

AGENDA ITEM #9  
October 2, 2018  
Public Hearing/Action

## MEMORANDUM

September 28, 2018

TO: County Council

FROM: <sup>Go</sup> Glenn Orlin, Deputy Director

SUBJECT: Amendment to FY19-24 Capital Improvements Program (CIP): Goldsboro Road Sidewalk and Bikeway project (No. 501917)

PURPOSE: Public Hearing/Action

On April 18, 2018 the Transportation, Infrastructure, Energy, and Environment (T&E) Committee unanimously recommended including this project in the FY19-24 CIP, with design starting in FY22, construction starting in FY25, and completion in FY27. The full expenditure schedule, as recommended by the Committee, was as follows (in thousands of dollars):

	Total	Thru FY17	Est. FY18	6-Yr Total	FY19	FY20	FY21	FY22	FY23	FY24	Beyond
Plan/Design/Sup.	3769	0	0	1822	0	0	0	364	930	528	1947
Land	574	0	0	574	0	0	0	0	0	574	0
Site Imps/Util.	1150	0	0	0	0	0	0	0	0	0	1150
Construction	15603	0	0	0	0	0	0	0	0	0	15603
<b>Total</b>	<b>21096</b>	<b>0</b>	<b>0</b>	<b>2396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>364</b>	<b>930</b>	<b>1102</b>	<b>18700</b>

The full Council concurred with the Committee's recommendation, without changes, at its May 14, 2018 worksession. The project's expenditure schedule was not revised in the CIP Reconciliation package approved by the Council on May 17, 2018.

Unfortunately, when the staffs of the Office of Management and Budget and the Council (i.e., yours truly) were compiling the 77 project description forms for Resolution 18-1135 (the FY19-24 CIP for Montgomery County Government), we inadvertently left this project description form (PDF) out of the resolution that was adopted on May 24, 2018. We deeply regret the error. Therefore, the recourse to fulfill the Council's intent is to re-introduce this project and approve it as an amendment. While the full cost is \$21,096,000, only \$2,396,000 (11.4%) of it is within the six-year period, and all of this is in the last three years of the CIP where there are substantial General Obligation Bond reserves. The draft adoption resolution (including the PDF) is on ©1-3.

*Background.* Facility planning has been complete for this combination sidewalk/bikeway improvement on Goldsboro Road in Bethesda between River Road and MacArthur Boulevard. In October 2014 the T&E Committee reviewed the first phase of facility planning and recommended that the Department of Transportation (DOT) develop the project with a 5'-wide sidewalk and a one-way cycle track (i.e., separated bike path) in each direction (©4).

This project would reconstruct this section of Goldsboro Road with two 11'-wide travel lanes, two one-way 5-6'-wide bike lanes separated from the travel lanes by flex posts, and a 5'-wide sidewalk (©5-8). The project is estimated to cost \$21,096,000 and would take about six years to design and build. On March 8, 2018 DOT held a public meeting at Whitman HS about these alternatives, and the community's reaction generally was very positive to the design concept.

**Council staff recommendation: Approve this CIP amendment.**

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Resolution No: \_\_\_\_\_  
Introduced: September 11, 2018  
Adopted: \_\_\_\_\_

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

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By: Council President

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SUBJECT: Amendment to the FY19-24 Capital Improvements Program (CIP)  
Montgomery County Government  
Department of Transportation  
Goldsboro Road Sidewalk and Bikeway (No. 501917)

Background

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
2. This amendment corrects an omission in Resolution 18-1135, the FY19-24 CIP for the Montgomery County Government, which did not include the Goldsboro Road Sidewalk and Bikeway project description form. On May 14, 2018 the Council had unanimously approved including this project in the FY19-24 CIP, but staff inadvertently neglected to include it in Resolution 18-1135 that was adopted on May 24, 2018.

Action

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

The FY19-24 Capital Improvements Program of the Montgomery County Government is amended to include the Goldsboro Road Sidewalk and Bikeway project (No. 501917), as reflected on the attached project description form.

This is a correct copy of Council action.

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Megan Davey Limarzi, Esq.  
Clerk of the Council

# Goldsboro Road Sidewalk and Bikeway (P501917)

<b>Category</b>	Transportation	<b>Date Last Modified</b>	09/04/18
<b>SubCategory</b>	Pedestrian Facilities/Bikeways	<b>Administering Agency</b>	Transportation
<b>Planning Area</b>	Bethesda-Chevy Chase and Vicinity	<b>Status</b>	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	3,769	-	-	1,822	-	-	-	364	930	528	1,947
Land	574	-	-	574	-	-	-	-	-	574	-
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
<b>TOTAL EXPENDITURES</b>	<b>21,096</b>	-	-	<b>2,396</b>	-	-	-	<b>364</b>	<b>930</b>	<b>1,102</b>	<b>18,700</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700
<b>TOTAL FUNDING SOURCES</b>	<b>21,096</b>	-	-	<b>2,396</b>	-	-	-	<b>364</b>	<b>930</b>	<b>1,102</b>	<b>18,700</b>

## PROJECT DESCRIPTION

This project provides for the final design and construction of two 11-foot travel lanes for a one mile segment of Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190), a 5-foot sidewalk along the north side, a 5-foot sidewalk on the south side at selected locations, a 5-foot minimum one-way separated bike lane in each direction as well as a 5-foot bike lane for northbound MacArthur Boulevard at the Goldsboro Road/MacArthur Boulevard intersection, and an 8-foot minimum shared use path at the NE and SE corners of the Goldsboro Road/MacArthur Boulevard intersection. The existing pedestrian bridge over Minnehaha Branch on the south side of Goldsboro Road near Wedgewood Road is proposed to be replaced.

## LOCATION

Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190)

## CAPACITY

Upon completion, the Average Daily Traffic (ADT) on Goldsboro Road between MacArthur Boulevard and River Road will remain 11,400 vehicles per day west of Massachusetts Avenue and 16,400 vehicles per day east of Massachusetts Avenue.

## ESTIMATED SCHEDULE



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Design to start in FY22. Land acquisition is projected in FY24. Construction is projected to begin in FY25 with completion in FY27.

## **PROJECT JUSTIFICATION**

This project will comply with the 1990 Bethesda-Chevy Chase Master Plan and the 2005 Countywide Bikeways Functional Master Plan, improve pedestrian and bicycle facilities, encourage usage and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

## **OTHER**

Goldsboro Road is identified in the 1990 Bethesda-Chevy Chase Master Plan as Arterial A-84 from MacArthur Boulevard to Massachusetts Avenue, and as Major Highway M-93 from Massachusetts Avenue to River Road. The Master Plan recommends that A-84 retain its two-lane section and that M-93 retain its two-lane section with consideration for the long-term expansion to its ultimate width of four lanes. The 2005 Countywide Bikeways Functional Master Plan proposes on-street bike lanes BL-1 along Goldsboro Road directly connecting to MacArthur Boulevard existing shared use path and proposed bike lanes DB-1, Massachusetts Avenue proposed share signed roadway SR-50, and River Road proposed share use path / signed shared roadway DB-2. The preliminary design costs for this project are covered in the "Facility Planning - Transportation" project (#509337). Vehicular traffic will be maintained during construction in phases. Right-of-way acquisition is required.

## **DISCLOSURES**

A pedestrian impact analysis has been completed for this project.

## **COORDINATION**

Facility Planning - Transportation CIP No. 509337, U.S. Army Corps of Engineers, Maryland State Highway Administration, Maryland Department of the Environment, National Park Service, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities

## MEMORANDUM

October 28, 2014

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

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

SUBJECT: Goldsboro Road Pedestrian and Bicycle Improvements

On October 27 the T&E Committee reviewed the results of the Phase I facility planning study for the Goldsboro Road Pedestrian and Bicycle Improvements project. The Committee unanimously concluded that the study be continued into Phase II (preliminary engineering) to develop an alternative that includes a continuous 5'-wide sidewalk along the north side of Goldsboro Road from River Road to MacArthur Boulevard, with a landscaped buffer between the sidewalk and roadway, and separated bike lanes—i.e., cycle track(s)—in the same segment.

The Committee appreciates the work the Department of Transportation has conducted to date for this study, especially the efforts of Greg Hwang and Aruna Miller.

cc: Councilmembers  
Casey Anderson, Chair, Montgomery County Planning Board





# PROPOSED BICYCLE NETWORK

WE COME  
LIVE EVERYWHERE

Welcome to the Working Draft recommendations for the Bicycle Master Plan. On this page you will be able to review a brief description of bikeway facility types, learn about bikeway and bicycle parking station recommendations and view bikeway implementation prioritization.

## Recommendations

8/24/83

Existing	Proposed
1. The existing system is based on a single server architecture.	1. The proposed system is based on a distributed architecture.
2. The existing system is not scalable.	2. The proposed system is highly scalable.
3. The existing system is not secure.	3. The proposed system is highly secure.
4. The existing system is not flexible.	4. The proposed system is highly flexible.
5. The existing system is not user-friendly.	5. The proposed system is highly user-friendly.
6. The existing system is not cost-effective.	6. The proposed system is highly cost-effective.
7. The existing system is not reliable.	7. The proposed system is highly reliable.
8. The existing system is not maintainable.	8. The proposed system is highly maintainable.
9. The existing system is not portable.	9. The proposed system is highly portable.
10. The existing system is not interoperable.	10. The proposed system is highly interoperable.

trails:

separated bikeways

## Strained Bikeways

multisyllabic syllables

WILLIAM SHAW

# СОВЕТСКИЙ

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## Statistics

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**COPYING**

**Goldsboro  
Road:  
Proposed  
Separated  
Bikeways**

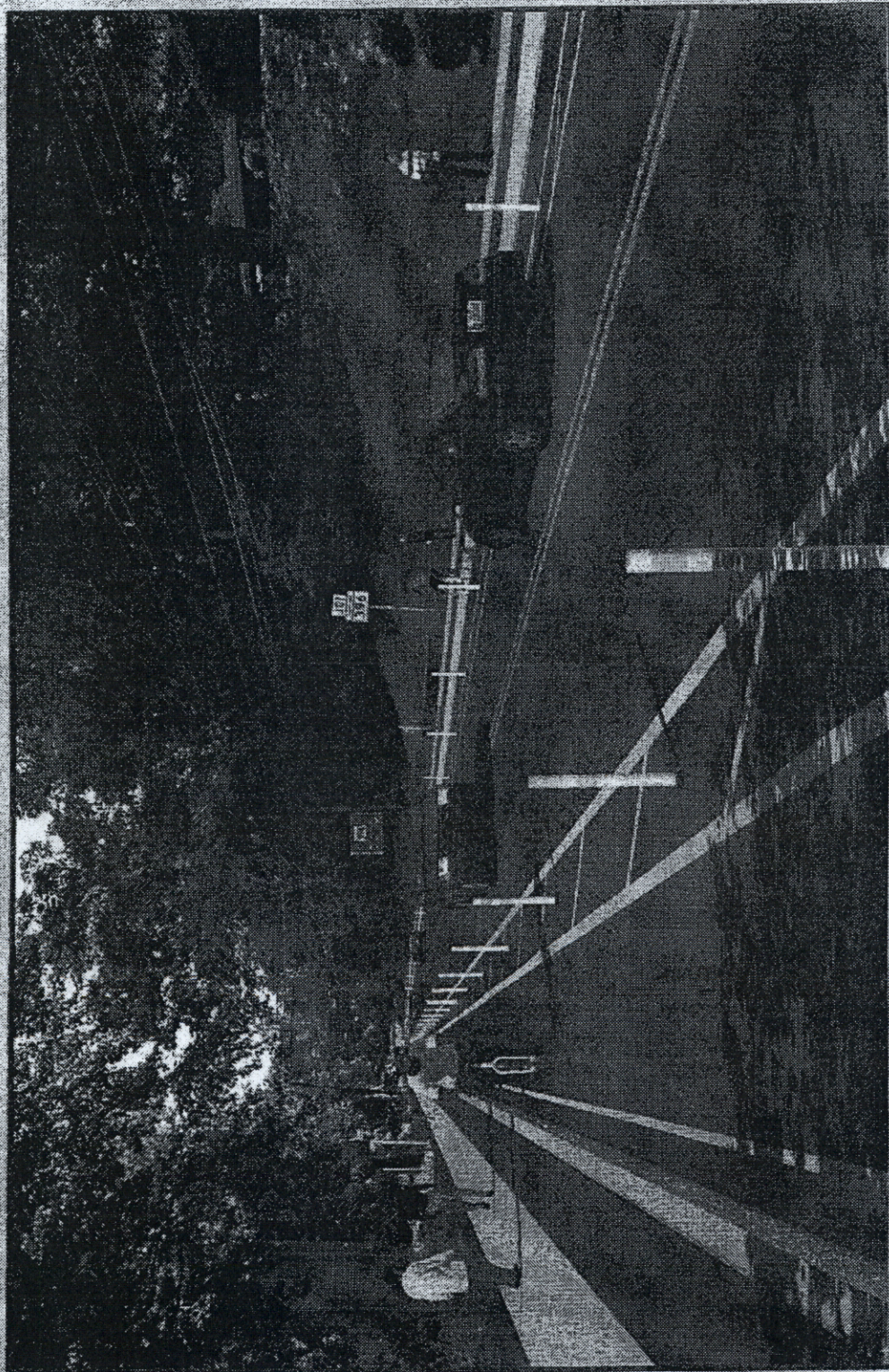
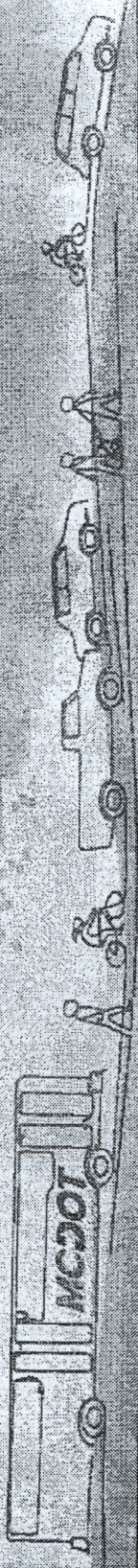
<http://mcAtlas.org/bikeplan/>





Isiah Leggett  
County Executive

# PROPOSED ROADWAY



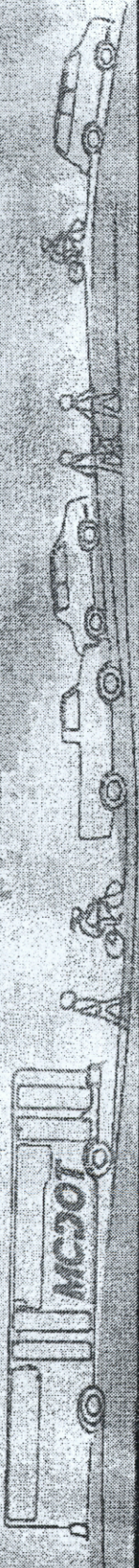
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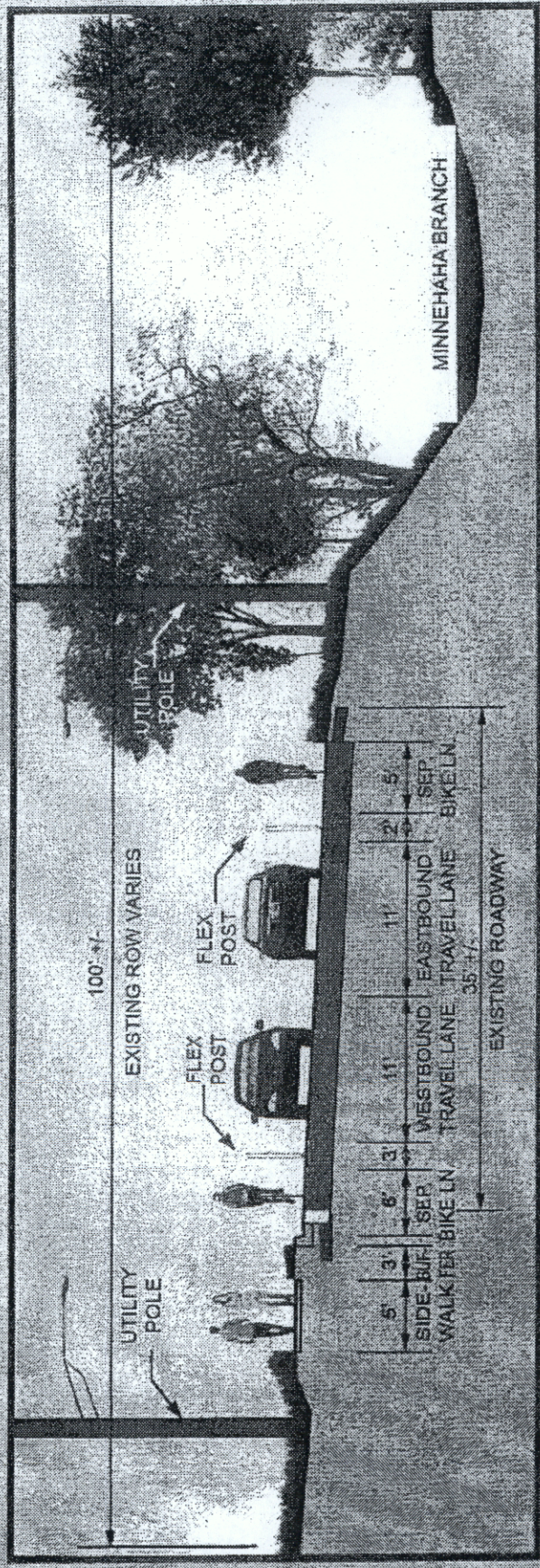


Isiah Leggett  
County Executive

# ROADWAY SECTION



## Sidewalk with Green Buffer and Separated Bike Lanes

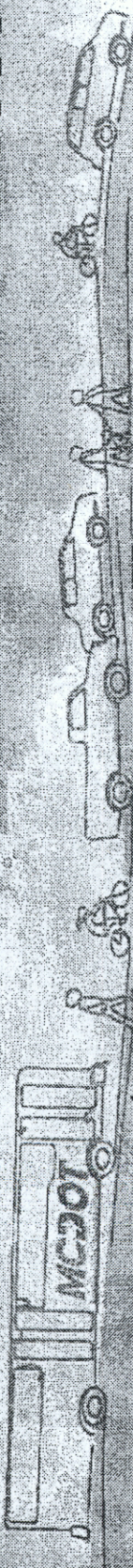






Isiah Leggett  
County Executive

# ROADWAY SECTION



## Sidewalk and Separated Bike Lanes

