



Committee: T&E
Committee Review: Completed
Staff: Glenn Orlin, Senior Analyst
Purpose: To make preliminary decisions – straw vote expected
Keywords: #transit, pedestrian facilities, bikeways, roads, bridges, traffic improvements, highway maintenance

AGENDA ITEM #12
 March 22, 2022
Worksession

SUBJECT

FY23-28 Capital Improvements Program: Transportation (except Parking Lot District projects)

EXPECTED ATTENDEES (See staff report, attached.)

FISCAL SUMMARY:

The T&E Committee’s cumulative recommendation is **\$104.4M (7.0%)** higher than the Executive’s.

FY23-28 Rec. vs. FY21-26 Latest Approved Expenditures (in 000's)

	Six-Year Total		FY23	FY24	FY25	FY26	FY27	FY28
FY21-26 Latest Approved	1,078,988		213,099	152,484	166,117	170,449		
FY23-28 CE Rec	1,497,976		228,607	200,594	215,828	307,549	311,247	234,151
change from approved (\$000,%)	418,988	38.8%	15,508	48,110	49,711	137,100		
T&E Committee Rec	1,602,368		234,516	204,544	253,090	370,814	332,424	206,980
change from approved (\$000,%)	523,380	48.5%	21,417	52,060	86,973	200,365		
change from CE Rec (\$000,%)	104,392	7.0%	5,909	3,950	37,262	63,265	21,177	(27,171)

Changes from Executive's Recommendations (\$000)

	FY23	FY24	FY25	FY26	FY27	FY28	6 Years	
North High Street Extended	429	820	920	0	0	0	2169	add to CIP
Observation Drive Extended	433	154	1587	21400	-3479	-23170	-3075	accel Phase 1, defer Phase 2
Summit Avenue Extended	0	0	808	12455	6074	5105	24442	add to CIP, defer start to FY25
Pedestrian Safety Program	300	800	800	800	800	800	4300	add \$300K FY23; \$800K/yr FYs24-28
BPPA-Purple Line	0	0	395	1030	-610	-815	0	accel 3 projects
Bowie Mill Road Bikeway	1122	1	-458	-20	8705	-1549	7801	accel one year
Capital Crescent Trail	0	0	21660	21500	12415	0	55575	do not delay from Approved CIP
Forest Glen Passageway	1400	-400	9425	3575	-4625	-9375	0	do not delay from Approved CIP
Tuckerman Sidewalk & Bikeway	0	0	0	0	897	833	1730	add Segmts 1&2, defer start to FY27
WABA Proposal	2225	2575	1750	2150	1000	1000	10700	(see note below)
Norwood Sidewalk & Bikeway	0	0	375	375	0	0	750	add planning in FYs25-26
TOTAL	5909	3950	37262	63265	21177	-27171	104392	

* T&E's recommended initial stage of the WABA proposal includes:

Design and build 6 neighborhood greenways in FYs23-26;
Conduct facility planning for Cherry Hill Road bikeway in FYs23-24; and
Add \$500K in FY23, \$750K/year in FYs24-26, and \$1.0M/year in FYs27-28 to begin planning for 29 remaining
Projects in WABA proposal.

OTHER ISSUES

Split Facility Planning-Transportation into three new projects: Facility Planning - Mass Transit, Facility Planning - Pedestrian Facilities and Bikeways, and Facility Planning - Roads.

This report contains:

Staff Report

Pages 1-28

Attachments to Staff Report

© A-L; 1-61

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MEMORANDUM

March 17, 2022

TO: County Council

FROM: Glenn Orlin, Senior Analyst

SUBJECT: FY23-28 Capital Improvements Program (CIP)—transportation¹

PURPOSE: Worksession to review Committee recommendations

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

This worksession will include an overview of the transportation capital program, and a review of bridge, highway maintenance, road, traffic engineering, mass transit, pedestrian facilities and bikeways, and facility planning projects. Parking Lot District (PLD) projects will be reviewed in April with the PLD operating budgets.

Staff anticipated to attend this worksession include:

Chris Conklin, Director, Department of Transportation (DOT)

Emil Wolanin, Deputy Director, DOT

Hannah Henn, Deputy Director for Transportation Policy, DOT

Tim Cupples, Chief, Division of Transportation Engineering, DOT

Richard Dorsey, Chief, Division of Highway Services, DOT

Dan Hibbert, Chief, Division of Transit Services, DOT

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

Brady Goldsmith, Chief, Management Services, DOT

Joana Conklin, RTS Development Manager, Department of General Services

Corey Pitts, Planning Section Manager, DOT

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

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

For the FY23-28 CIP, the Executive is recommending approval of \$1,498.0 million in transportation capital expenditures, a \$419.0 million increase (+38.8%) above the \$1,079.0 million

¹ Key word: #transportationcip

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

Percentage of Programmed Funds by Agency and Program

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

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

The transportation capital program is divided into seven subprograms:

Programmed Transportation Funds by Subprogram (in \$000)

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

Most of these subprograms would have roughly the same level of funding as in the last CIP. The exception is the Mass Transit capital program, again due primarily to the new Federal and State funds

for BRT, but also to a \$56.1 million increase (+56.6%) in the Ride On Bus Fleet project to acquire only zero-emission vehicles as replacement buses.

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

B. BRIDGE PROGRAM PROJECTS

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

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

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

T&E Committee (3-0) and Council staff recommend concurring with the Executive.

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

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

- 9 EXCELLENT CONDITION
- 8 VERY GOOD CONDITION - no problems noted.
- 7 GOOD CONDITION - some minor problems.
- 6 SATISFACTORY CONDITION - structural elements show some minor deterioration.
- 5 FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.

- 4 POOR CONDITION - advanced section loss, deterioration, spalling or scour.
- 3 SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
- 2 CRITICAL CONDITION - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
- 1 "IMMINENT" FAILURE CONDITION - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
- 0 FAILED CONDITION - out of service - beyond corrective action.

The Executive recommends a net decrease of \$118,000 (1.0%) over the 6-year CIP period. He would add four bridges to be studied for rehabilitation or replacement: Southlawn Lane Bridge (#M-0050) near Rockville, Martinsburg Road Bridge (#M-0042) near Dickerson, Burnt Hill Road Bridge (#M-0157) near Clarksburg, and Gregg Road Bridge (#M-0019) near Brookeville. Based on inspections that took place in 2021, all four were in Poor condition (Condition Rating 4). By the time these bridges proceed through design and are candidates for construction funding, their condition is likely to worsen. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

3. Bridge Renovation (14-6). This project funds moderate repairs to bridges that are well short of full rehabilitation or replacement. The Executive recommends increasing the funding for this program by \$3,177,000 (+11.9%) to \$29,927,000 over the six-year period. The biggest increase is to replace the deck of the Mouth of Monocacy Road Bridge over CSX near Dickerson, but several other new bridge renovations are planned. Most of these bridges are in Poor condition (Condition Rating 4). **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

4. Brighton Dam Road Bridge (14-7). This project funds the rehabilitation of this bridge over the Triadelphia Reservoir. The \$2,250,000 cost of this project is split evenly among Montgomery County, Howard County, and the Washington Suburban Sanitary Commission. The cost is unchanged, but the project's completion has been delayed by a year due to the difficulty reaching final legal agreement among the parties. It is now scheduled for completion in the summer of 2023. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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

The project's cost has increased by \$2,240,000 (+30.9%) due to a further planned lengthening of the span (from 75' to 80'), the need to relocate a Verizon line, and general construction cost inflation. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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

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

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

- The T&E Committee's proposed Corridor Forward Plan recommends replacing the planned CCT with a series of bus priority routes, building on DOT's implementation of the Great Seneca Science Corridor Transit routes. One of these routes would use the Dorsey Mill Road bridge over I-270; if the Council does not approve this route, then the design would be affected.
- Planning of the State's Phase I North of the I-270 Opportunity Lanes project between I-370 and Frederick will be underway soon. That study will determine the location of direct ramps to and from the Opportunity Lanes, and Dorsey Mill Road bridge would be a possible spot. If so, that will affect the design of the bridge and the potential cost-sharing between the State and County.

For these reasons it would be prudent to defer implementation of this bridge. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

7. **Glen Road Bridge** (14-22). This project replaces the 1930-vintage Glen Road bridge over Sandy Branch in Potomac. Neighbors in the area have pointed out that the bridge floods much more frequently, so the project has been delayed by two years and its cost has increased by \$1,045,000 (29.5%) to allow for some redesign and more extensive construction. A small amount of property will be acquired in FYs23-24, and construction will occur in FYs24-25. The bridge is scheduled to be closed to traffic between June and August of 2024. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

8. **Mouth of Monocacy Road Bridge** (14-25). The completion of this bridge over the Monocacy River, has been delayed a year to allow more time for redesign. Its \$3,160,000 cost is unchanged. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

C. HIGHWAY MAINTENANCE PROGRAM PROJECTS

1. ‘Consent’ projects.

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

T&E Committee (3-0) and Council staff recommends concurring with the Executive. DOT has tentatively scheduled the neighborhoods that would have block tree pruning in FY23 and FY24 under the Street Tree Preservation program. The neighborhoods that are in Equity Emphasis Areas are noted with an ‘EEA’ designation (©1).

2. Resurfacing: Primary/Arterial (15-7). The Executive recommends adding \$1,000,000 (+2.5%) over the six-year period; the entire increase would be in FY24, thus equalizing the annual allocation for this program at \$6,750,000 over each of the six years of the CIP. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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

T&E Committee (3-0) and Council staff recommend concurring with the Executive. Like the Executive, the Council should strive to increase funding for this program, but the degree to which it is increased may be subject to CIP Reconciliation. As with several previous CIPs, it may be possible to accelerate some of the proposed funding into the current year (FY22), helping to reconcile the CIP while also getting the same work done sooner.

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

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

T&E Committee (3-0) and Council staff recommend concurring with the Executive. Like the Executive, the Council should strive to increase funding for this program, but the degree to which it is increased may be subject to CIP Reconciliation.

D. ROAD PROGRAM PROJECTS

1. “Consent” projects.

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

T&E Committee (3-0) and Council staff recommend concurring with the Executive.

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

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

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

DOT recommends continuing this project in the CIP, but with only a minimum amount of funding for staff to process and respond to requests. Should an application proceed to preliminary design, its funding could come from the newly proposed Feasibility Studies PDF. Should the residents on a street agree to shoulder the costs of the improvements, it could appear as a stand-alone project in the CIP. The Executive concurs with this approach and is recommending \$5,000 annually be programmed for processing and responding to requests. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

3. Goshen Road South (19-10). This master-planned project would widen 3.5 miles of Goshen Road to a four-lane roadway with a median from south of Girard Street to north of Warfield Road. It

would have a 5'-wide sidewalk on the east side and an 8'-wide hiker-biker path on the west side, 5'-wide bike lanes on both sides, streetlighting and landscaping. For many years the road had been projected to carry 26,000 vehicles per day by 2025, and that all its 18 intersections would fail by then without an improvement.

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

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

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

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

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

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

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

T&E Committee (3-0) does not concur with Council staff's recommendation. Councilmember Riemer has asked DOT to prepare a project description form, a cost estimate, and production schedule for a project that would design and build only the bikeway and pedestrian facility elements of the NBSI Alternative. This information will be reviewed by the Committee this spring.

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

Two years ago, the Council urged that DOT revisit the policy to determine whether the program should be overhauled or scrapped, with the recommendations presented to the Council. DOT's conclusion is that the program be continued, but that the budget in the CIP only show \$5,000 annually to cover staff costs of any consultant-led design work, should the occasion arise (©11-12). This is the amount the Executive is recommending for the CIP. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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

The project would extend the street with an 11'-wide travel lane in each direction, an 8'-wide parking lane on the south side, and a 6'-wide sidewalk on the south side separated from the curb with a 6'-wide green buffer. The cost to design, acquire land, and build this extension is \$2,169,000. A production expenditure schedule for the project is on ©13. Councilmember Navarro, GOCA, the Olney Town Center Advisory Committee, and Olney resident Barbara Falcigno support including the project in the CIP (©14-18).

T&E Committee (3-0) and Council staff recommend adding this project to the CIP in FYs23-25, with design, land acquisition, and construction COMPLETED in FY23, FY 24, and FY25, respectively. In the long term there is the potential to widen the cross-section to add a parking lane on the north side as well as a 10'-wide shared use path on the north side separated from the curb by a green buffer.

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

The project is split into two phases. Phase 1 will construct the four-lane road, shared use trail and sidewalk north beyond Old Baltimore Road to the point where it meets the planned extension of

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

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

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

However, the expenditure schedules for Phases 1 and 2 in both the current and proposed CIP have been stretched somewhat to lessen the fiscal burden in the first several years. The production schedules—the year-by-year expenditures that would more normally occur if the project would proceed on a normal pace—unfettered by fiscal constraints—are shown on ©19. It shows that design could be completed a year sooner, and that land acquisition and construction could each start a year sooner, in FY25 and FY26, respectively for Phase 1. Councilmember Rice recommends proceeding with Phase 1 on its production schedule (©20). During the Committee worksession Councilmember Rice indicated his support for Council staff's proposal to defer Phase 2 until after FY28.

T&E Committee (3-0) and Council staff concur with Councilmember Rice's recommendation for Phase 1. It is a key to providing better access to Arora Hills and Clarksburg Village to the east and Cabin Branch to the west. It is a better option than widening MD 355, in that it would provide more than twice as much additional capacity—four new lanes with no private driveways, compared to two additional lanes where there are driveways—and would add much more substantially to Clarksburg's sidewalk and bikeway network and as noted above, it would provide the right-of-way for the CCT and MD 355 BRT, at least as far north as the former Comsat site.

T&E Committee (3-0) and Council staff also recommend deferring land acquisition and construction of Phase 2 until after FY28. A major cost of the Phase 2 extension is nearly \$25 million for land acquisition within Clarksburg's Employment Corridor—comprising more than half the cost of this phase—so it may be prudent to postpone it until development is imminent in the Clarksburg Employment Corridor, when right-of-way dedications would be more likely.

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

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

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

There are two active subprojects, both in Clarksburg. Their completion has been each delayed by one year, from FY22 to FY23. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

- *Clarksburg Road at Snowden Farm Parkway.* This project will widen 1,400' of roadway to provide left-turn lanes at intersections and vertical curve revision along the Clarksburg Road southern approach to Snowden Farm Parkway. North of the intersection, the roadway width will transition for 600' to the existing roadway section. A 400' section of Snowden Farm Parkway will be widened at the eastern approach to align with the proposed developer extension of the existing segment of Snowden Farm Parkway that currently terminates at MD 355 north of Clarksburg Road. The proposed improvements include bike lanes and sidewalks along Clarksburg Road.
- *Clarksburg Road/MD 121/MD 355 Intersection Improvement.* This project provides additional turn lanes and/or extension of existing travel lanes to increase the intersection's capacity. It includes bike lanes within the project limits along Clarksburg Road and extension of the existing sidewalk along the northern side of Clarksburg Road from Spire Street to MD 355.

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

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

Council of Kensington supports funding the project starting in FY25, in recognition of competing priorities in the CIP (©22-24). Councilmember Friedson supports it on this schedule, too (©25).

T&E Committee (3-0) and Council staff concur with Councilmember Friedson to fund this project in the CIP, with final design scheduled in FY25. Typically, transportation projects graduating from facility planning do not receive their first funds in the first or even second year of the CIP, considering the small capital reserve in its earlier years. The first funds are normally programmed in Year 3 or 4, and the projects then “work their way forward” in the CIP as the years pass. Completing design in FY25 would have property acquisition scheduled in FYs26-27; by then, with the signal that the County is moving forward with building this connector, property owners there may be motivated to move forward with redevelopment called for in the Kensington Sector Plan, and they conceivably could dedicate much of the necessary right-of-way at no cost to the County. Following this schedule, the project would be completed in FY29.

E. TRAFFIC ENGINEERING PROGRAM PROJECTS

1. “Consent” projects.

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

T&E Committee (3-0) and Council staff recommend concurring with the Executive.

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

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

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

Councilmember Jawando is recommending adding a further \$300,000 annually, \$1,800,000 more within the six-year period. Together with the Executive’s recommendation, Mr. Jawando’s proposal would fund an additional 3,750 linear feet (about 0.7 miles) of sidewalk under the Safe Routes to School Program (©26). Councilmember Glass also advocates more funding for this program (©27). *Council staff agrees that any increase in this expenditure would be a positive step.*

T&E Committee (3-0) recommends adding \$300,000 over the Executive’s recommendation in FY23 and \$800,000 over the Executive’s recommendation annually in FYs24-28.

3. **Streetlighting** (20-11). This project funds the installation and upgrading of streetlights. The Executive is recommending adding \$1,000,000 to the existing budget level: \$250,000 more annually in FYs25-28, primarily to cover the costs of knocked down streetlights. DOT’s updated priorities for infill streetlighting are on ©28. The prioritization is based on a host of factors, including pedestrian activity, proximity to schools, recreation centers, and other activity centers, crime, pedestrian and bike safety, etc. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

4. **Traffic Signals** (20-14). This project funds the newly warranted traffic signals, replacement signals, and accessible pedestrian signals. The Executive proposes increasing the program by \$2,000,000 (+6.2%): \$500,000 more annually in FYs25-28 in support of Vision Zero. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

5. **White Oak Local Area Transportation Improvements** (20-18). The funding for this program is to be entirely from fees paid by developers in White Oak in lieu of meeting their Local Area Transportation Review requirements under the Growth and Infrastructure Policy. The fee, set by the Council exactly 5 years ago, is \$5,010 per vehicle-trip (see ©29-31). To date very little (if any) funds have been collected, so the Executive recommends delaying by one year the \$1,100,000 for the design of Lockwood Drive bikeway improvements. For the first time the Executive is also showing beyond FY28 \$100,000,000 of anticipated revenue from Local Area Transportation Improvement Payments. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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

Similarly, the Council has not yet received Unified Mobility Plans (UMPs)—which is the name given to the White Oak model applied elsewhere in the county—following the Council’s approval of master and sector plan updates. The Bethesda UMP, for example, is nearly four years overdue, so revenue from the substantial development that has occurred there has been foregone. UMPs should now be created for other developing areas as soon as possible, including Shady Grove, Grosvenor, Rock Spring Park, Wheaton, and—once its plan update is adopted—Silver Spring.

F. 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

T&E Committee (3-0) and Council staff recommend 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. 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 \$6,000,000 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 \$6,000,000 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 the State’s 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. **T&E Committee (3-0) and Council staff recommend 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. **T&E Committee (3-0) and Council staff recommend 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 (©32-43).

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 of BRT: Veirs Mill Road; and
- \$9,700,000 for BRT: MD 355 South/North.

T&E Committee (3-0) and Council staff recommend 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 construction funding.

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
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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, Council staff recommends trying 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).

T&E Committee (3-0) and Council staff recommend 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. **T&E Committee (3-0) and Council staff recommend 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 County’s contribution 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 (©44-46).

*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. **T&E Committee’s recommendation on the funding and timing of this project is postponed until later in the budget season, when these matters should become clearer.***

G. 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
Bradley Boulevard (MD 191) Improvements (18-23)	none	None
Falls Road Bikeway and Pedestrian Facility (18-30)	none	None
Franklin Avenue Sidewalk (18-39)	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

T&E Committee (3-0) and 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. **T&E Committee (3-0) and 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

T&E Committee (3-0) and Council staff recommend concurring with the Executive. There is a proposed addition related to the WABA proposal (see below).

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 (©47):

- 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.

T&E Committee (3-0) and Council staff recommends concurring with Councilmember Glass. His proposed accelerations are affordable and are focused in Equity Emphasis Areas. There are proposed additions related to the WABA proposal (see below).

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

T&E Committee (3-0) and Council staff recommends concurring with the Executive.

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

T&E Committee (3-0) and Council staff recommends concurring with the Executive. There is a proposed addition related to the WABA proposal (see below).

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 \$1,000,000 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%). **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

8. **Bowie Mill Road Bikeway** (18-21). This project provides for the design and construction of a new 8-10'-wide sidepath for 3.3 miles along Bowie Mill Road from Olney-Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road. The Executive's Recommended CIP would program design in FYs24-25, land acquisition in FYs26-27, and construction in FYs28-29. This is the same schedule as in the Approved CIP. The estimated cost of \$20,706,000 is unchanged. *Council staff recommends concurring with the Executive.*

GOCA is advocating accelerating the project so that all design and land acquisition would occur in one year instead of four, and that this all occur in FY23 (©48-49). DOT notes that because of the length of the project and the 60+ properties from which land would need to be acquired, it will take a full four years to complete design and land acquisition, and six years from start to finish including the two years for construction.

T&E Committee (3-0) recommends accelerating the six-year schedule for this project by one year, so that design would start in FY23, and construction completed in FY28.

9. **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 (©44) and the Planning Board (©A) strongly recommend 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 (©50).

T&E Committee (3-0) and Council staff recommend 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 a significant budgetary challenge. 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.

10. 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

T&E Committee (3-0) and Council staff recommend concurring with the Executive.

11. 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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

12. 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

T&E Committee (3-0) and Council staff recommend 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.

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 is still on schedule to be completed in FY24. The path may be completed by the end of 2023. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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 construction of the next stage, from Oberlin Avenue to the D.C. line, is on schedule for completion in 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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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 been 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 (©45).

T&E Committee (3-0) and Council staff recommend 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 ©51.

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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.** 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. 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 ©52. 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 (©46).

T&E Committee (3-0) and Council staff recommend concurring 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. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

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 (©53-60). 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 funds to begin to implement some of the remaining 36 projects in WABA's proposal. He notes that seven of these 36 projects 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 (©61). The seventh project consists of separated bike lanes along Cherry Hill Road in White Oak. Based on DOT's estimate, the added cost would be \$10,700,000. Specifically, he recommends:

- Program funds for Phase II facility planning for the Cherry Hill Road bikeway in FYs23-24. The cost is estimated to be \$1,250,000. Once the planning is completed, the project would be a candidate for design and construction funding in the FY25-30 CIP.
- Design and construct the six Neighborhood Greenway projects in FYs23-26. The cost is estimated to be \$4,700,000; these funds would be added to their respective BPPA projects.
- Program \$4,750,000 in FYs23-28 to conduct facility planning on many of the other 29 projects in WABA's proposal. By year, the funds would be allocated thusly: \$500,000 in FY23, \$750,000 annually in FYs24-26, and \$1,000,000 annually in FY27-28.

Council staff alternatively proposes budgeting \$7,950,000 (\$2,750,000 less), as follows:

- *Program Phase II facility planning funds for the Cherry Hill Road bikeway in FYs23-24. The cost is estimated to be \$1,250,000. (This is the same as Councilmember Riemer's proposal.)*
- *Design and construct the six Neighborhood Greenway projects, but two years later, in FYs25-28.*
- *Program \$2,000,000—\$500,000/year—in FYs25-28 to conduct facility planning on many of the other 29 projects in WABA's proposal.*

T&E Committee (3-0) recommends Councilmember Riemer's proposal.

H. 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 step further 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 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.*

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

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 (MWCOG) 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.

T&E Committee (3-0) and Council staff recommendations: 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. Larger studies are typically not added to the front of the six-year period so as not to displace most other studies in the queue. T&E Committee (3-0) and Council staff recommend concurring with the Executive's proposed Transportation Feasibility Studies program.

I. 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 the following report: <https://montgomeryplanning.org/wp-content/uploads/2021/11/Bicycle-Master-Plan-Biennial-Monitoring-Report-2019-2020.pdf>.

T&E Committee (3-0) and Council staff recommendation: 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.

T&E Committee (3-0) and Council staff recommendation: 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.

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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:

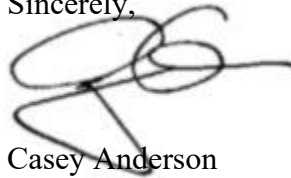
1. The Planning Board acknowledges and applauds the emphasis in this recommended CIP on Bus Rapid Transit (BRT) and bike and pedestrian improvements.
2. We recommend that more effort be focused on budgeting and advancing time-sensitive projects, including projects that support major infrastructure investments, 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
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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
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Wheaton, MD 20902



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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).

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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

Street Tree Preservation Neighborhoods

FY23

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

FY24

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



Marc Elrich
County Executive

Christopher Conklin
Director

DEPARTMENT OF TRANSPORTATION

MEMORANDUM

December 16, 2021

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

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

SUBJECT: Dedicated But Unmaintained Roads (DBU) Program

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

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

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

Division of Transportation Engineering

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

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

DBU Roads History 2010 - 2020

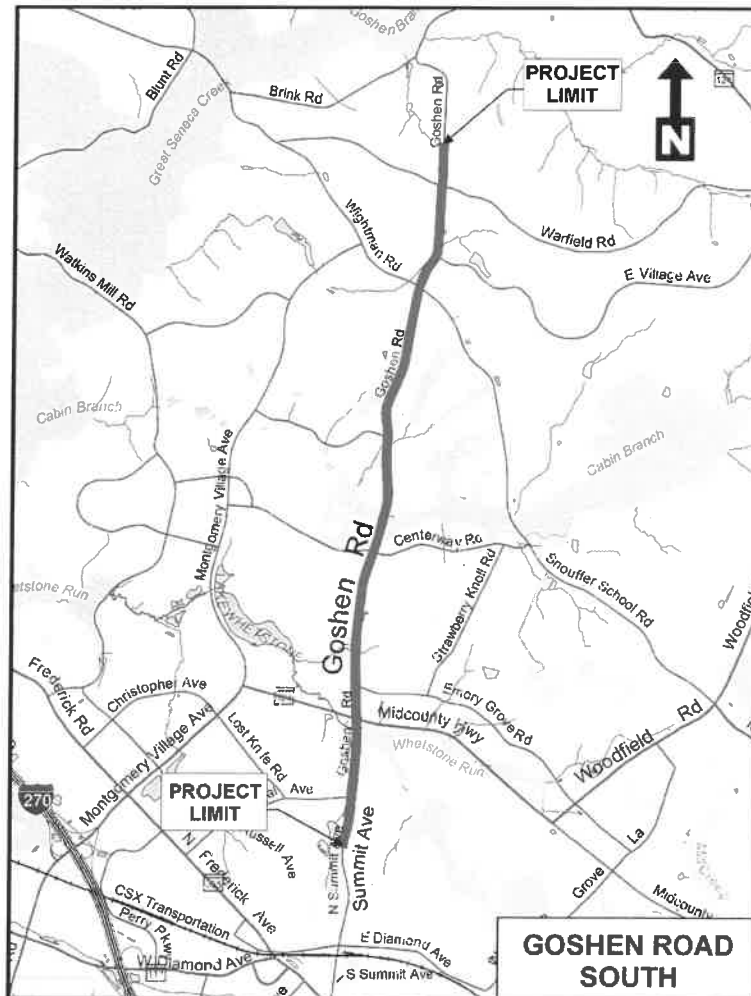
CIP No. 501117

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

Executive Summary

Background

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



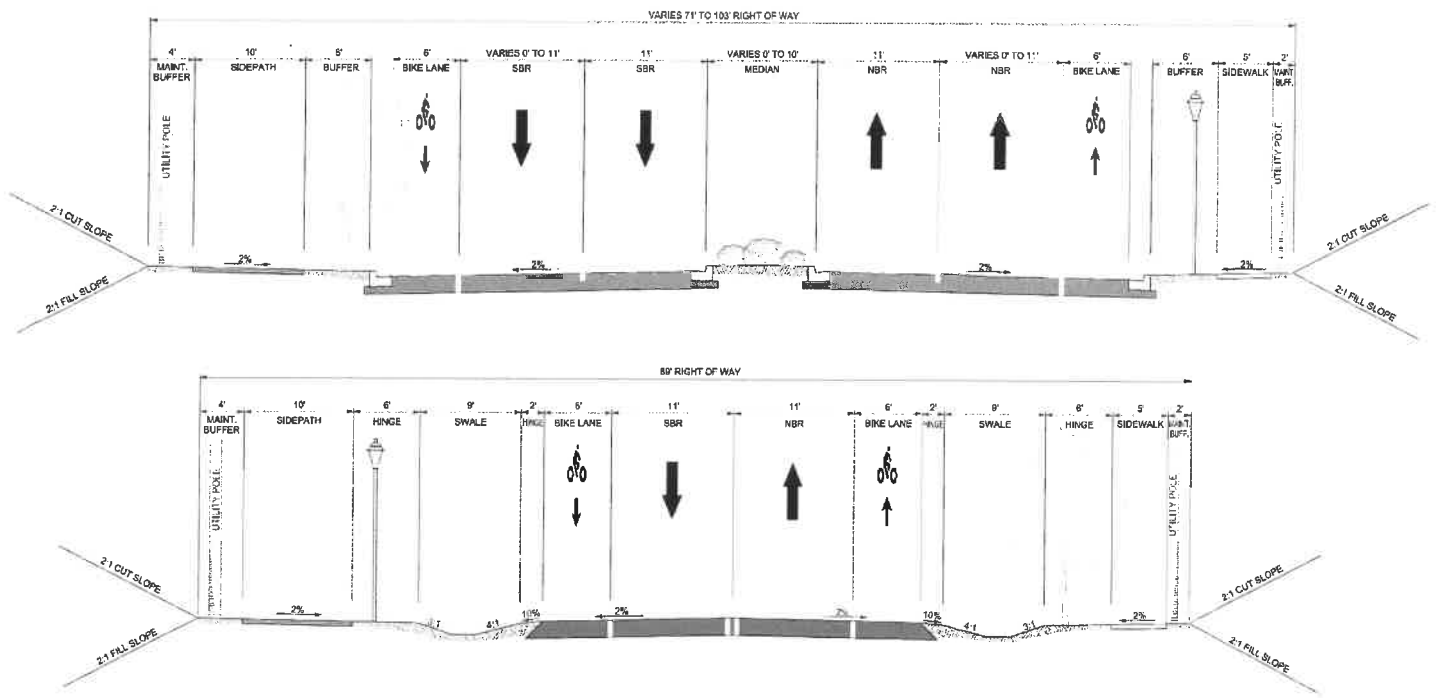
recommended the widening of Goshen Road from the existing 2-lane undivided roadway to a four-lane divided highway with conventional bike lanes, sidewalk and sidepath. This concept, which is consistent with the Master Plan of Highways and Transitways, was progressed to final design by MCDOT in 2018; however,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

Alternatives

The following Alternatives were evaluated:

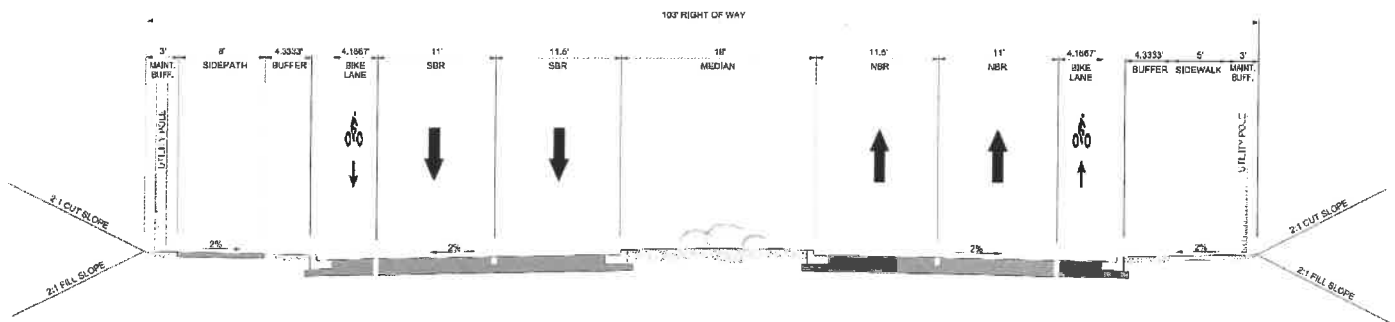
1. No Build – maintains the current two-lane open section roadway with a posted speed of 35 mph.
2. No-Build w/ Spot Improvements (NBSI) – maintains a posted speed of 35 mph and includes:
 - a. Reconstruction of two vertical curves to provide adequate stopping sight distance for vehicles travelling 35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

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



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

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



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

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

Traffic Operations and Safety

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

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

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

Bike/Ped Operations and Safety

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

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

Impacts and Costs

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

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

Summary

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

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

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

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

Recommendation

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

CIP 500338 – Highway Noise Abatement A Brief Overview

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

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

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

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

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

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

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

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

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

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

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

North High Street Extension - Alt 1 — No. NEW

Category **Transportation**
 Agency **Transportation**
 Planning Area **Olney**
 Relocation Impact **No**

Date Last Modified **June 30, 2021**
 Previous PDF Page Number **N/A**
 Required Adequate Public Facility **No**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY21	Est. FY22	Total 6 Years	FY23	FY24	FY25	FY26	FY27	FY28	Beyond 6 Years
Planning	-	-	-	-	-	-	-	-	-	-	-
Design	287	-	-	287	287	-	-	-	-	-	-
Con Mgmt	264	-	-	264	-	86	178	-	-	-	-
Land	440	-	-	440	142	298	-	-	-	-	-
Site Improvements	-	-	-	-	-	-	-	-	-	-	-
Utilities	110	-	-	110	-	110	-	-	-	-	-
Construction	1,068	-	-	1,068	-	326	742	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	2,169	-	-	2,169	429	820	920	-	-	-	-

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,169	-	-	2,169	429	820	920	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total	2,169	-	-	2,169	429	820	920	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		-
First Cost Estimate		
Current Scope	FY 23	2,168
Last FY's Cost Estimate		-
Present Cost Estimate		2,168
Appropriation Request Budget	FY 23	727
Appropriation Request Budget Est	FY 24	1,441
Supplemental Appropriation Request	FY 22	-
Transfer		-
Cumulative Appropriation		-
Expenditure/Encumbrances		-
Unencumbered Balance		-
Partial Closeout thru	FY 20	-
New Partial Closeout	FY 21	-
Total Partial Closeout		-



**MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND**

**COUNCIL PRESIDENT NANCY NAVARRO
DISTRICT 4**

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

EDUCATION AND CULTURE COMMITTEE

MEMORANDUM

Wednesday February 9, 2022

TO: Committee Chair Hucker
Councilmember Glass
Councilmember Riemer

FROM: Council President Nancy Navarro

SUBJECT: North High Street Extension

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

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

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

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

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

Sincerely,

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

Nancy Navarro
Council President

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

[EXTERNAL EMAIL]

North High Street Connection Testimony

Dear Councilmembers,

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

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

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

Sincerely,

Hilary Phillips, Greater Olney Civic Association (GOCA) President

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

[EXTERNAL EMAIL]

Dear Councilmembers,

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

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

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

Sincerely,



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

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

[EXTERNAL EMAIL]

Dear Councilmembers,

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

Thank you.

Barbara Falcigno

Observation Drive
Production Schedule in 2 Phases

DTE: Feb. 8, 2022

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

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

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



MONTGOMERY COUNTY COUNCIL

CRAIG RICE
COUNCILMEMBER
DISTRICT 2

CHAIRMAN
EDUCATION AND CULTURE

MEMORANDUM

February 10, 2022

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

FROM: Councilmember Craig Rice

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

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

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

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

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

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

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

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

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

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

Mayor Tracey Furman

Council Member Darin Bartram
Council Member Nate Engle



Council Member Conor Crimmins
Council Member Bridget Hill-Zayat

February 9, 2022

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

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

Dear Chairman Hucker:

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

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

Background

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

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

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

Summit Avenue Extension

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

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

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

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

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

Collateral benefits of the Summit Avenue Extension Project

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

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

Sincerely,



Tracey Furman
Mayor

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



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

MEMORANDUM

February 9, 2022

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

FROM: Councilmember Andrew Friedson *AF*

SUBJECT: Summit Avenue Extended (P509337)

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

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

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

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



**MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND**

WILL JAWANDO
COUNCILMEMBER
AT-LARGE

MEMORANDUM

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

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

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

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

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

Sincerely,

Will Jawando
Councilmember, At-Large



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

LIST C

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

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

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President

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

Background

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

Action

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

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

INTERSECTIONS

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

TRANSIT

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

BIKEWAYS

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

NEW ROADS AND OTHER

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

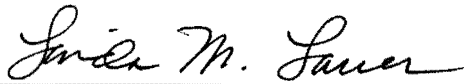
Total \$101,800,000

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

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

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

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

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



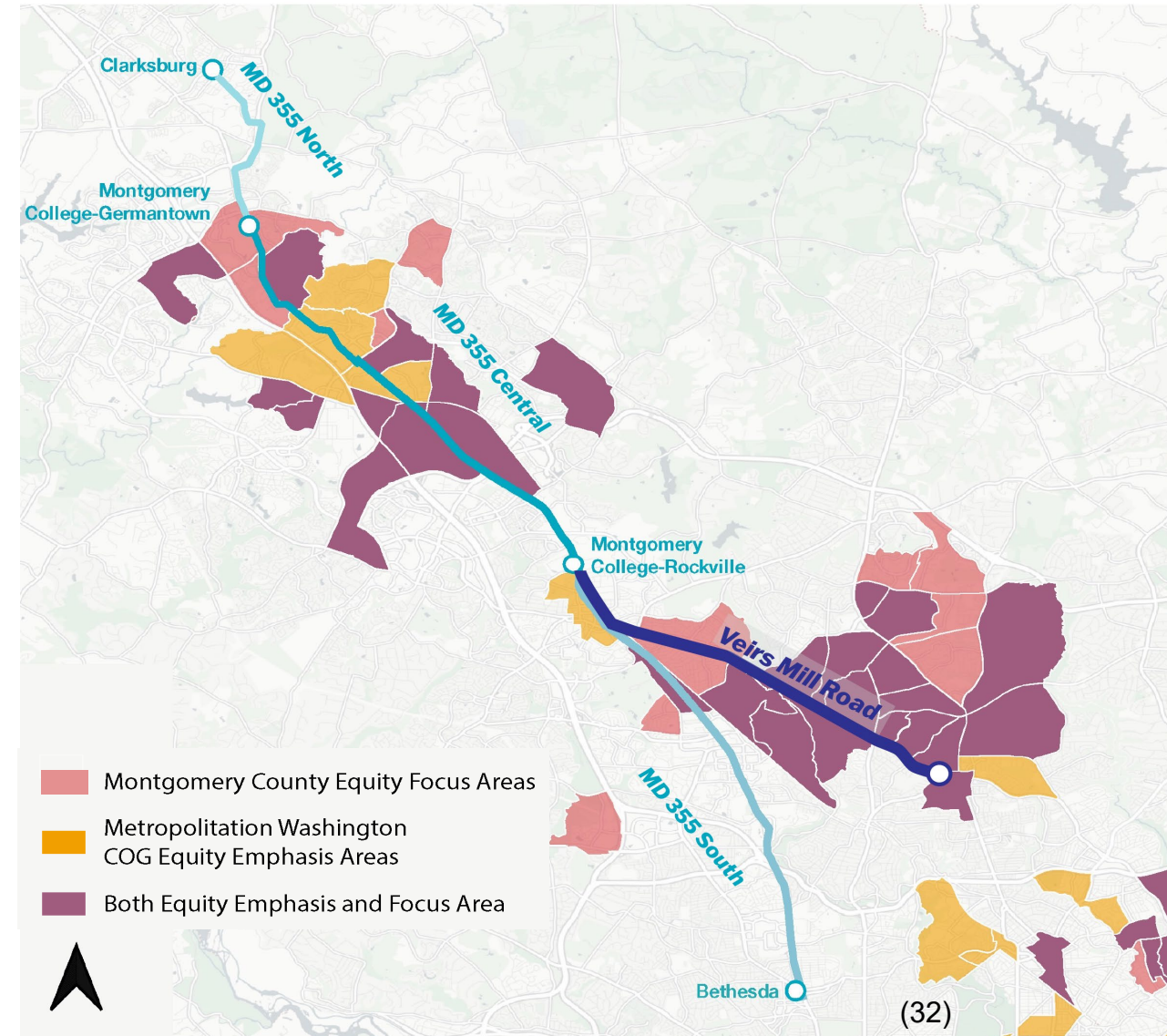
Equity



Environmental
Resilience

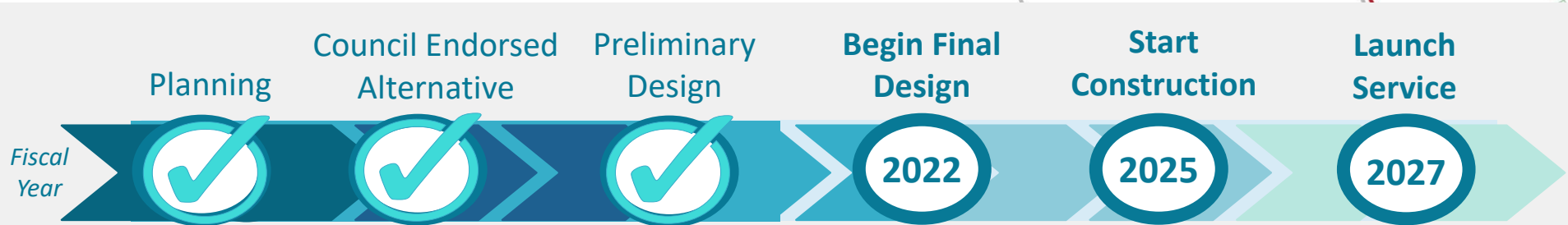


Economic
Health



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

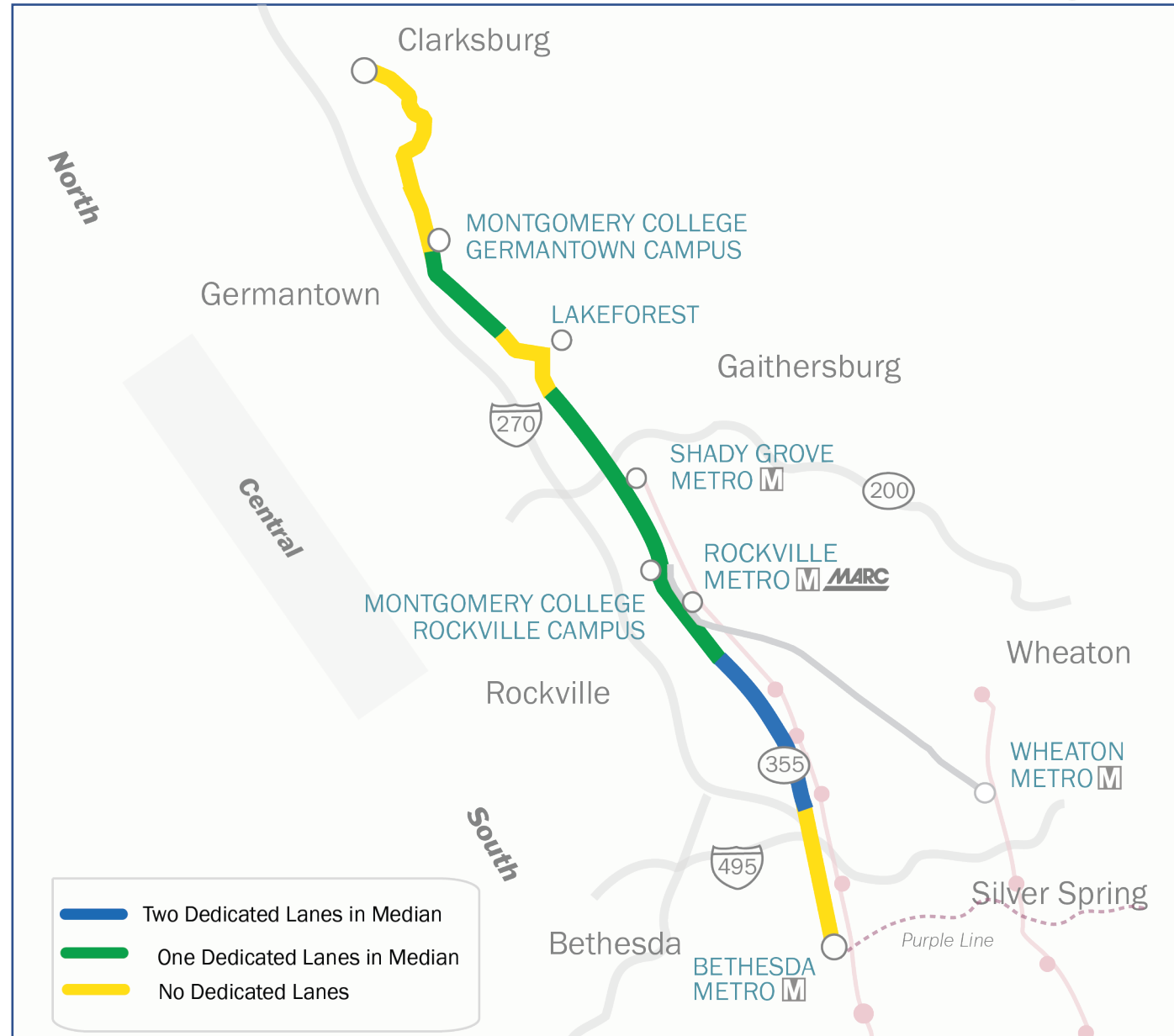
- MD 355 FLASH BRT Corridor
- Major Activity Center

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

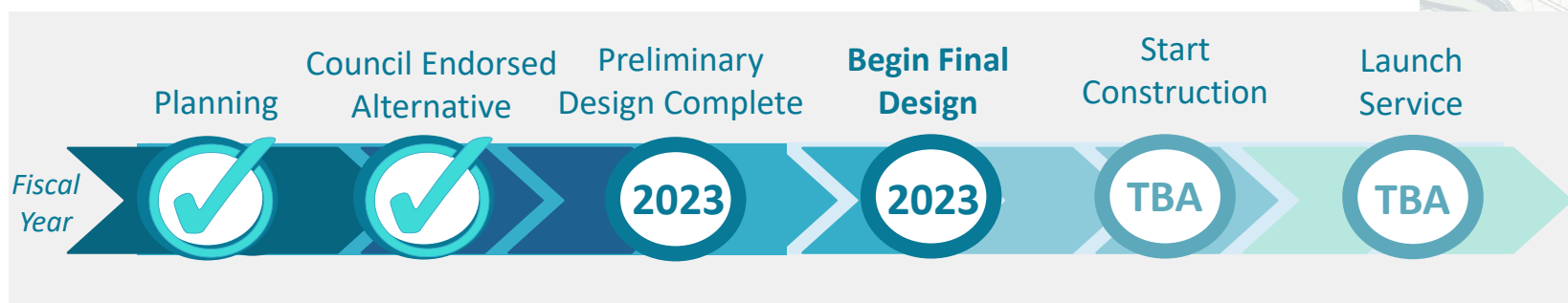
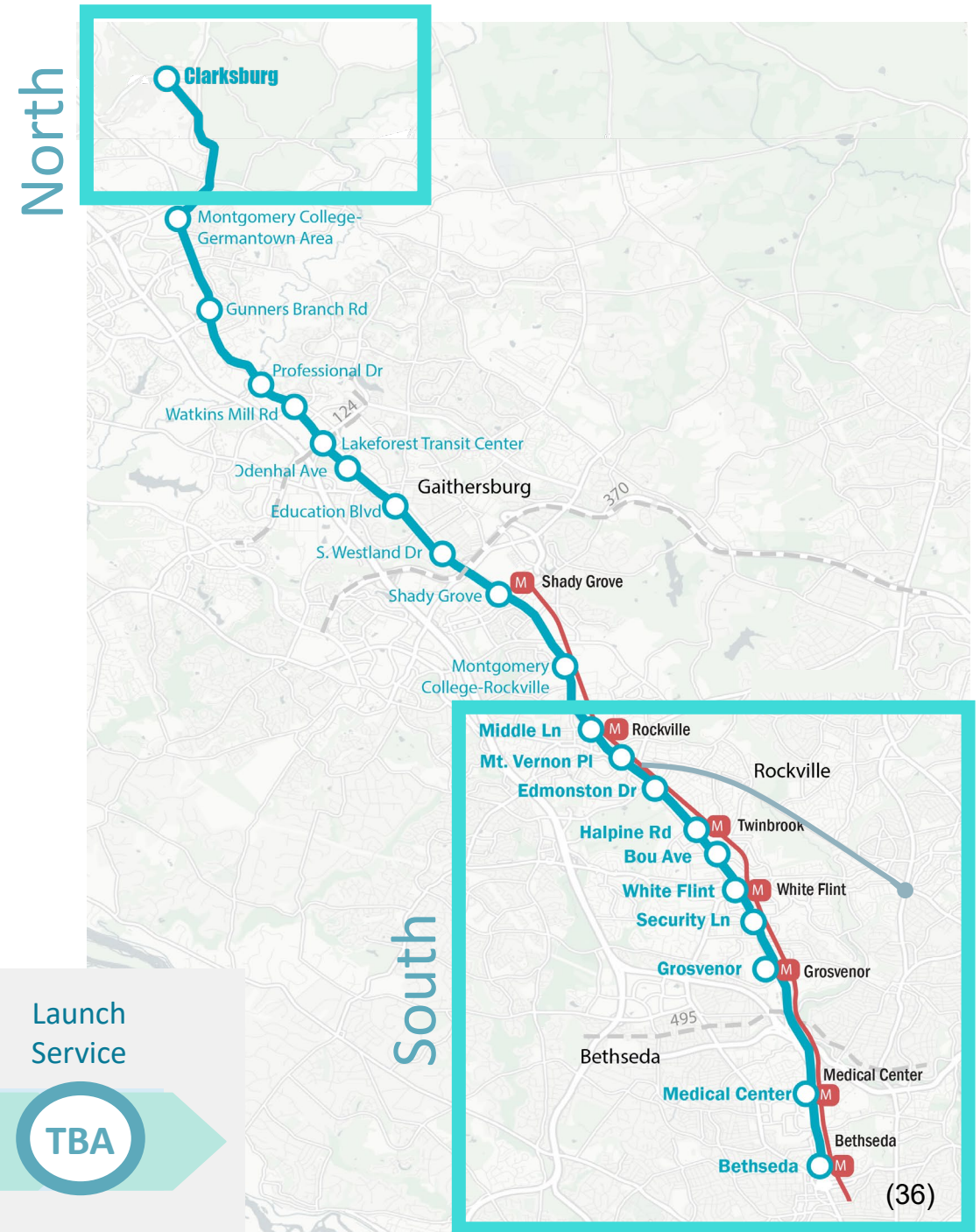
MD 355 BRT

- 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)



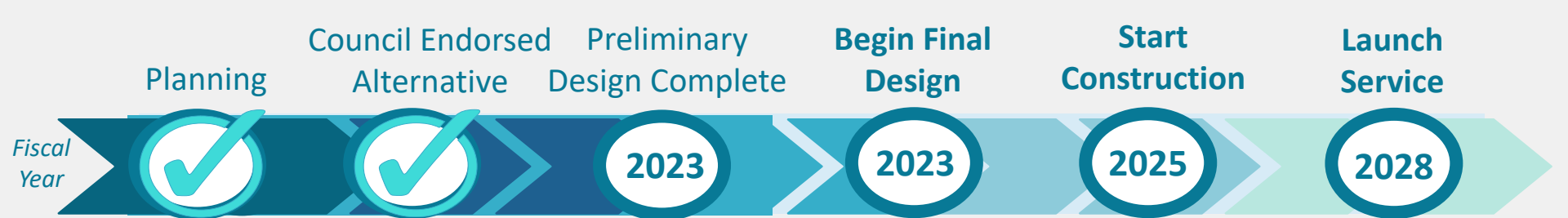
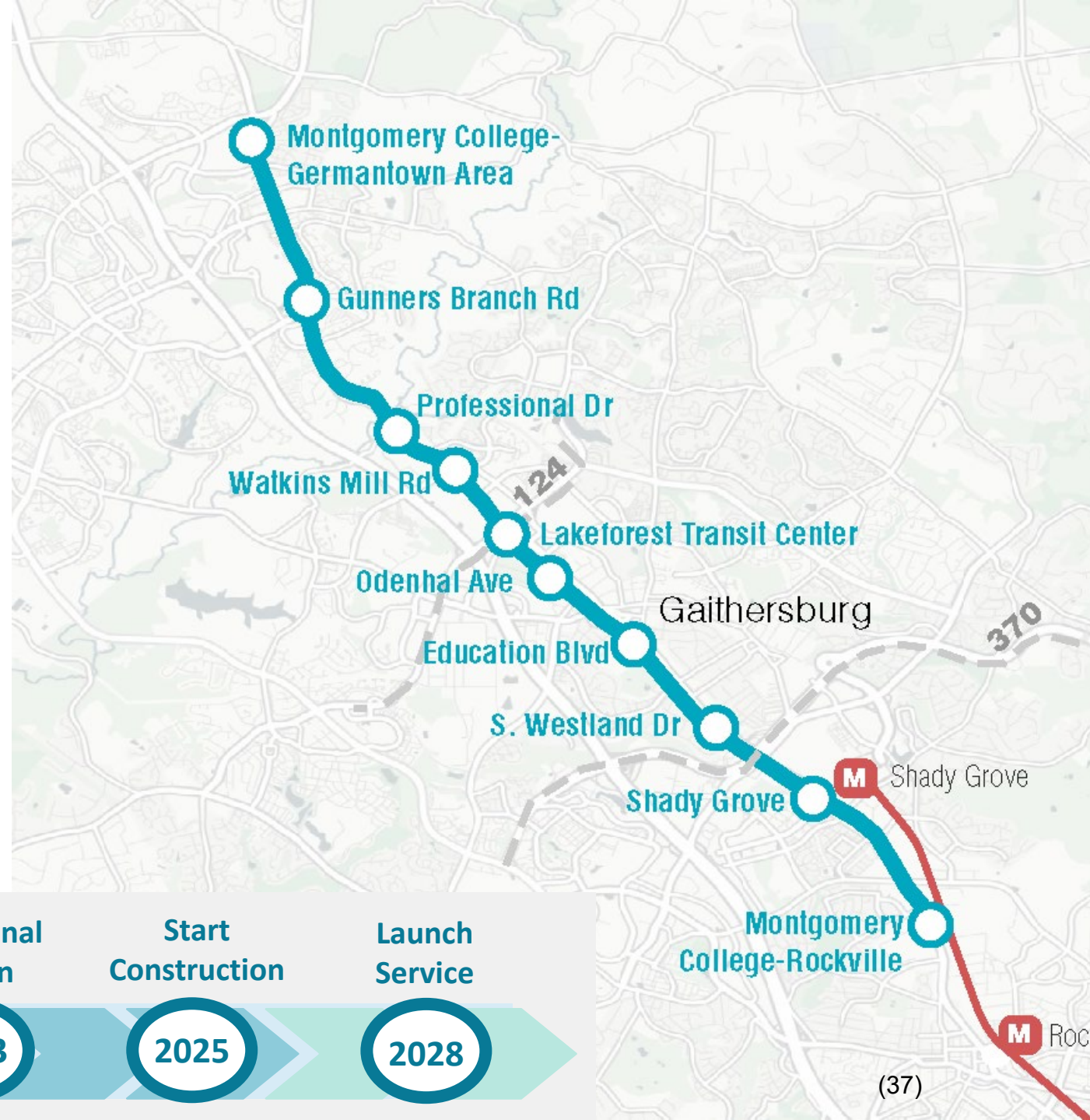
MD 355 South & North

- 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

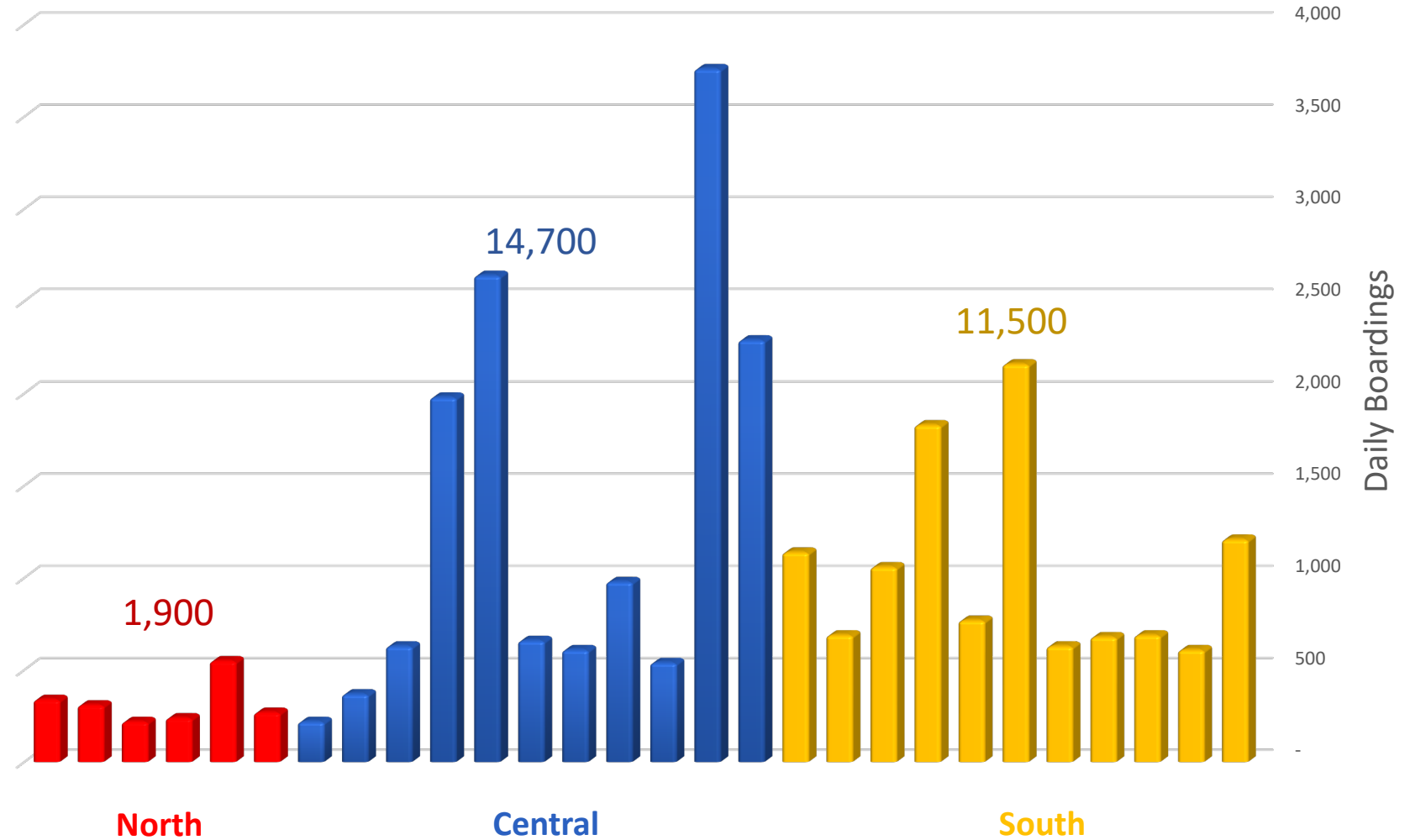
- Advancing final design and construction on 10-mile corridor between Rockville and Germantown
- Fast, reliable transit in areas with concentrations of zero-car households and highest existing Ride On ridership
- Serves Equity Emphasis Areas and Opportunity Zones
- Expands connections to:
 - Jobs and 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

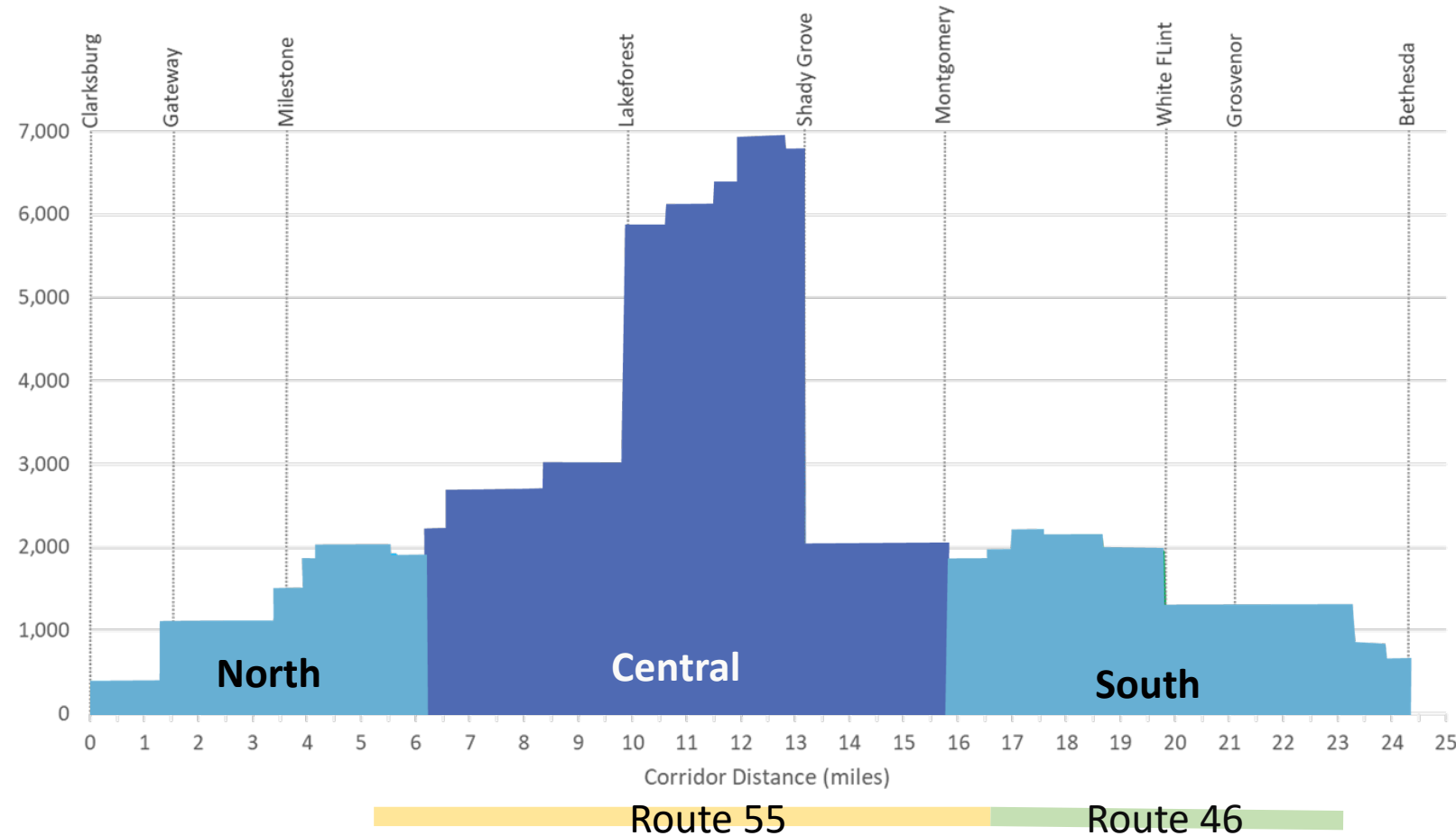


Average Daily Ridership February 2020

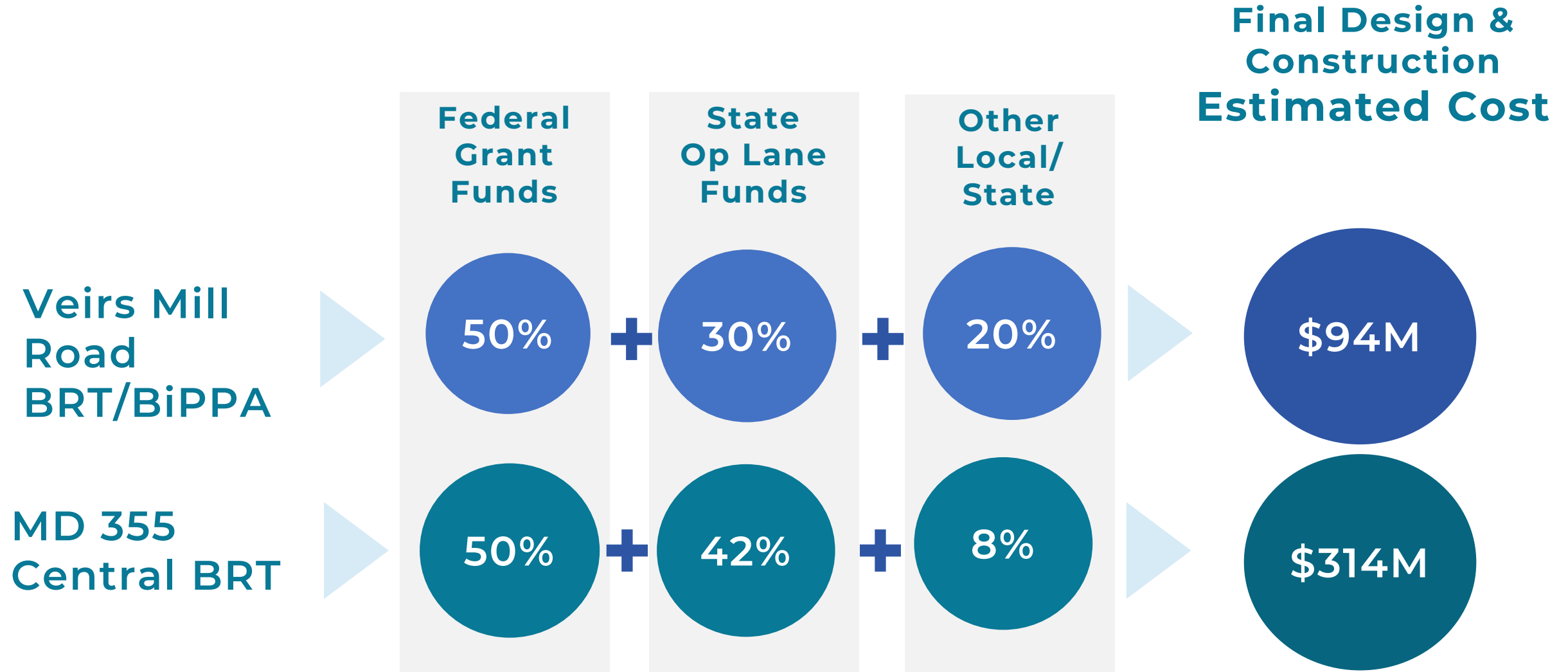
Route 55 Germantown-Rockville	5,200
Route 46 Rockville-Medical Center	2,596

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

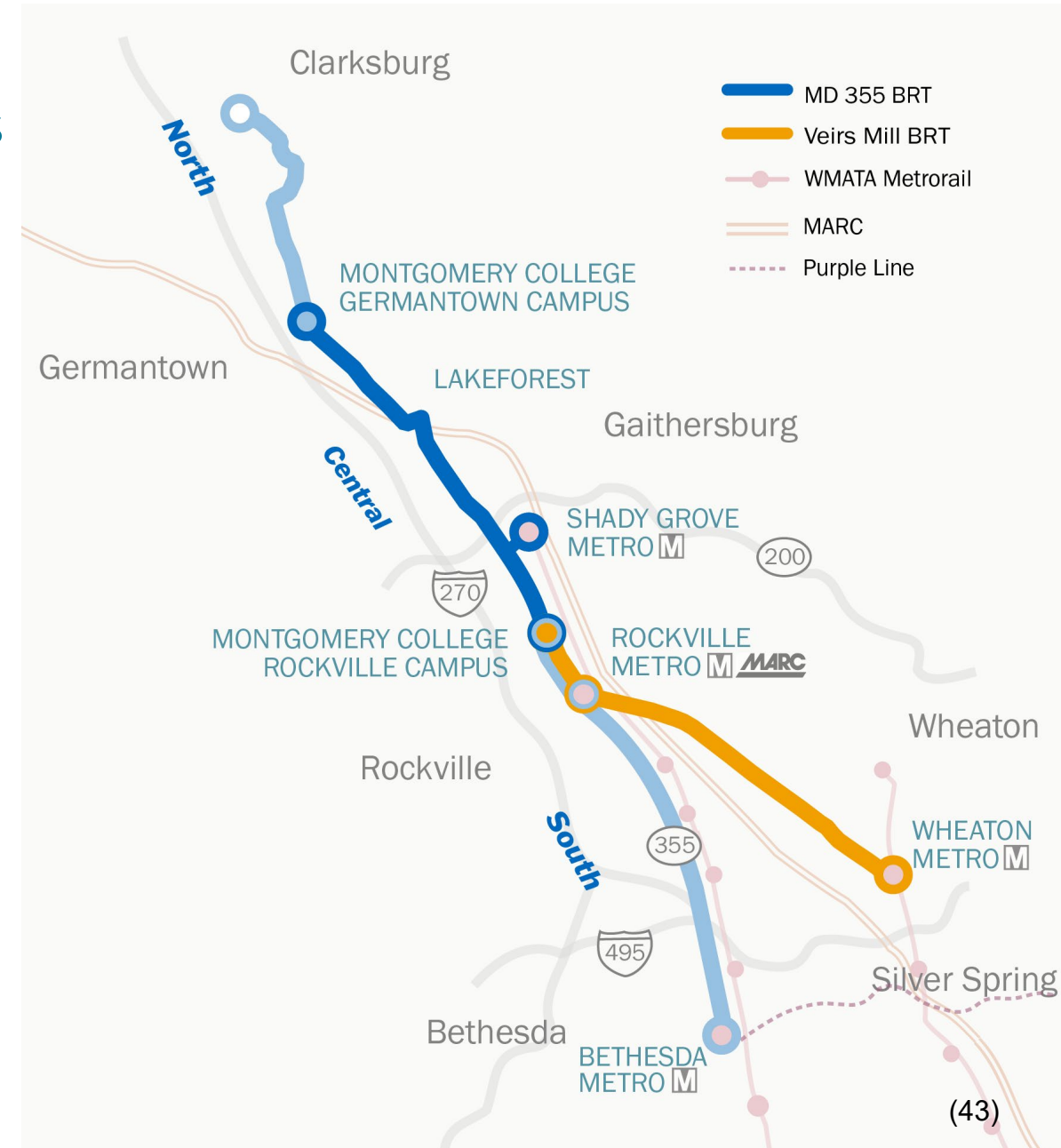
- Maryland DOT has committed funds to support high priority transit projects in Montgomery County
 - \$60 million for design and permitting at financial close
 - \$300 million over 50 years for project implementation (*NPV estimated at \$110M*)
- Projects must be within or support the I-270 corridor
- 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



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

February 25, 2022

The Honorable Gabe Albornoz, President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

RE: Bowie Mill Road Bikeway – Project Funding and Construction Timeline

Dear Honorable Members of the Montgomery County Council,

The Greater Olney Civic Association (GOCA) represents over 35 homeowner and civic associations, which collectively comprise over 80% of the households in the Olney Master Plan area. For over 45 years, GOCA has promoted the civic, cultural, and economic welfare of the Olney community.

As the County Council is well-aware, GOCA has consistently advocated for the design, planning, and construction of the Bowie Mill Road Bikeway project since it was first proposed in 2015: a fully separated bikeway that will run 3.3 miles between Olney-Laytonsville Road (Maryland Route 108) and Muncaster Mill Road (Maryland Route 115). This project has received – and continues to receive – strong statements of support from elected State officials (including our State Senators and Delegates), Montgomery County Councilmembers (including sitting and former members of this Council), community associations (such as the Mid-County Citizens Advisory Board (MCCAB)), bicycle and community advocacy associations – and most importantly, from many of our 50,000 residents. This specific bikeway project is unique in its ability to *immediately* connect the greater Olney region with two Montgomery County Public Schools, Upper Rock Creek Park, the Intercounty Connector trail, and the Washington Metro Red Line.

Despite broad support and the many, well-documented merits of this project, the Bowie Mill Road Bikeway has been the subject of repeated budgetary delays and extensions over the years. For example, and although the concept plan for the Bikeway was developed in 2018, this project is currently planned for substantive construction to *begin* no sooner than Fiscal Year 2028 (FY28) – a full 10 years later. Further, the current County budget implies that two additional years of design and two additional years of land acquisition, successively, are needed prior to breaking ground. In reality, the project has already proceeded through the 35% Design planning stage (this was completed over three years ago in 2019 – with no substantive activity since), and the Bikeway was purposefully designed from the earliest iterations of the Montgomery County Bicycle Master Plan in the 1970's (and again in the 2018 update) to run almost exclusively along County owned right-of-way, thereby rendering a significant portion of the land acquisition process and timeline unnecessary.

The Montgomery County Council has made its goals of: (1) facilitating reductions in pedestrian deaths (Vision Zero); (2) development and promotion of alternative and environmentally friendly transportation options; and (3) increased accessibility for citizens of all abilities well-known through public statements in recent years. The Bowie Mill Road Bikeway project *accomplishes all three.*

On this basis, **GOCA respectfully requests that the Montgomery County Council consolidate and appropriate the necessary funding to complete all activities currently budgeted for FY24-FY27 (totaling \$3.555 million) in FY23, and to plan and budget for construction to begin in earnest in FY24.** To place this request into context, consolidated funding for the aforementioned activities represents 0.05% of the County’s annual budget in any given year (using the \$6 billion figure from 2022 as a basis). GOCA continues to work with our elected officials to secure additional financial support from the State of Maryland to offset substantial portions of the *de minimis* impact of this budget request in FY23 and expedite construction of the Bowie Mill Road Bikeway project accordingly.

Based on past and recent statements of support from members of this Council, GOCA believes that Montgomery County has the will, the means, and the resolve to ensure that a critical infrastructure project that provides significant and immediate benefit to citizens of all ages and all abilities within our community *should not take 15 years to complete*, and we respectfully submit that the time to fully support this project through completion is now.

Thank you for your continued support of the Bowie Mill Road Bikeway project, and we look forward to your response.

Cordially yours,



Helene Rosenheim
GOCA President



[Irina Norrell \(Feb 26, 2022 10:37 EST\)](#)

Irina Norrell
GOCA Executive Vice President



[Matt Quinn \(Feb 26, 2022 10:18 EST\)](#)

Matt Quinn
GOCA 2nd Vice President



[Thomas Canavan \(Feb 26, 2022 10:14 EST\)](#)

Thomas Canavan
GOCA Recording Secretary



Curtis Chappell
GOCA 1st Vice President



[Jeffrey Duce \(Feb 26, 2022 10:02 EST\)](#)

Jeffrey Duce
GOCA Treasurer



[Jamie Goad \(Feb 26, 2022 11:03 EST\)](#)

Jamie Goad
GOCA Corresponding Secretary



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.

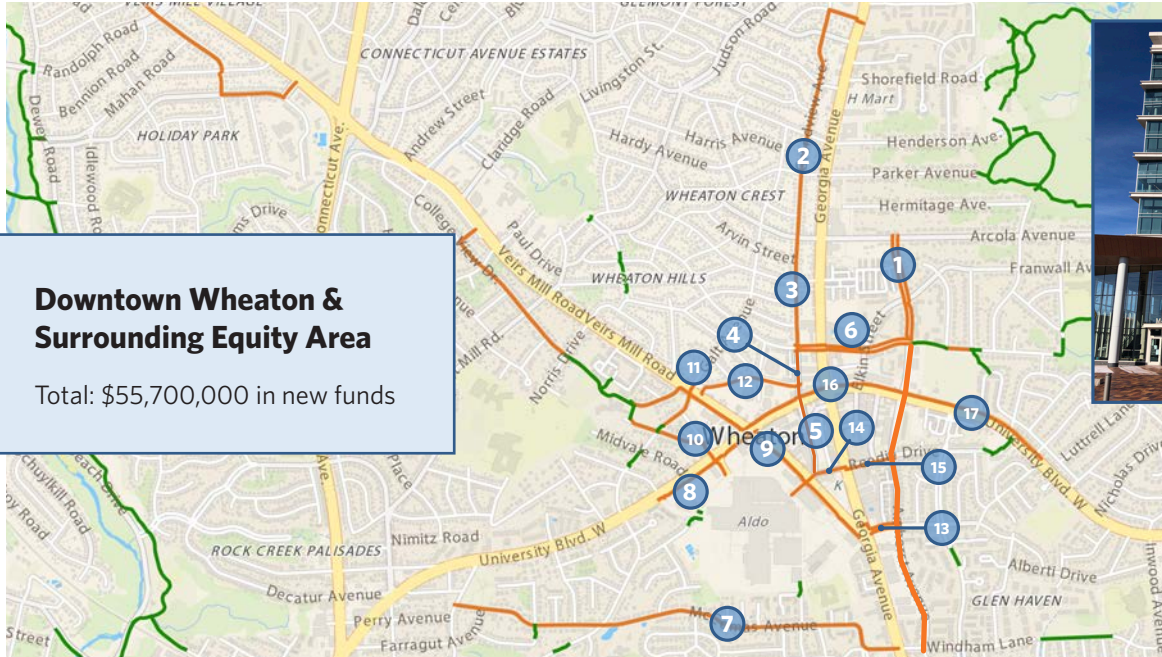
5 [This article](#) references a National Academy of Science study in 2021 that found that cities where bike infrastructure was added, biking increased up to 48 percent more than in cities that did not add bike lanes.

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.

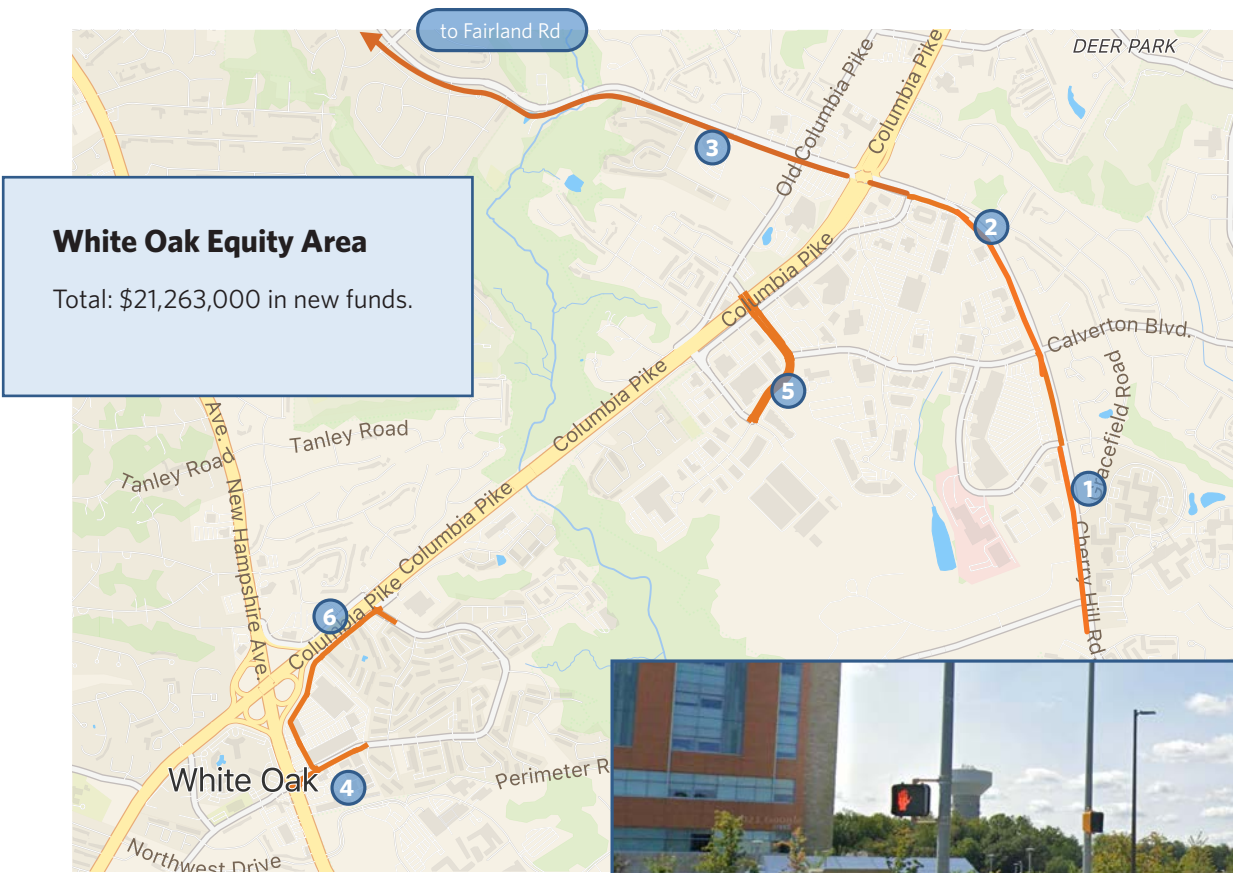
7 [This analysis](#) shows that 50% of all trips we take are less than 3 miles in length.

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"

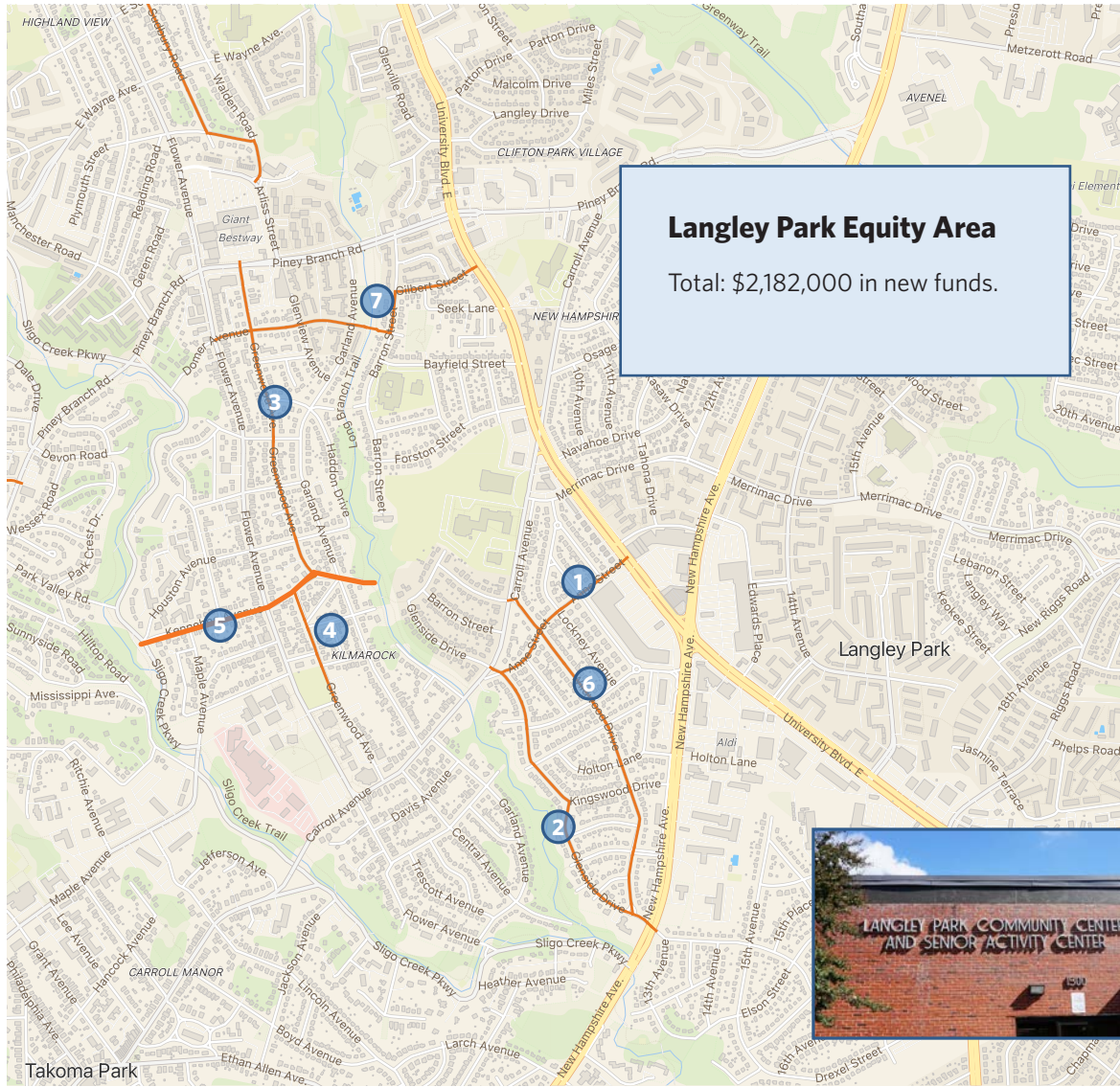


Map Reference	Corridor	Start	End	FIA Line	Cost Estimate (new funds)
1	Amherst Avenue	Windham Ln	Arcola Ave	19, 20, 190	\$1,400,000
2	MasonStreet/Grandview Avenue	Georgia Ave	Arcola Ave	89	\$803,880
3	Grandview Avenue	Arcola Ave	Blueridge Ave	93	\$226,000
4	Grandview Avenue	Blueridge Ave	University Blvd	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

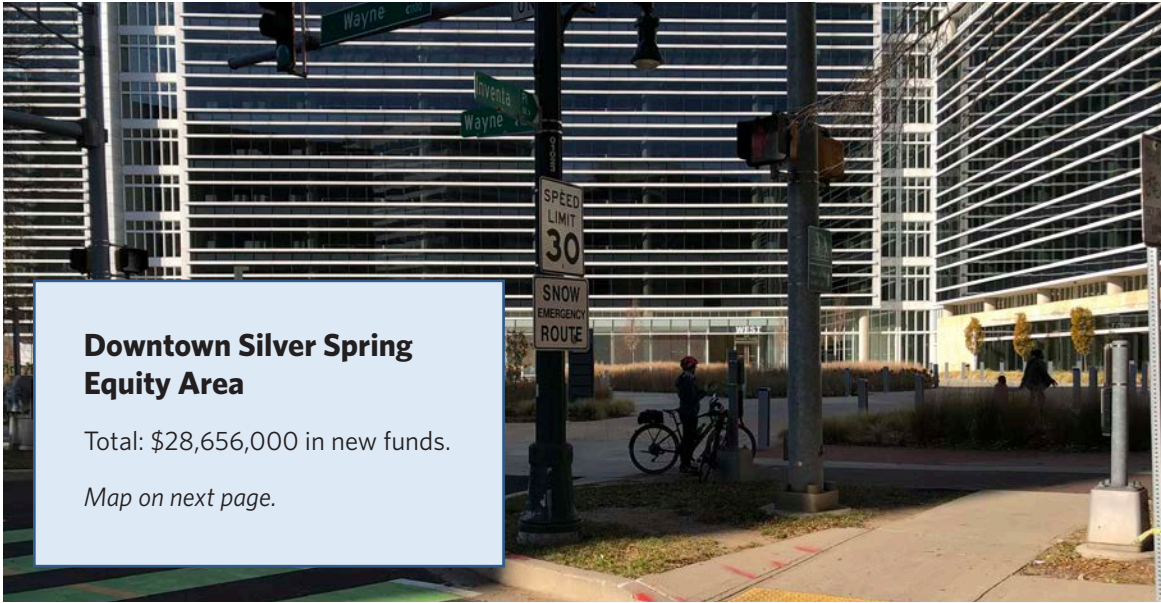


Map Reference	Corridor	Start	End	FIA Line	Cost Estimate (new funds)
1	Cherry Hill Road	Prosperity Dr	PG Cty line	9	\$11,243,000
2	Cherry Hill Road	Columbia Pike	Prosperity Dr	32	\$1,308,000
3	E. Randolph Road	Fairland Rd	Cherry Hill Rd	448, 449	\$4,576,000
4	Lockwood Drive	White Oak Driveway	New Hampshire 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



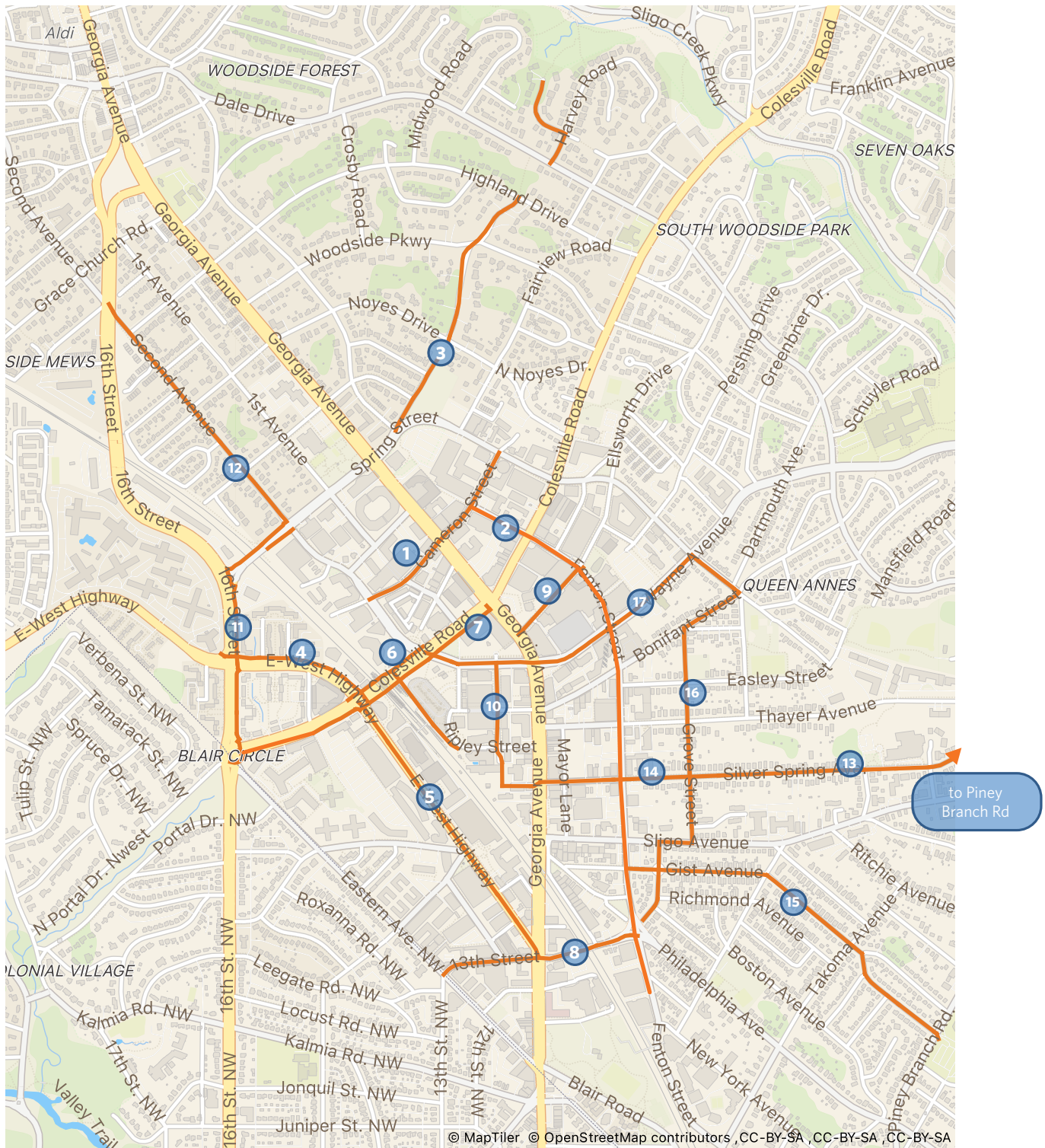
Downtown Silver Spring Equity Area
 Total: \$28,656,000 in new funds.
 Map on next page.

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.



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