 2021 Transportation Priorities

Attachment C – Comments on Recommended FY21 Capital Budget and 6-Year CIP



**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



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

EVAN GLASS
VICE PRESIDENT

TRANSPORTATION & ENVIRONMENT COMMITTEE
HEALTH AND HUMAN SERVICES COMMITTEE

January 14, 2022

Marc Elrich
County Executive
101 Monroe Street, 2nd Floor
Rockville MD 20850

Dear County Executive Elrich,

As the Council awaits the transmittal of the FY23-FY28 Capital Improvements Program (CIP), I ask that you prioritize investments to help us meet our Vision Zero goals. During the last year, our communities experienced 11 deaths and nearly 500 incidents involving pedestrians and bicyclists. Accelerating the implementation of our traffic safety strategies is critical to ensuring safe streets for everyone.

Our existing road design and infrastructure, while efficient in the 1960's and 70's, has become a marker of tragedy for many residents and families in Montgomery County. The Vision Zero work plan for FY22-23 is clear about the next steps needed to ensure safe, multimodal transportation. Investments in pedestrian and bicycle infrastructure can help prevent deaths and reduce traffic congestion.

Making data-driven investments should be our top budgetary priority. I look forward to continuing our work together to ensure the county's Vision Zero plan is supported by the CIP.

Evan Glass
Vice President
Montgomery County Council

CC

Christopher Conklin, Director, Montgomery County Department of Transportation
Wade Holland, Vision Zero Coordinator
Mary Beck, Office of Management and Budget

MD 355 Central & Veirs Mill Rd

Project Benefits

- Directly serves Equity Focus Areas in Germantown, Gaithersburg and Wheaton/Aspen Hill
- Helps meet targets to reduce carbon emissions, improve air quality, and tackle climate change
- Ensures regional competitiveness and allows communities to realize their potential as vibrant places
- Uses limited public funding efficiently and effectively



Strategic
connections



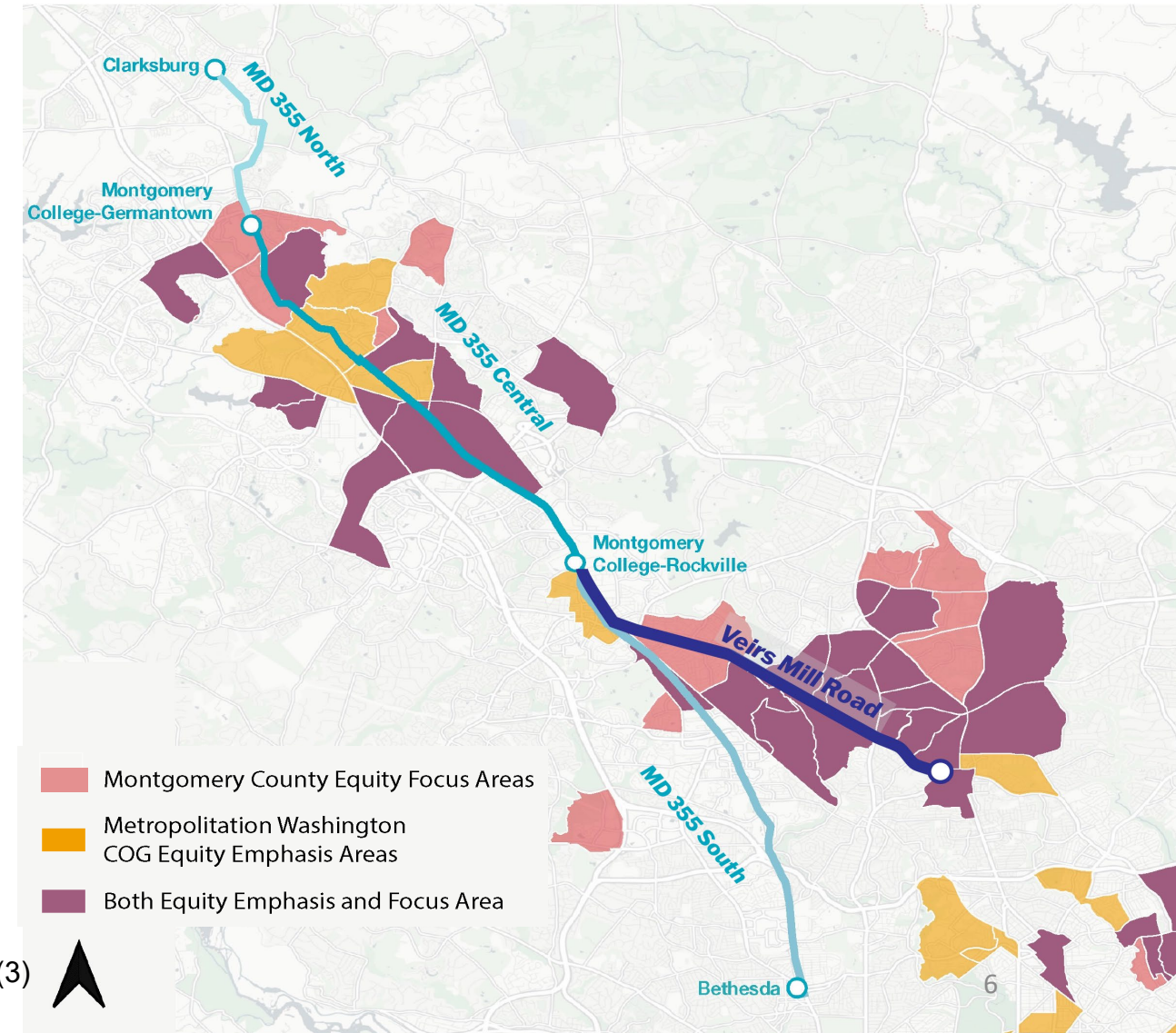
Equity



Environmental
Resilience

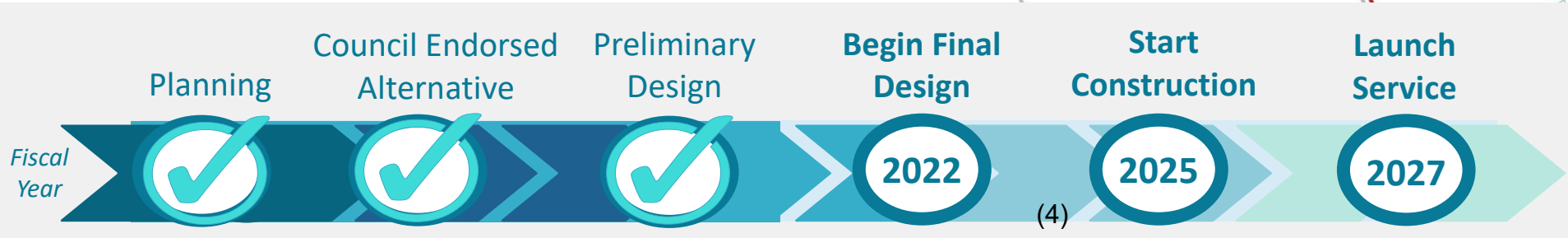


Economic
Health



Veirs Mill Road BRT

- 7.6-mile corridor between Wheaton and Rockville, connects branches of Metrorail red line
- Improved travel time through signal priority, dedicated bus lanes, queue jumps
- Route bordered by Equity Focus Areas with concentrations zero-car households and County's top Metrobus routes
- Increased safety and access, removes slip lanes, redesigns major intersections, new bike and pedestrian connections
- Leverages additional federal funding by combining BRT with BiPPA (Bike/Ped) projects



Veirs Mill Road BRT

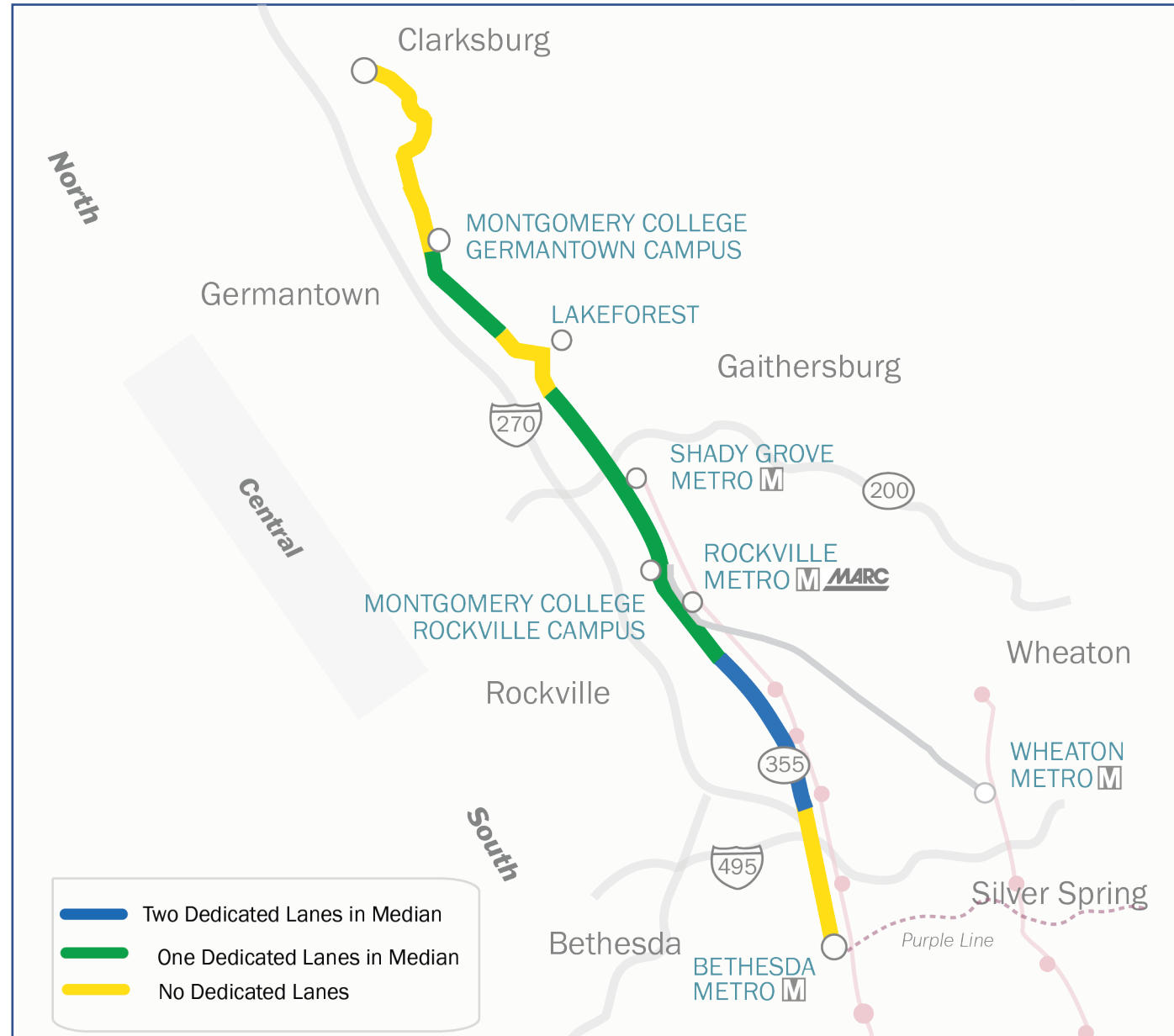


Legend

- MD 355 FLASH BRT Corridor
- Major Activity Center
- Veirs Mill Road FLASH BRT Corridor**
- BRT in Mixed Traffic
- Lane Repurposing for Dedicated BRT Lane
- Widening for Dedicated BRT Lane
- Proposed BRT Station and Queue Jump
- Proposed BRT Queue Jump
- Proposed BRT Station
- Transit Signal Priority Locations

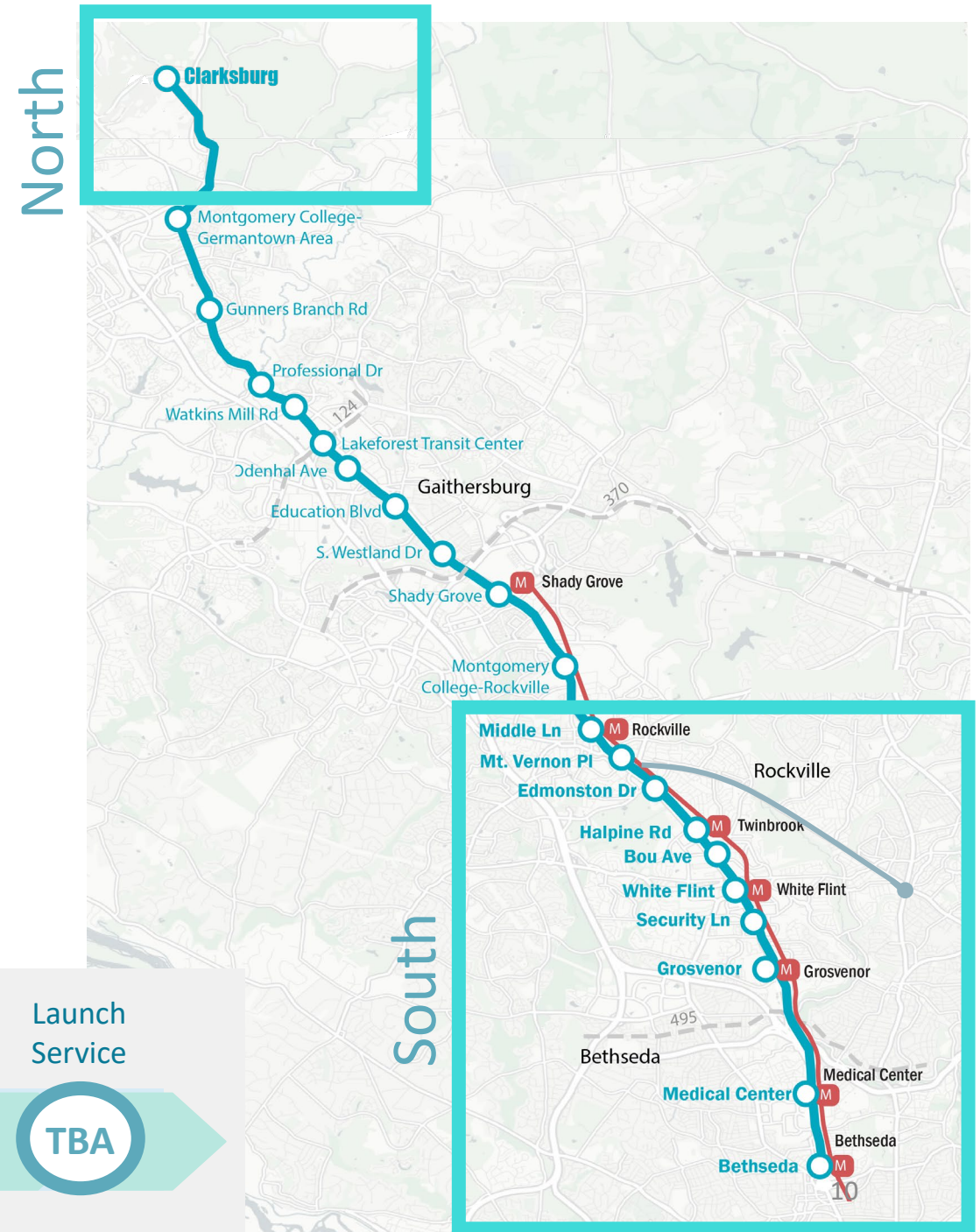
MD 355 BRT

- Advancing Final Design on the entire 22-mile corridor from Clarksburg to Bethesda
- Funding Construction on Central section
- Dedicated bus lanes for most of the corridor, including areas with
 - Two lane median dedicated lanes
 - Single median dedicated lanes
 - No dedicated lanes in segments with lower traffic congestion (Clarksburg) or limited right of way (Bethesda)



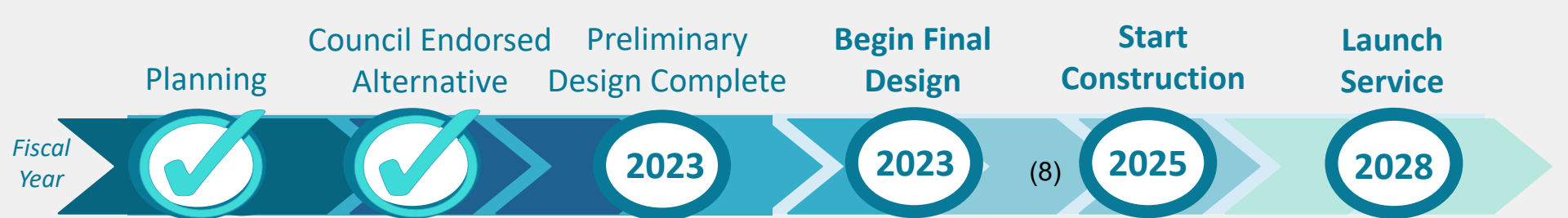
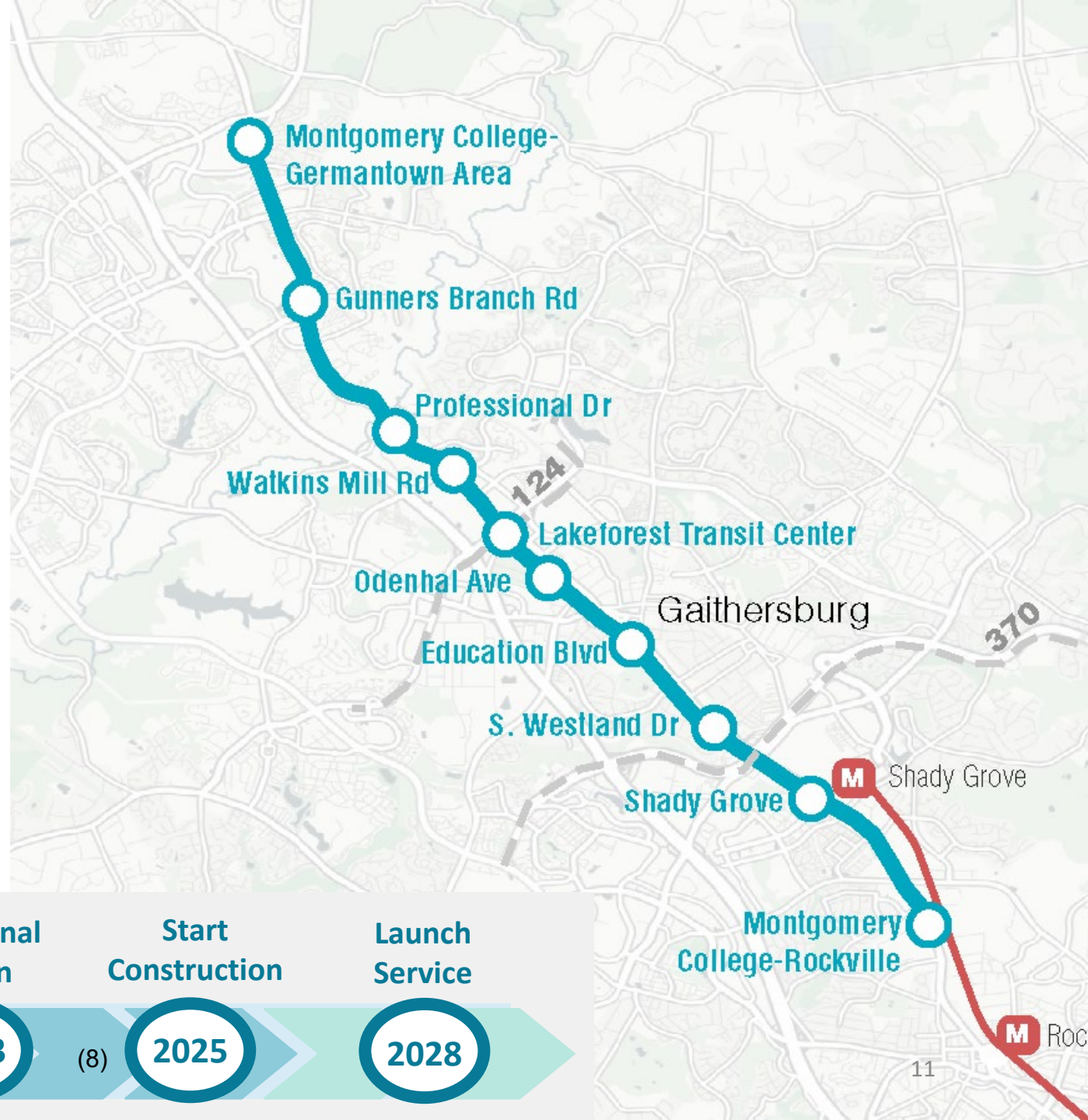
MD 355 South & North

- Advancing final design for North and South
- Addressing project complexities in the South and developing land uses in the North
- Additional revenue streams needed to fund construction
 - Projects will be ready to move forward into construction when funding is identified
- Near-term plans to better serve North & South with reconfigured Ride On Extra and express buses



MD 355 Central BRT

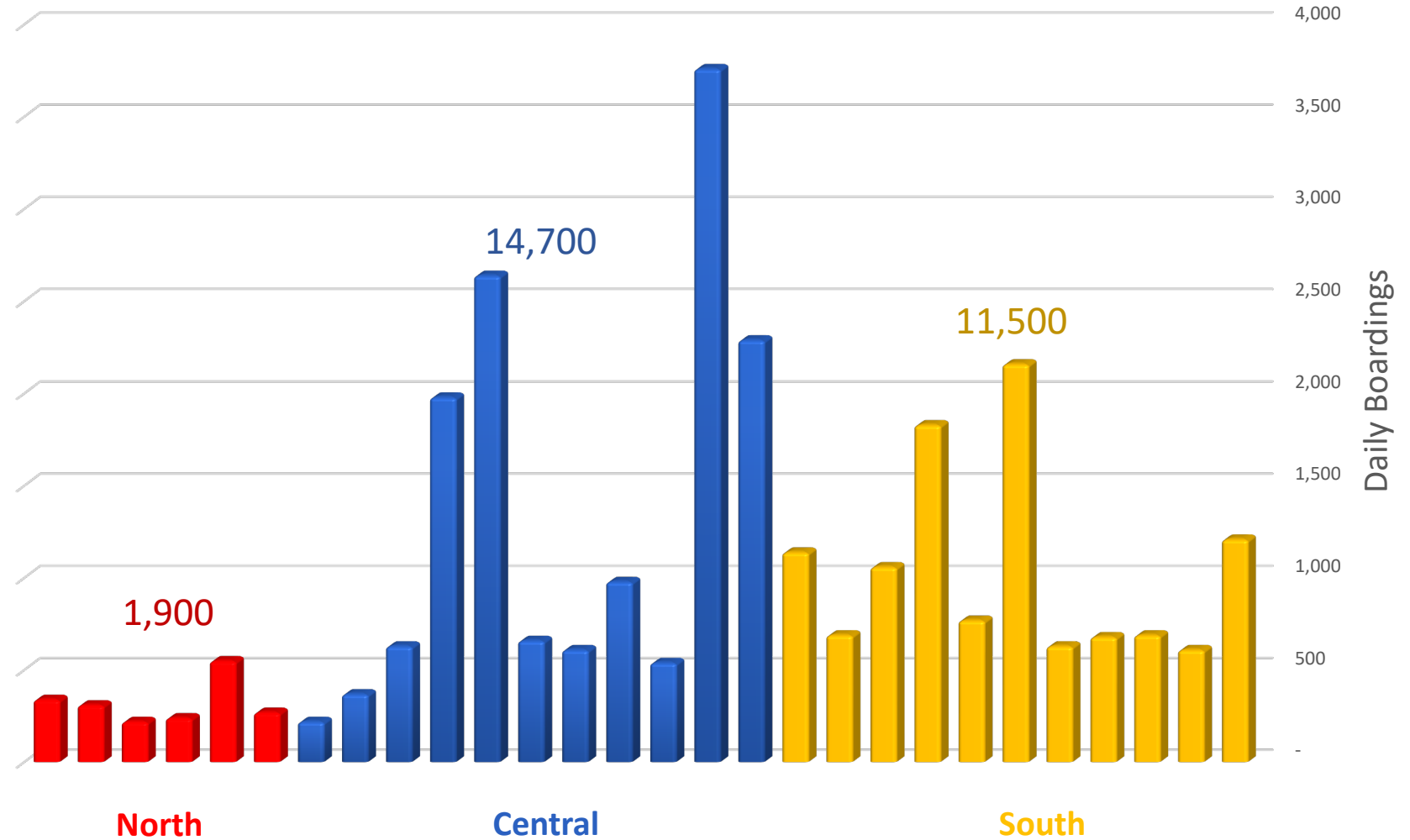
- Advancing final design and construction on 10-mile corridor between Rockville and Germantown
- Fast, reliable transit in areas with concentrations of zero-car households and highest existing Ride On ridership
- Serves Equity Emphasis Areas and Opportunity Zones
- Expands connections to:
 - Jobs and healthcare
 - Community colleges
 - Marc train and Metrorail
- Transit-oriented uses that are not served by Metrorail



MD 355 Central BRT

Forecast Passenger Boardings
Over 50% of passenger boardings are
in the Central section

Forecasted boardings by stop (2040)



MD 355 Central BRT

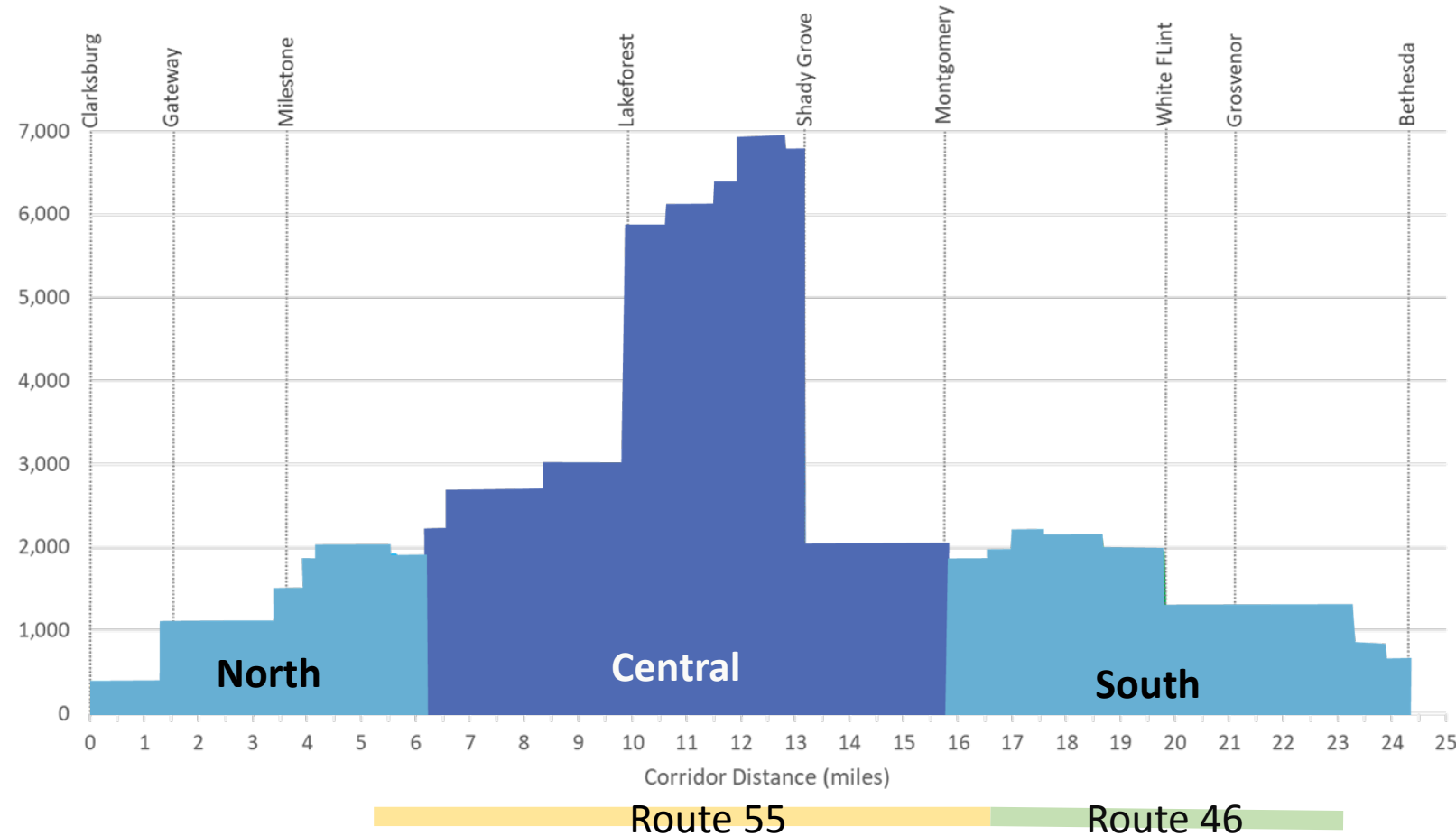


Average Daily Ridership February 2020

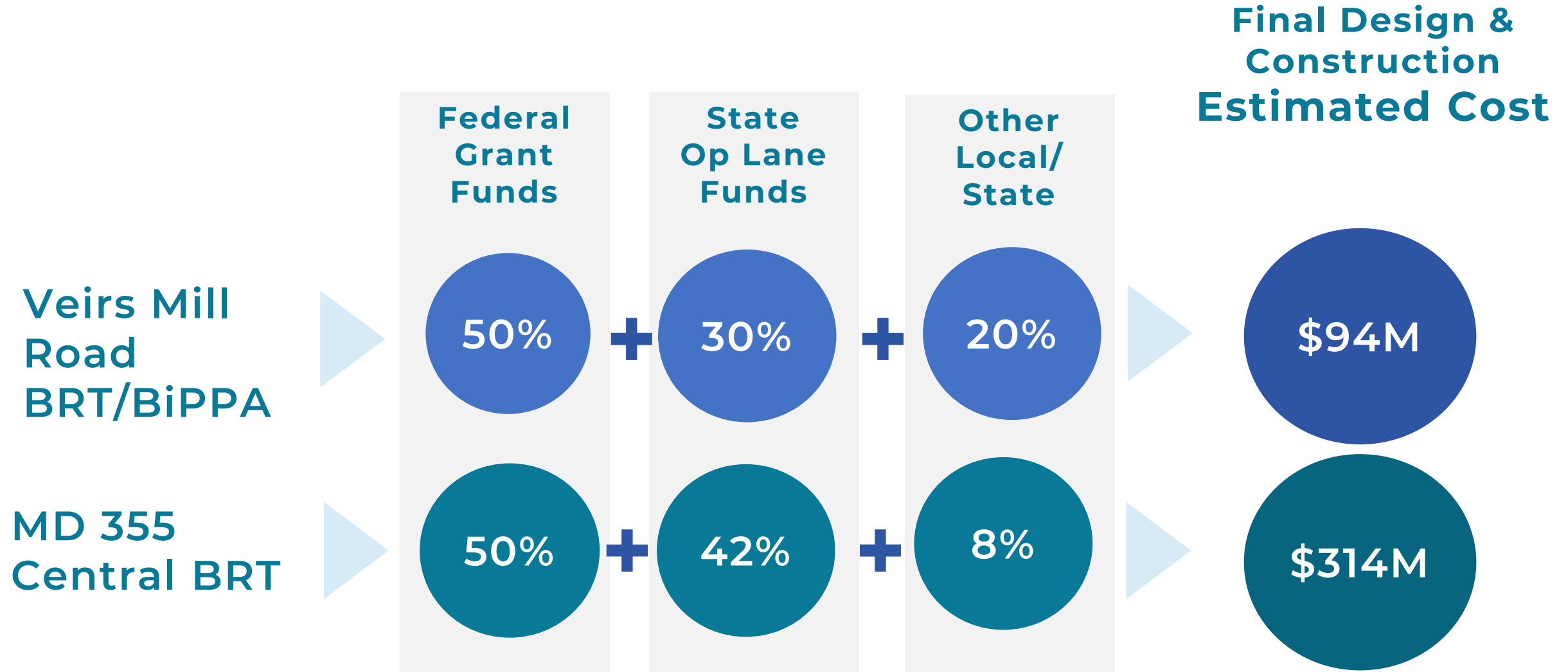
Route 55 Germantown-Rockville	5,200
Route 46 Rockville-Medical Center	2,596

Forecast Ridership Loads
 Passenger loads in the Central
 part of the corridor are more
 than double the other segments

Forecasted Passenger Load (2040)



Anticipated Funding Sources



Federal Grants

- Primary grant program supporting BRT projects is the Federal Transit Administration's Capital Investment Grant (CIG) program
 - **New Starts** funds larger projects and requires 50% dedicated transit lanes
 - **Small Starts** funds projects with cost up to \$400M and has a \$150M Federal share cap – no lane dedication requirement
 - New Starts has 60% max CIG share; Small Starts has 80% max CIG; 50% is more typical
- Infrastructure Investment and Jobs Act funds the CIG program at a much higher level than previous years



Maryland Opportunity Lanes Funding

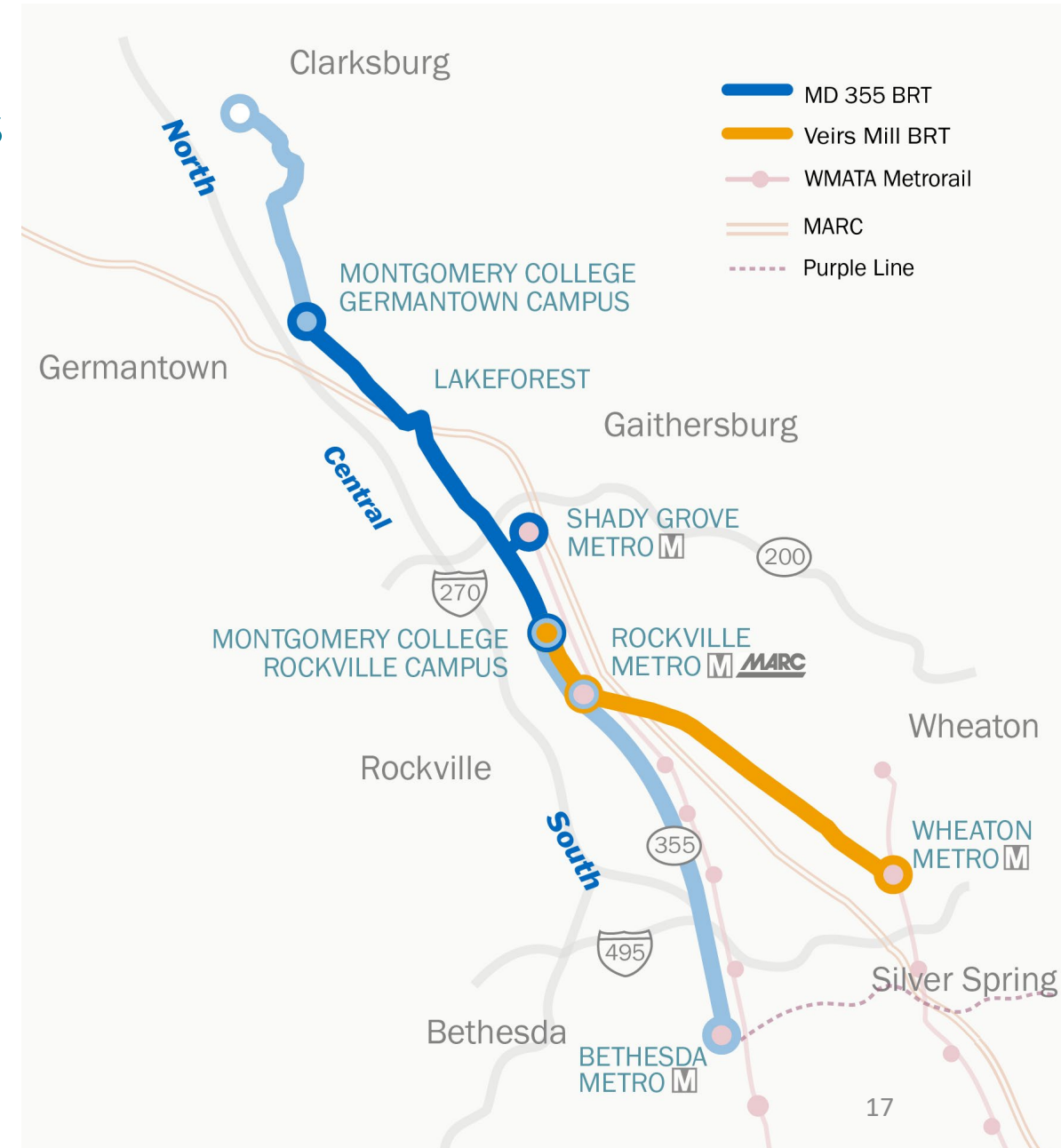
- Maryland DOT has committed funds to support high priority transit projects in Montgomery County
 - \$60 million for design and permitting at financial close
 - \$300 million over 50 years for project implementation (*NPV estimated at \$110M*)
- Projects must be within or support the I-270 corridor
- Corridor Forward referenced as a guide for transit funding priorities – plan identifies MD355 north of Rockville and Veirs Mill BRT as highest transit priorities



Flash Bus Rapid Transit

FY 2023-28 Capital Improvement Projects

- Bringing fast and reliable transit to areas with proven high demand and need
- Maximizing non-County funds for the greatest benefit
- Allowing for project completion within 6 years (*contingent upon external funding*)





MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

MEMORANDUM

March 2, 2022

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

FROM: Councilmember Andrew Friedson *AF*

SUBJECT: Rejecting Critical Infrastructure Delays and Advancing Pedestrian & Bicyclist Safety

Building, maintaining, and improving transportation infrastructure is central to attracting residents and businesses and ensuring mobility, connectivity, and a high quality of life. As a County, we have made substantial commitments to our residents in adopting our Vision Zero safe systems approach and ensuring safe routes to schools for all families. These commitments must be kept to ensure public trust and to follow through on our need to build safe and livable communities. While there is a cost to following through on these commitments, it pales in comparison to the price of inaction – both in public dollars and in public safety. I am therefore respectfully requesting the T&E Committee to support the following actions to fulfill our promises, protect public safety, and move forward with our shared interest in safe streets and livable communities:

1. Restore the Capital Crescent Trail (P501316) Tunnel project

The Capital Crescent Trail is a critical link in our east-west trail network for commuting and recreation used by over a million residents each year. The County took away this major piece of infrastructure and promised to return it even better. The Council has rejected multiple previous attempts to delay and otherwise fail to fund this crucial project to return one of the most important pieces of non-auto-focused infrastructure in the entire region. Like this Committee and the Council did for the FY21-26 budget, I hope you will restore the project to avoid further proposed delays. Let's keep our promise and deliver this project on-time and as planned so it will open concurrently with the Purple Line station in 2027.

2. Restore the White Flint Metro Station North Entrance (P501914)

North Bethesda and the Pike District are one of the fastest growing areas of our County and this project is more important than ever for the transit riders and pedestrians who live and work in the walkable Pike

District. We have been working diligently with residents and stakeholders to improve this area and make it safer for all our road users as we work toward our Vision Zero goal of zero traffic deaths by 2030. Transit like Metro is central to the lives of many in our livable, walkable communities and the 3,500+ pre-pandemic daily riders at this station will benefit immensely from this project from both a quality of life and a safety standpoint.

MDOT has promised \$360 million for transit associated with Phase 1 South of the Op Lanes project: \$60 million up front and \$300 million in regular payments over the term of the project. The County Executive's budget assumes the term of the project is 50 years, and so the County would receive \$6 million annually. Using a conservative net present value discount rate of 5.0%, \$6 million annually for 50 years translates to about \$110 million in current dollars. Together with the up-front \$60 million, the State's commitment would be just under \$170 million in current dollars.

According to a sensitivity analysis requested by Council staff and performed by the Office of Management and Budget, with slightly less conservative assumptions, we can assume revenues would be \$28.5 million higher than the County Executive's assumption, which is more than enough to cover the \$26.1 million for this project. I ask the Committee to reject the one-year delay proposed by the County Executive and move this project forward so we can move North Bethesda forward.

3. Accelerate the Seven Locks Bikeway and Safety Improvements (P501303)

District 1 constituents have been awaiting this project for over a decade. It was included in the CIP for design and land acquisition only three years ago, yet it is not funded in the County Executive's recommended six-year CIP. We cannot continue this game of "Charlie Brown and the football" with County residents, especially for critical bicycle and pedestrian safety infrastructure.

Instead, we can show our commitment to prevent stagnation and deliver on our promise by programming design for Segment 1 (Montrose Road to Tuckerman Lane) beginning in FY27. Segment 1 provides dual bikeway and pedestrian facilities on Seven Locks Road from Montrose Road to Tuckerman Lane, including the bike path on Montrose Road and the improvements to the Tuckerman Lane intersection. As the Montgomery County Department of Transportation continues its work to reimagine Seven Locks Road, a commitment to designing the bikeway and associated safety improvements will go a long way with our residents.

4. Accelerate the Tuckerman Lane Sidewalk (P502302)

I appreciate the County Executive for scheduling this sidewalk project, which completes a continuous section sidewalk on the south side of Tuckerman Lane from Gainsborough Road to about 380' west of Potomac Crest Drive, near my alma mater, Winston Churchill High School. The cost is estimated to be \$537,000 and it would be built in FY27-28. Unfortunately, this falls short of community expectations for a project that has been in facility planning for several years. Tuckerman Lane is a heavily traveled corridor in a largely residential area. There are several schools in the vicinity including Churchill HS and Hoover MS. Cabin John Village is a shopping destination that has added significant residential and retail capacity and Tuckerman Lane features numerous bus stops for transit users. The cherished parks and trail of Cabin John are just to the east. Access to schools, transit, and community amenities require safe transportation options for all residents

and we cannot achieve that without advancing projects like this one. Segments 1 and 2 (Falls Road to Snakeden Branch, and Snakeden Branch to Angus Place) should be funded for design beginning in FY27 in addition to the County Executive's proposed sidewalk construction.

In conclusion, these four projects are about prioritizing our residents' safety, quality of life, and the future of their communities. We must provide real, viable alternatives to cars for our residents to get to work, school, shopping, a local park, and just about everywhere in-between to adequately address our carbon emissions and tackle our climate crisis. We must accelerate pedestrian and bicyclist safety infrastructure projects in order to reach our Vision Zero goals rather than let them languish unfunded in the CIP year after year. This is about keeping promises to communities and following through for those residents who depend on these projects.

President Biden remarked in his State of the Union address on March 1, "We're done talking about infrastructure weeks. We're going to have an infrastructure decade". We must follow suit at the local level and follow through on our promises by laying the groundwork today for the benefit of our children and future generations. Thank you for your consideration.

CC: Glenn Orlin, Senior Analyst, Montgomery County Council



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

EVAN GLASS
VICE PRESIDENT

TRANSPORTATION & ENVIRONMENT COMMITTEE
HEALTH AND HUMAN SERVICES COMMITTEE

Date: March 3, 2022
To: Tom Hucker, Chairman
Hans Riemer, Councilmember
From: Evan Glass, Vice President
Re: Purple Line BiPPA Projects in the FY23 - FY28 Capital Improvements Program

The Purple Line project presents an incredible opportunity to increase east-west transit connectivity while improving our pedestrian and bicycle infrastructure along the corridor. I led community walks in Long Branch and Bethesda to hear from residents and small business owners about how the Purple Line construction along the corridor has impacted their businesses, but more importantly their ability to move around safely. Unfortunately, the Purple Line construction has resulted in closed or damaged sidewalks and many residents found themselves competing with vehicular traffic by walking or biking on the street.

We all share the goal of achieving Vision Zero and prioritizing pedestrian and bicycle safety infrastructure. Towards that end, I propose that we advance three projects in the Purple Line Bicycle and Pedestrian Priority Area (BiPPA):

- **East Wayne Avenue Shared Use Path** (East Silver Spring/Long Branch) - accelerate design and construction by two years from FY27 and FY28 to FY25 and FY26, respectively;
- **Flower Avenue Separated Bike Lanes** (Long Branch) - accelerate design and construction by one year from FY26 and FY27 to FY25 and FY26, respectively; and
- **Lyttonsville Road Separated Bike Lane** (Lyttonsville) - accelerate design and construction by one year from FY26 and FY27 to FY25 and FY26.

Accelerating these projects will help offer much needed reprieve for nearby residents who are unable to drive or depend on public transit. These accelerations will not impact the FY 2023 Capital Improvements Program -- and will help improve safety for pedestrians and cyclists.

I hope you can join me in advancing these projects.

CC:

County Executive Marc Elrich
Director Chris Conklin, Montgomery County Department of Transportation
Wade Holland, Vision Zero Coordinator



Montgomery County Council
Gabe Albornoz, President
Evan Glass, Vice President

Stella Werner Council Office Building
100 Maryland Ave
Rockville, MD 20850

RE: CIP Budget Hearing - FY 23-28

February 8, 2022

Council President and members of the Council, my name is Peter Gray and I represent the Washington Area Bicyclist Association. I am speaking on behalf of the 1200+ WABA members and several thousands of other supporters who live in Montgomery County.

WABA asks the Council to commit to constructing all of the Tier One Bicycle Master Plan segments located in four Equity Focus Areas (Wheaton, White Oak, Langley Park and Silver Spring). This Equitable Investment in Montgomery County's Bike Network is a \$110m commitment over the six year CIP and will create safe, bikeable/walkable networks in the four Equity areas, will make access to transit easier and safer, and help the County achieve its climate and Vision Zero goals. By funneling budget dollars to the Equity areas, the Council will demonstrate its commitment to funding safer walking, biking and access to transit for those residents who need this investment the most.

WABA wants the Council to restore \$19m in cuts to the Parks department budget proposed by the County Executive. Such cuts will impair Parks' ability to maintain current trails, including those in and around Wheaton Regional Park, and hamper Parks' ability to move forward with renovations and rehabilitation of key trails, including Sligo Creek, Rock Creek, Long Branch and the Capital Crescent Trail.

Finally, WABA asks the Council to restore \$43 million in funding cut in the Executive's proposed budget for the Capital Crescent Trail tunnel under Wisconsin Avenue in the CIP for FY 26-28. This comes with the understanding that the County will still need to obtain an additional \$12.4m from the Federal or state governments. The tunnel is a key safe connection for all trail users regionally and will provide a safe connection for people biking and walking, especially for vulnerable road users, including children, the elderly and those with disabilities.

Sidewalk Program Upcoming Construction List FY22								
Job Name	Roadway & Limits	Side	Date of Approval	Total Linear Feet	Estimated Cost	Town		
Burnt Mills Avenue	Childs Street to Lockwood Drive	South	7/24/2018	approx. 1500	\$140,503.00	White Oak		
W Old Baltimore Road	21907 Ivy Leaf Drive to Ruby Lane	North	1/1/2020	334	\$37,247.70	Boysds		
Childs Street	Burnt Mills Avenue to Northwest Drive	East	3/14/2021	570	\$45,907.80	Silver Spg		
Rainbow Drive	Valencia Street to entrance of Cloverly Forest subdivision	Southeast	3/14/2021	400	\$39,191.00	Silver Spg		
Kenhowe Drive	6422 Kenhowe Dr to 6504 Kenhowe Dr	West	5/18/2021	1798	\$159,182.00	Bethesda		
	6415 Kenhowe Dr to 6509 Kenhowe Dr	East	5/18/2021					
Pyle Road	Kenhowe Drive to Parking Lot (Sidewalk in roadway with curb to differentiate)	South	5/28/2021				Bethesda	
Chichester House Road	Existing Sidewalk to Wickham Road	SouthWest	Requested by HOA	38	\$3,555.00	Olney		
Rock Creek Forest								
Colston Drive	Ellingson Drive to Grubb Road	South	9/30/2021	1278	Unknown / Estimated Costs based on alternative limits	Chevy Chase		
Grubb Road	Washington Avenue to Ashboro Drive	South		209		Chevy Chase		
Ellingson Drive	2621 Washington Ave to Colston Drive	East		388		Chevy Chase		
Briardale Terrace	Briardale Road to 7832 Briardale Terr	East	Requested by HOA	438		Derwood		
	Briardale Road to 7861 Briardale Terr	West		442				
Beallsville Rd	Barnesville Rd to Post office	West	SHA appr 2021	800	\$150,000.00	Poolesville		
Upcoming Projects . . . FY23 or after								
Decatur Avenue	3900 Decatur Avenue to 10812 Connecticut Avenue	South	Recommendations in Director's office for decision	359	\$86,000.00			
Fox Chapel Community								
Plummer Drive	MD 355 to End	Both	Public Hearing Upcoming 1/12/22	1580 each side	\$219,646.20			
Plummer Court	Plummer Drive to End	Both		234 each side	\$44,257.80			
Staten Court	Plummer Drive to End	Both		626 each side	\$101,132.70			
Clopper Road	Stoneridge Drive to Longdraft Road	South	Acquiring ROW	869				
Main Street	9700 Main Street to Existing Sidewalk	Southwest	Acquiring ROW	149				
Forest Glen Road Sidewalk	Woodland Drive to Sligo Creek Parkway	North	Plans at 20%	2710	\$1,500,000.00			

Tuckerman Lane Sidewalk/Bikeway (Segment 1 & 2)

Date: 2/9/21

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	1,769	-	-	1,769	936	833	-	-	-	-	-
Con Mgmt	1,039	-	-	1,039	-	-	-	-	591	448	-
Land	1,592	-	-	1,592	-	-	954	638	-	-	-
Site Improvements	-	-	-	-	-	-	-	-	-	-	-
Utilities	525	-	-	525	-	-	-	-	525	-	-
Construction	10,279	-	-	10,279	-	-	-	-	4,778	5,501	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	15,204	-	-	15,204	936	833	954	638	5,894	5,949	-

Equitable Investment in Montgomery County's Bicycling Network

A proposal to fund and build Tier 1 Bicycle Master Plan projects in four of the County's equity focus areas.

Prepared by Peter Gray at the Washington Area Bicyclist Association



What does an equitable investment in Montgomery County's bicycling network look like?

The status quo won't meet the County's safety, climate, or equity goals.

Montgomery County should allocate \$110¹ million in the FY23-28 CIP budget to build out all of the Tier One Bicycle Master Plan projects in four of the County's [Equity Focus Areas](#), resulting in safe bikeable/walkable networks within denser neighborhoods.² By allocating funding to the projects listed below, Montgomery County will make significant strides towards implementation of the County's Bicycle Master Plan and will make biking and walking much safer in the four Equity Focus Areas identified here. This will enable those who cannot afford to have a car, safer ways to walk, bicycle and access public transit within these Equity areas.

The May 2021 Council's Transportation CIP discussion highlighted the need to prioritize bikeway funding to address inequitable access to safe biking and walking in Montgomery County. With around \$110 million, the County could build all of the Tier 1 bikeway projects in most of the equity emphasis areas in the County. This dollar amount spread over the FY 23-28 six year CIP period is consistent with current commitments to biking and walking in the FY22-26 CIP. While some of these projects are already in the County Capital Budget, most are not, but could be funded over a six year period. At the end of those six years (Fiscal years 2023-2028), the County will have built bikeable networks within all of the equity areas listed below.³

Invest in Equity Focus Areas to maximize the impact of this funding.

By investing in these Equity Focus Area projects, the County will enable those who cannot afford to buy and operate automobiles the ability to bike and walk safely, both to arrive at and move within those areas.⁴ This will enable those County

1 MCDOT created an estimate of costs for each Bicycle Master Plan Segment. Access the spreadsheet linked [here](#).

2 Funding to build out Breezeway connections between the four Equity Focus Areas listed in this proposal would cost approximately an additional \$143 m in capital funds.

3 The Council should also consider investments in the Bicycle Master Plan Breezeway networks that would connect all of the Equity Focus Areas discussed herein.

4 [Here](#) is a 2021 study showing that placement of new protected bike infrastructure does not result in displacement of lower income residents.

residents with less economic means to safely bike, walk, access transit and generally move around the County without needing to spend money on gas, parking and maintenance of a car. It will also make it possible for many people not using cars to safely reach more employment opportunities and commercial centers in the County, and to shop, get their children to school, and access medical services.⁵⁶

Building these projects will also allow many residents to make trips of less than 2-3 miles in length by biking in and around those Equity Areas.⁷ This will enable people to go out to eat, go shopping, access entertainment opportunities, visit a doctor and get their kids to school and other activities without having to use a car.

Safer streets are more sustainable, more equitable streets.

In addition, by providing safe access to those who walk, bike and access transit, there will be a significant reduction in vehicle miles travelled, resulting in large reductions in emissions from cars.⁸ These reductions will not only result in less congestion on our roads but will also help the County achieve its climate goals by reducing the amount of carbon released into the air. Moreover, by making access to buses, BRT and Metro Rail safer, it will further enhance the County's ability to meet its sustainable transportation goals.⁹

Below is a list of all Tier 1 bikeway projects that fall within four of the County Equity Focus Areas broken down by Policy areas as outlined in the 2018 Countywide Bicycle Master Plan. The individual project costs can be found in MCDOT's cost estimate spreadsheet for the Bicycle Master Plan, link, with each line of the cost spreadsheet identified.

EFA Quick Facts:

- Residents of Equity Focus Areas (EFAs) are twice as likely to not have access to a car.
- Residents of EFAs are 34% more likely to use public transportation.
- EFAs contain some of the deadliest roads for people walking and biking.

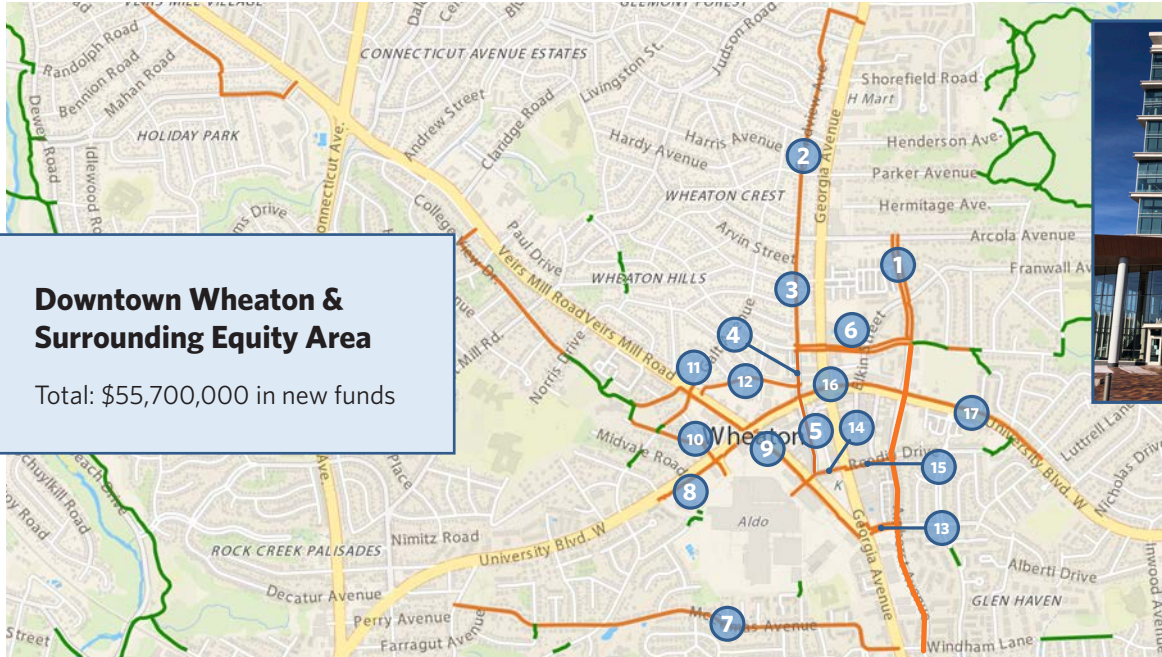
5 [This article](#) references a National Academy of Science study in 2021 that found that cities where bike infrastructure was added, biking increased up to 48 percent more than in cities that did not add bike lanes.

6 [This study](#) shows use of bicycling infrastructure by residents of low income neighborhoods, concluding that investments in infrastructure that supports active transportation will likely reduce health inequities in low income neighborhoods, such as those in the County's Equity Focus Areas.

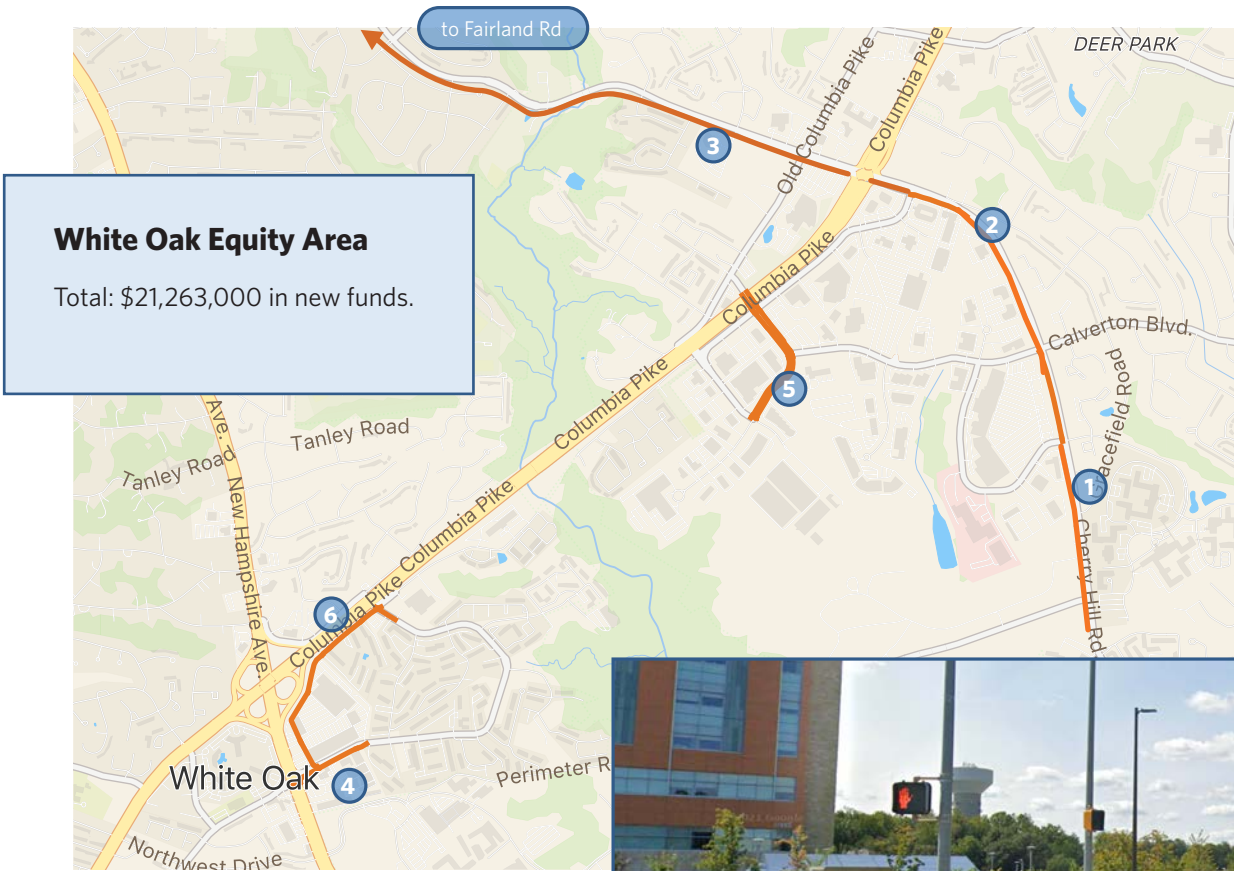
7 [This analysis](#) shows that 50% of all trips we take are less than 3 miles in length.

8 [The latest Montgomery County Climate Action Plan](#) (MCCAP), released on June 23, 2021, notes that in order to achieve the goals in the transportation area, "we must reduce the use of personal automobiles and increase use of transit and active transportation options, such as walking, biking and micromobility services with safe supportive infrastructure..." at xvi.

9 [MCCAP](#) at 145, the main Transportation goal includes "double the proportion of bus, rail and bicycle trips....over the base 2018 levels of total trips by 2035"

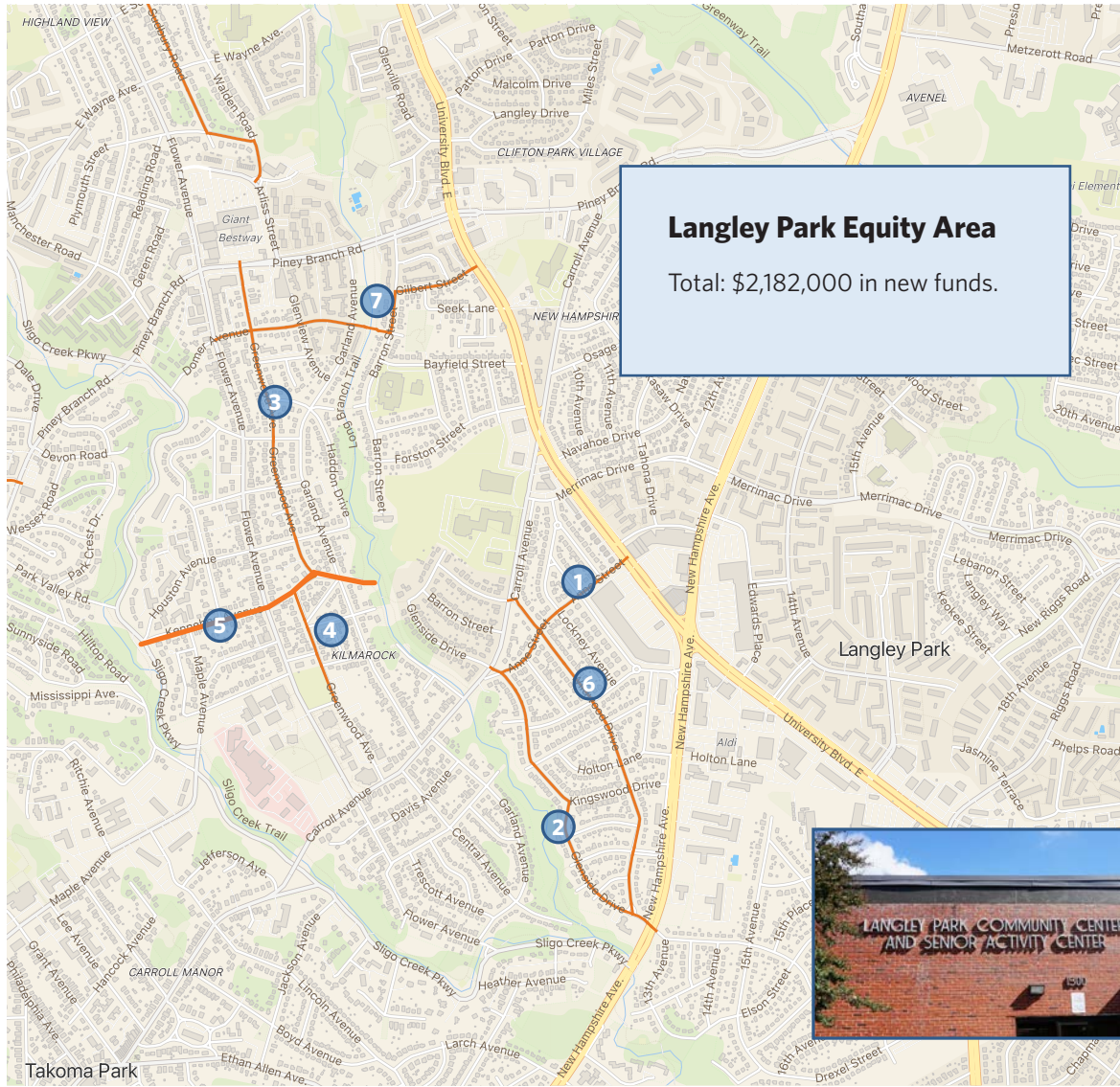


Map Reference	Corridor	Start	End	FIA Line	Cost Estimate (new funds)
1	Amherst Avenue	Windham Ln	Arcola Ave	19, 20, 190	\$1,400,000
2	MasonStreet/Grandview Avenue	Georgia Ave	Arcola Ave	89	\$803,880
3	Grandview Avenue	Arcola Ave	Blueridge Ave	93	\$226,000
4	Grandview Avenue	Blueridge Ave	University Blvd	23	\$129,000
5	Grandview Avenue	University Blvd	Reedie Dr	24	\$257,000
6	Blueridge Avenue	Grandview Ave	Taber St	43	\$1,056,000
7	Douglas Avenue/ McComas Avenue/ Windham Lane	St. Paul St	Georgia Ave	75	\$903,000
8	University Boulevard	Valley View Ave	Viers Mill Rd	145	\$2,595,000
9	Viers Mill Road	College View Ave	Georgia Ave	64	\$23,364,000
10	East Avenue/Upton Drive	Upton Dr	University Blvd	76	\$150,480
11	Kensington Boulevard/Galt Avenue	Kensington Blvd	Upton Dr	103	\$75,240
12	Kensington Boulevard	Galt Ave	Grandview Ave	104	\$842,688
13	Pritchard Road	Georgia Ave	Amherst Ave	127	\$257,400
14	Reedie Drive	Viers Mill Rd	Georgia Ave	128	\$5,148,000
15	Reedie Drive	Georgia Ave	Amherst Ave	129	\$128,700
16	University Boulevard	Valley View Ave	Amherst Ave	150	\$15,576,000
17	University Boulevard	Amherst Ave	Dayton	151	\$591,360

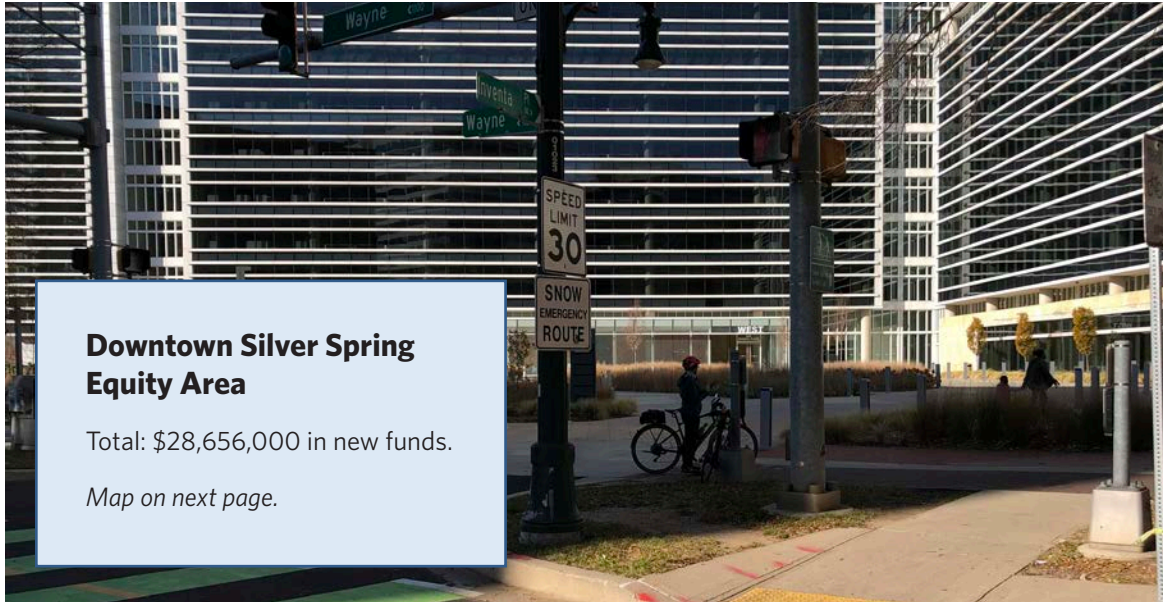


Map Reference	Corridor	Start	End	FIA Line	Cost Estimate (new funds)
1	Cherry Hill Road	Prosperity Dr	PG Cty line	9	\$11,243,000
2	Cherry Hill Road	Columbia Pike	Prosperity Dr	32	\$1,308,000
3	E. Randolph Road	Fairland Rd	Cherry Hill Rd	448, 449	\$4,576,000
4	Lockwood Drive	White Oak Driveway	New Hampshire Ave	108	\$561,792
5	Tech Road	Columbia Pike	Industrial Pkwy	141	\$7,722,000
6	Old Columbia Pike	White Oak Driveway	Lockwood	47	\$428,732

MONTGOMERY COUNTY EQUITABLE BIKEWAYS - WABA



Map Reference	Corridor	Start	End	FIA Line	Cost Estimate (new funds)
1	Anne Street	University Blvd	Glenside Dr	37	\$225,720
2	Glenside Drive/Erskine Street	Carroll Ave	New Hampshire Ave	92	\$451,440
3	Greenwood Avenue	Piney Branch Rd	Wabash Ave	95	\$225,700
4	Greenwood Avenue	Wabash Ave	Division St	96	\$376,200
5	Kennebec Avenue	Sligo Trail	Long Branch Trail	102	\$75,240
6	Wildwood Drive	Carroll Ave	Glenside Dr	152	\$451,440
7	Domer Avenue/Barron Street/Gilbert Street	Flower Ave	University Blvd	85	\$376,000



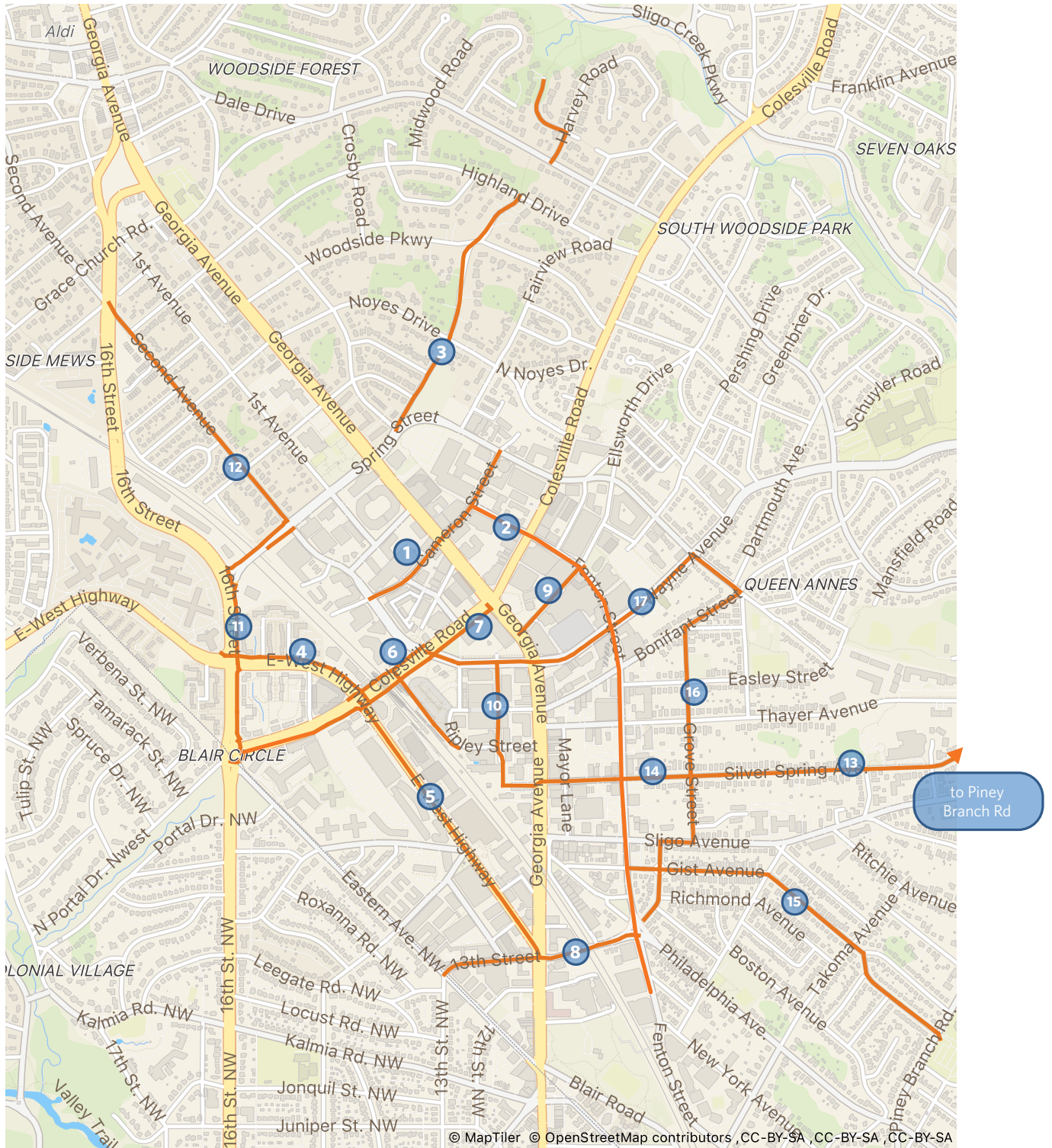
Downtown Silver Spring Equity Area
 Total: \$28,656,000 in new funds.
 Map on next page.

Map Reference	Corridor	Start	End	FIA Line	Cost Estimate (new funds)
1	Cameron Street	2nd Ave	Spring St	50	\$386,100
2	Fenton Street	Cameron St	King St	15, 16	\$5,000,000
3	Alton Parkway/Edgevale Road	Georgia Ave	Sligo Trail	36	\$451,440
4	East-West Highway	16th Street	Colesville Rd	77	\$5,148
5	East-West Highway	Colesville Rd	Georgia Ave	78	\$12,870,000
6	Colesville Road North Side	East - West Hwy	Wayne Ave	65	\$128,700
7	Colesville Road South Side	16th St	Georgia Ave	66	\$660,000
8	13th Street/Burlington Avenue	Eastern Ave	Fenton St	34	\$386,100
9	Ellsworth Drive	Fenton St	Georgia Ave	80	\$561,792
10	Dixon Avenue	Wayne Ave	Georgia Ave	73	\$386,100
11	16th Street	Spring St	Colesville Rd	35	\$386,100
12	2nd Avenue	16th St	Spring St	134	\$301,000
13	Silver Spring Avenue	Grove St	Piney Branch Rd	136	\$527,000
14	Silver Spring Avenue	Georgia Ave	Grove St	135	\$100,000
15	Gist Avenue / Ray Drive	Fenton St	Piney Branch Rd	84	\$451,440
16	Cedar Street/Bonifant Street/Grove Street/Sligo Avenue/Woodbury Drive	Wayne Ave	Philadelphia Ave	146	\$526,000
17	Wayne Ave	Georgia Ave	Cedar St	147	\$386,100

Downtown Silver Spring Equity Area

Total: \$28,656,000 in new funds.


Legend on previous page.





MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

To: Chair Hucker and Councilmember Glass
From: Councilmember Riemer 
Date: March 3, 2022
Re: Funding bicycle infrastructure in equity focus areas

On March 9, the T&E Committee will be considering the County Executive's recommendations for the bicycle, pedestrian, and transit portions of the capital budget. The Executive's recommendations are a strong start, but I believe they can be improved by a focused effort to bring bicycle infrastructure more quickly into four of the County's equity focus areas (EFAs): Silver Spring, Wheaton, White Oak, and Langley Park.

My proposal builds off a set of recommendations that the Washington Area Bicyclist Association (WABA) developed earlier this year as well as the High Priority Projects contained in the Bicycle Master Plan Biennial Monitoring Report 2019-2020. The gist of the proposal is to fund facility planning for Tier 1 bicycle projects, as identified in the 2018 Bicycle Master Plan, in four EFAs. The projects and EFAs have been carefully selected to not only fill gaps on dangerous segments of roadway, but they would also go a long way to creating holistic networks in those four activity centers.

These projects, once completed, will make bicycling and walking much safer and easier in areas of the County that desperately need it. Access to a car should not determine how safely you can move about the County. These bicycle infrastructure projects will make it possible for many people not using cars—by necessity or by choice—to safely reach more employment opportunities and commercial centers in the County, and to shop, get their children to school, and access medical services. Indeed, WABA notes that residents of EFAs are twice as likely to not have access to a car and 34% more likely to use public transportation.

The EFAs also contain some of the deadliest roads for people walking and biking, as noted in the County's High Injury Networks. Our Vision Zero goals are directly tied to fixing old car-centric infrastructure that facilitates speeding and creates deadly conflict points between motorists, bicyclists, and pedestrians. Last year, we had over 450 collisions involving pedestrians/bicyclists. Seven of which, tragically, proved deadly.

Building bicycle infrastructure where we need it the most also advances our climate goals. With more than 40% of the County's emissions coming from cars, we need to do way more to get folks out of their cars, particularly for short trips. But people won't choose to use a bicycle if it isn't safe or the network doesn't get them where they want to go.

With the assistance of Council Staff and MCDOT, I have formed an actionable budget proposal based on WABA's and Planning's recommendations. Specifically, I am proposing we add \$11.5 million to the budget for facility planning with \$2.75 million/year in FY23 and FY24 and \$1.5 million/year in FY25-FY28.

Approximately \$2.5 million of the funding in FY23 and FY24 would be earmarked for seven projects in all four of the EFAs (see attached). WABA is proposing a total of 47 projects, 36 of which are not yet in the capital budget. When you overlay Planning's High Priority Projects on the remaining 36 projects, these are the seven projects.

\$9 million of new funding would then be allocated amongst the 29 remaining projects in the WABA recommendations. Instead of choosing the specific projects from this list on March 9, the Committee would return to finalize the list in April when it takes up the MCDOT's operating budget with the benefit of additional analysis and review.

This proposal would allow the County to take a big step forward in providing safer infrastructure in parts of the County that need it the most. Together, let's make it happen.

CC: Councilmembers
County Executive Marc Elrich
Director Chris Conklin, Montgomery County Department of Transportation
Chair Casey Anderson, Montgomery County Planning Board
Director Gwen Wright, Montgomery County Planning Department

EFA	Street	From	To	Type
Wheaton	Mason Street / Grandview Avenue	Georgia Ave	Arcola Ave	Neighborhood Greenway
Wheaton	Grandview Ave.	Arcola Ave.	Blueridge Ave.	Neighborhood Greenway
White Oak	Cherry Hill Rd.	Prosperity Dr.	PG County Line	Separated Bikeway
Langley Park	Greenwood Avenue	Piney Branch Ave.	Wabash Dr.	Neighborhood Greenway
Langley Park	Greenwood Avenue	Wabash Dr.	Division St.	Neighborhood Greenway
Langley Park	Domer Avenue / Barron Street / Gilbert Street	Flower Avenue	University Blvd.	Neighborhood Greenway
Silver Spring CBD	Cedar St. / Bonifant Street / Grove Street / Sligo Ave / Woodbury Dr.	Wayne Ave.	Philadelphia Ave.	Neighborhood Greenway