



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

MCPB
Item # 13
2/7/08

January 30, 2008

MEMORANDUM

TO: Montgomery County Planning Board

FROM: John A. Carter, Chief (301-495-4575) *JAC*
Community-Based Planning Division

Pamela Johnson, AICP, Planner Coordinator *PJ*
Community-Based Planning Division

Kathleen A. Reilly, AICP, Planner Coordinator *KAR*
Community-Based Planning Division

Larry Cole, Highway Coordinator *LC*
Transportation Planning Unit
Countywide Planning Division

SUBJECT: Review of the County Executive's Proposed Capital Improvements Program FY09-14

RECOMMENDATION

Approval to transmit comments to the County Council.

DISCUSSION

The Planning Department has emphasized the following three areas in preparing the recommendations for the CIP.

- **Connections**
Improving connections in Montgomery County should be a priority. The recommendations in this staff report emphasize improving pedestrian and bikeway connections as well as transit and roads to create a balanced system of connections throughout Montgomery County. Specific recommendations are included in the attached memorandum from the Transportation Planning Unit.

- **Community Building and Community Facilities**
The recommendations include funding facilities to improve existing and planned communities. Ongoing funding is needed for the relocation of a portion or all of the Montgomery County Service Park to implement the recommendations in the Shady Grove Sector Plan. In addition, ongoing funds are needed to support the relocation of the Public Service Training Academy to provide land for enhancing the Shady Grove Life Sciences Center. Funding for community facilities to strengthen and enhance existing and planned communities is also needed. These community facilities include libraries and recreation centers that have been recommended in master plans.
- **Environmental Quality and Energy Conservation**
The recommendations also place an emphasis on the environment. Augmenting and enhancing the County's high standards for environmental quality should remain at the forefront of planning for new projects. All proposed projects should employ methods which conserve energy and meet LEED (Leadership in Energy and Environmental Design) standards for design and construction.

ANALYSIS

The purpose of this report is to provide comments to the County Council and County Executive on the FY09-14 Capital Improvements Program recommended by the County Executive. The comments do not address park projects including the Legacy Open Space Program because they are addressed in the Park Capital Improvements Program.

During each CIP cycle, the Planning Board recommends priority projects for the Montgomery County Capital Improvements Program. These recommended priority projects are intended to implement recommendations in master plans. The recommended priority projects were sent to the County Executive on August 31, 2007, for use in the preparation of the FY09-14 CIP. This year, the majority of the priorities recommended by the Planning Board were included in the CIP prepared by the County Executive. The County Executive has done a thorough job in responding to all the comments of the Planning Board regarding the FY09-14 CIP. This CIP includes a chapter that reviews each recommendation (see Attachment 3).

This staff report includes the following:

- Recommendations for Countywide Priorities
- Specific Priorities by Geographic Team Area
- Transportation Priorities
- CIP Process
- Review of the Recommendations by the County Executive

Each of the following sections includes the original recommendations by the Planning Board prepared on August 31, 2007, with a response by the staff of the Planning Department.

RECOMMENDATIONS FOR COUNTYWIDE PRIORITIES

The following paragraphs summarize the countywide priorities recommended by the Planning Board. These priorities include general topics that apply to each geographic team area.

Community Facilities

Planning Board Recommendations for the CIP:

Community facilities include community centers, recreation centers, libraries, police stations, and maintenance facilities in the Montgomery County Service Park. The improvement of existing community centers to serve the recreation needs of several communities should receive high priority. A general fund is needed for facility planning for these community centers. This would be used to identify sites, establish joint development options, identify and estimate costs, and set priorities for the next series of community centers to be funded by Montgomery County. CIP funds are needed to plan, design, and construct needed public facilities such as libraries, recreation centers, other recreational opportunities, and police stations in the County. These public facilities contribute to the high quality of life that Montgomery County offers residents. Priority projects include the following:

- Gymnasium addition to the Takoma Park Community Center.
- Friendship Heights Community Center – Operational funds and limited CIP funds are needed.
- North Bethesda Community Center – Facility planning and construction funds are needed.
- Relocation of the existing Shady Grove County Service Park – Facility planning is needed to implement master plan recommendations.
- Design and Construction of the Clarksburg Library.
- North County Police Station in Clarksburg – Facility planning and construction funds are needed.
- Clarksburg Recreation Center – Site selection, planning, design and construction funds are required.
- Plumgar Recreation Center.
- East Germantown Recreation Center.
- North Potomac Community Center.

- Scotland Neighborhood Community Center.
- Wheaton Community Center.

Response:

- Since the Takoma Park Community Center is owned by the City of Takoma Park, the County Executive will consider formal requests for County support of this project as part of development of the FY09 Operating Budget.
- Operations are scheduled to commence in FY09 for the Wisconsin Place Center, Friendship Heights.
- The planning and design for the North Bethesda Community Recreation Center continues and is dependent on reaching agreement with the developer.
- A comprehensive Property Use Study has been initiated by the County Executive. Options for Shady Grove Sector Plan Staging will be considered along with this study to ensure community facilities identified in the Shady Grove Sector Plan are addressed.
- Construction of the Clarksburg Library is scheduled to begin in FY10. Parking should be reduced to allow shared use of the adjacent private parking.
- Plans for the Clarksburg Fire Station include a satellite police facility with construction scheduled for FY10.
- The County Executive has recommended the Recreation Facility Modernization project to develop a comprehensive plan for recreation facility modernization. The following recreation centers were recommended for funding through this project: the Clarksburg/Damascus Recreation and Aquatic Center, and the Plumgar, Scotland, and North Potomac Recreation Centers. The North Potomac Community Center will require land acquisition.
- The County Executive has recommended a supplemental appropriation in FY08 to fund the stabilization of the Rafferty Center and begin design development.

Staff supports the Executive's recommendations for the above noted community facilities. The East Germantown Recreation Center is not included in the Recommended CIP. Staff recommends that facility planning funds be provided for this recreation center.

Pedestrian Connections and Streetscaping

Planning Board Recommendations for the CIP:

New construction in several communities throughout Montgomery County has created gaps in the existing sidewalk network. A program to complete the sidewalk gaps is requested as it will create new pedestrian connections and link previously isolated subdivisions (both residential and commercial) to each other. Streetscaping measures for these sidewalks should also be part of this program. The following list of pedestrian connections and associated streetscaping will complete the missing sidewalks in several communities:

- Burtonsville Streetscape improvements along US 29 and MD 198.
- MD 108 Sidewalk Gap Program.
- MD 118 Sidewalk Gap Program from Kingsview Village subdivision south to Germantown Park and from the West Germantown Fire Station to the existing sidewalk at Kingsview Village.
- MD 355 - Sidewalk extension from West Old Baltimore Road to the pedestrian crossing to Ridge Road Recreation Park.

Response:

The County Executive states that work in the vicinity of US 29 and MD 198 includes the State's project to improve the intersection with Montgomery County's Burtonsville Access Road to enhance access to the shopping area, and the Burtonsville Commercial Revitalization Project to improve the visual appearance of the commercial center.

The County has completed final design of the MD 108 sidewalk, and it has been constructed in front of Sherwood High School. The portion from Needwood Road to the entrance of the school, excluding the developer portion, will be constructed in FY09.

The Annual Sidewalks Program funds the construction of new sidewalks throughout Montgomery County. The MD 118 and MD 355 projects are on the list of projects for future consideration under the Annual Sidewalks Program. Staff recommends that the MD 118 sidewalk be funded concurrently with the construction of the West Germantown Fire Station. The MD 355 sidewalk serving Ridge Road Recreational Park should be funded within the FY09-14 time period. Staff supports the Executive's recommendations to continue funding new sidewalks in the county through the Annual Sidewalks Program.

Environmental Quality and Energy Conservation

Planning Board Recommendation for the CIP:

- **Environmental Quality and Energy Conservation** - Ensuring and maintaining Montgomery County's high standards for environmental quality remains at the forefront of new projects. The countywide priorities cited in this memorandum will establish the County as a major center in the global, knowledge based economy.

All proposed projects should employ methods which conserve energy and meet LEED standards for design and construction.

Response:

The County Executive supports the use of the LEED standards. Executive Regulation (19-07AM) Energy Efficiency and Environmental Design was adopted by the County Council on December 12, 2007. This regulation implements the Energy Efficiency and Environmental Design law adopted in the fall of 2006. This legislation ensures that newly constructed or extensively modified buildings where the County funds at least 30 percent of the cost and newly constructed or extensively modified non-residential or multi-family residential buildings with at least 10,000 square feet are required to meet LEED standards for design and construction.

Planning Board Recommendation for the CIP:

- **General Facility Planning: MCG No. 508768** – This project provides facility planning funds for all Montgomery County Government projects.

Response:

Site selection and facility planning need to take advantage of site information available from the Planning Department about site constraints before locating and planning facilities. Too often, sites are chosen that are severely constrained by streams and environmental buffers, as well as imperviousness limits and special stormwater management in Special Protection Areas. This means that the buildable area for a selected site is too small for the intended use, and the intended occupant of the site cannot accommodate the full program desired, or County regulations must be waived. This delays the design and approval of the project and increases the cost. The Planning Department will prepare available GIS information as requested on sites of interest.

SPECIFIC PRIORITIES BY GEOGRAPHIC TEAM AREA

The following paragraphs summarize specific priorities and recommended funding for facilities in each geographic area. The transportation projects including roads, transit and bikeways, and pedestrian connections are attached (Attachment 1).

SILVER SPRING/TAKOMA PARK AREA

Planning Board Recommendations for the CIP:

- **Gymnasium Addition to Takoma Park Community Center** – The existing recreation center is not centrally located and the condition of the existing building is deteriorating and inadequate to serve the community's needs. Funds are needed for facility planning and construction of this gymnasium which would provide recreational activities to the Takoma Park population in a more centrally located structure.

- **Silver Spring Arts Incubator** – An arts incubator will offer needed affordable start-up space for local artists and will enhance the Silver Spring Arts and Entertainment District. Funds are needed for site selection and acquisition, design and construction of this facility.

Response:

The Executive will consider formal requests for the gymnasium project (owned by the City of Takoma Park) in developing the FY09 Operating Budget. The Silver Spring Arts Incubator has not been included, but it may be considered in the future following an evaluation by the Arts and Humanities Council. The staff recommends that Facility Planning funds for the Takoma Park Community Center Gymnasium Addition be added. Consideration should be given to relocating the arts incubator with a relocated Progress Place.

BETHESDA-CHEVY CHASE/NORTH BETHESDA AREA

Planning Board Recommendations for the CIP:

- **Friendship Heights Community Center** – The private developer for Wisconsin Place will construct a community center for Montgomery County. Funds are needed to complete the interior furnishings. Funds will also be needed for the future operation and maintenance of the community center.
- **North Bethesda Community Center** – The private developer for Rock Spring Park will dedicate a site for the future recreation center. Funds for facility planning and construction are needed for this project.

Response:

Funds are recommended for planning and design of the North Bethesda Community Center. Funds should also be provided for the Friendship Heights Community Center in developing the FY09 Operating Budget. Additional capital funds are also needed for the Parks Department to support the Friendship Heights Community Center.

I-270 CORRIDOR AREA

Planning Board Recommendations for the CIP:

- **Clarksburg Library** – Funds are needed for design and construction of a library in close proximity to other public facilities in the Town Center as well as to retail and office areas.
- **North County Police Station in Clarksburg** – CIP funds are needed for site selection, design, and construction of this project.

- **County Service Park Relocation** – Facility planning funds are needed to implement the task force recommendations for the relocation of the Shady Grove County Service Park.
- **Germantown Library Tot Lot** – Facility planning and construction funding is needed for the tot lot on County property.
- **Clarksburg Recreation Center** – Funds are needed for site selection, planning, design, and construction.
- **Plumgar Recreation Center** – The existing recreation center is substandard and inadequate to serve the community's needs. Funds are needed to expand and renovate this facility to provide recreation and community activities to this diverse population which it serves.
- **East Germantown Recreation Center** – Site selection and facility planning is recommended for an approximately 30,000-square-foot recreational center to serve East Germantown.

Response:

The Clarksburg Library, the North County Police Station, and the County Service Park Relocation are included in the Executive CIP. The Clarksburg and the Plumgar Recreation Centers are recommended for partial funding. The Germantown Library Tot Lot is excluded from the recommended CIP, but marked for possible future consideration. Staff supports the Executive recommendations for the Clarksburg Library and the County Service Park Relocation, with the added comments that the proposed parking for the Clarksburg Library be decreased due to watershed sensitivity, and that the ongoing study for the County Service Park Relocation be completed. Staff also supports the Executive recommendations for the North County Police Station in Clarksburg, and the recommended funding of the Clarksburg and Plumgar Recreation Centers, but suggests full rather than the partial funding of the centers. Staff recommends that the East Germantown Recreation Center, not recommended for funding by the Executive, be funded for site selection and facility planning.

Funding for the construction of the Clarksburg Library presently depends on the creation of Development Districts. If these Districts are not formed, alternative funding will be needed.

Planning Board Recommendation for the CIP:

- **Bioscience Center** – The Executive recommends planning and design for a Bioscience Education Center at Montgomery College-Germantown, but construction is deferred until FY12-14.

Response:

This project scope has been revised to include the Germantown Access Road project (#076611) to provide additional access to the campus and future business park. This roadway will provide a much-needed addition to the East Germantown Policy Area network which the Annual Growth Policy determines as inadequate. The location for the roadway should protect the significant upland interior forest stand on the College property and minimize disturbance of the Gunners Branch stream valley from utilities, roads, drive aisles, parking, or building program. The location and finish grade of the roadway should not preclude the Light Rail option for future transit service to the College via the Corridor Cities Transitway.

POTOMAC SUBREGION

Planning Board Recommendations for the CIP:

- **North Potomac Community Center** – This project provides for the design and construction of a 33,000 square-foot community center and a site of approximately 17 acres on Travilah Road, adjacent to Big Pines Local Park. This project is a priority for North Potomac, as the center is projected to serve a population of over 30,000 citizens, and the area has no existing community center. The project includes a Senior Center, and the need was identified in both the 1998 Park Recreation and Open Space Master Plan, and the 2002 Potomac Subregion Master Plan.
- **Scotland Neighborhood Community Center** – The focal point of the Scotland community is a neighborhood community center that is undersized and inadequate to handle the diverse social and recreational needs of the residents. The site is constricted and the available space in the center is approximately half that for a typical elementary school gymnasium. Expansion and renovation or demolition and replacement will be necessary to facilitate athletic and recreation activities for the youth population of Scotland. The need for facility planning for this center was identified in the 2002 Potomac Subregion Master Plan and should be considered a priority.

Response:

The North Potomac Community Center and the Scotland Neighborhood Community Center are recommended. Staff supports the Executive recommendation.

GEORGIA AVENUE AND RURAL AREAS EAST OF I-270

Planning Board Recommendation for the CIP:

- **Wheaton Community Center** – The Wheaton Community Center is another public facility that needs improvement. A major renovation of this facility is needed. Funds are needed for facility planning including site selection, site acquisition, design and construction. This center will provide needed recreational services to the population of Wheaton.

Response:

The County Executive has recommended a supplemental appropriation in the FY08 to fund the stabilization of the Rafferty Center and to begin design development activities. The Rafferty Center will provide a second Community Recreation Center in tandem with the existing Wheaton Recreation Center. Staff supports the Executive's recommendation.

EASTERN COUNTY

Planning Board Recommendation for the CIP:

- **Burtonsville Regional Stormwater Management** – Funds for facility planning and construction are needed for a regional stormwater management facility in the northwest quadrant of MD 198 and US 29. The facility would serve the existing elementary school, the rear access road, and existing uncontrolled development. This facility could also function as a landscape, focal area that should better define a center for Burtonsville and would be in close proximity to the rear access road and the elementary school.

Response:

A preliminary feasibility analysis was conducted by the US Army Corp of Engineers in 1996. The analysis did not support a regional pond and stated that any regional pond at this location should be evaluated as part of any redevelopment of the Burtonsville Shopping Center. The US Army Corp of Engineers analysis was completed prior to the approval and adoption of the Fairland Master Plan (May 1997). The Master Plan recommended this stormwater management plan (Table XVI) as part of the recommended additions to the CIP that would serve this planning area. Since 1997, regional wet ponds have fallen out of favor. The Burtonsville Shopping Center cannot control all the stormwater runoff for the school or other properties. Staff recommends that a regional facility, not necessarily a wet pond, may be feasible to address uncontrolled runoff.

JAC:pj:kr:ha: g:\carter\CIP Recommendations 08

Attachments

1. Memorandum from the Transportation Planning Unit
2. CIP Process
3. Review of the Recommendations by the County Executive

ATTACHMENT 1



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

January 31, 2008

MEMORANDUM

TO: John Carter, Chief
Community-Based Planning Division

VIA: Mary Dolan, Acting Chief *MD*
Countywide Planning Division

Dan Hardy, Acting Chief *DH*
Transportation Planning

FROM: Larry Cole, Highway Coordinator *LC*
Transportation Planning

SUBJECT: Recommended Additions to the FY09-FY14
Montgomery County Capital Improvements Program (CIP)

RECOMMENDATION: Transmit comments to the County Council

The purpose of this memorandum is to provide the Planning Board an overview of the transportation program in the County Executive's Recommended FY09-FY14 CIP and an opportunity to provide your comments to the County Council. *Note: Planning Board members are requested to bring their copies of the CIP to the meeting.*

Staff recommends the following comments to the County Council. The details for each item are shown later in this memorandum.

1. Full funding needs to be included in the CIP to implement the County's Pedestrian Safety Initiative, which was announced in December 2007. The Executive's Recommended CIP includes \$2.3M in additional funding for pedestrian facilities and bikeways, however most of the proposed projects are not part of the initiative. The initiative's required new spending of at least \$4.8M per year and \$32.4M over the six-year time frame of the CIP is needed to implement physical and operational improvements necessary to better enable pedestrians to use our transportation system safely and efficiently.
2. We recommend that the PDF's for all new road projects include the proposed design speed and roadway standard number to ensure conformance to the goals of the recent Road Code update.

3. We recommend that Pedestrian and Bicyclist Safety Impact Statements be required for all parking facility projects.
4. We recommend that tallies of all categories of Master Plan-recommended transportation facilities be included in the new CountyStat program so that we will be able to easily check how well we are achieving our transportation goals and prioritize our CIP funding accordingly.
5. Montrose Parkway East (No. 500717): The PDF for this project should include:
 - The SHA-approved design of the Matthew Henson Trail crossing of Veirs Mill Road. The safety of the trail must not be adversely affected by the project and if necessary to accomplish this, the project should be expanded to include the replacement of the existing culvert carrying Turkey Branch under Veirs Mill Road with a bridge that accommodates an underpass for Matthew Henson Trail.
 - A design of Veirs Mill Road that accommodates Bus Rapid Transit, a landscaped median and landscaped buffers between the sidewalks and curb to reflect the Aspen Hill Master Plan's Green Corridors Policy, and pedestrian crossings with median refuges on all legs of the Veirs Mill Road/Montrose Parkway East intersection.
 - No more than two left-turn lanes on westbound Veirs Mill Road at Montrose Parkway East.
 - Only one northbound travel lane on Parkland Drive.
 - Noise walls required because of the parkway construction. These noise walls should not be subject to competition for funding with retrofit projects.
 - A study of a 535-foot-long bridge to span the Rock Creek floodplain.
6. Traffic Signal System Modernization (No. 500704): We support the proposed upgrade of the county's traffic signal system but we must ensure that the new system is able to maximize pedestrian accommodation in our urban areas and ensure safe crossings along our transit routes. Therefore, we recommend that the Council request a presentation from DPWT on how our traffic signals currently accommodate pedestrians, what new features would be provided in this regard in the new system, and modify the PDF to include these features. The Council should also consider requesting a presentation from other jurisdictions and experts on what features could and should be included in the new system.
7. Rural and Residential Road Rehabilitation (No. 500914): The PDF for this project should require that an evaluation be done as to what changes would be needed to meet the new Road Code requirements as a reconstruction project. Since such projects may potentially damage mature street and landscape trees, some public involvement should be included in these projects so that the potential impacts can be explained and discussed with the community.

8. Street Tree Preservation (No. 500700): The funding for this program needs to be increased to fund a tree-pruning schedule that will ensure a healthy urban tree canopy and provide the resulting environmental benefits.
9. Glenmont Parking Garage Expansion (No. 500552): The CIP needs to include some additional funding for project design as it is required to be submitted to the Planning Board for review as a Mandatory Referral, but no submittal has yet been received.
10. Dale Drive Sidewalk (No. 500904): The design of this project should be reviewed to ensure that it is being done in the most cost-efficient way.
11. US29 Sidewalks – West Side (No. 500513): The PDF for this project should be modified to reflect the Countywide Bikeways Functional Master Plan's recommendation for an eight-foot-wide shared-use path along the west side of Colesville Road between Lockwood Drive and Southwood Avenue. Most of the project therefore should be built at a desired width of eight feet. We recommend that the project name be changed to US29 West Side Sidewalk and Shared-Use Trail.
12. Colesville Depot (No. 500709): The design of the improvements should be a model for making this facility as benign as possible given its sensitive location in the Upper Paint Branch Special Protection Area. The design should incorporate Low Impact Development (LID) practices and achieve a minimum of LEED Silver rating. The Environmental Overlay Zone requires that the imperviousness not be increased over the existing percentage. An SPA Water Quality Plan is required to protect the Use III trout stream.
13. We recommend that the Council urge the Executive to work with MDOT toward an agreement with CSX to ensure that where the public is incurring a higher cost as a result of constructing betterments for CSX, e.g. the County's Father Hurley Boulevard Extended project (No. 500516) or reducing their potential liability, e.g. SHA's grade-separation of Montrose Parkway at the CSX crossing, we should obtain a guarantee of better current and/or future MARC service.
14. Pedestrian Lighting Participation (No. 500920): We strongly support this project to provide the additional lighting necessary to ensure safety on State highways in Montgomery County.
15. State Roads Participation (No. 500722): Consider creating a separate project for the design of the southern entrance for the Bethesda Metro Station so that the funds are reflected in the Mass Transit/Wmata section rather than the Roads section of the transportation program.

16. Subdivision Roads Participation (No. 508000): The PDF should include Mandatory Referral to the Planning Board for individual projects funded under this item.
17. Funding for transportation demand management, including the implementation of the Shady Grove Transportation Management District, should be a priority to support the major mixed-use centers in Montgomery County.
18. The Needwood Road Bike Path be should be planned, designed and constructed between the ICC and Beach Drive concurrently with Contract A of the ICC to ensure the safety of users of the ICC Bike Path.
19. The Metropolitan Branch Trail project should be reinstated in Facility Planning – Transportation (No. 509337) to complete Phase II planning. This would ensure that the project stays on track to provide this important pedestrian and bicycle link between the Silver Spring Transit Center, Montgomery College, and the growing South Silver Spring area.
20. We recommend that the following candidates be added to the Facility Planning Program – Transportation (No. 509337):

Roads

- Shady Grove Road/Midcounty Highway intersection
- Metro Access Roadway/Crabbs Branch Way partial interchange
- Gude Drive – Rockville Pike (MD355) to Norbeck Road (MD28)
- Newcut Road, from Ridge Road (MD 27) to Comsat Drive

Bikeways and Pedestrian Facilities

- ICC Bikeway
- US29 Bikeway from MD650 to north of MD198
- Muncaster Mill Road (from Meadowside Lane to Emory Lane) and Emory Lane (from Muncaster Mill Road to Holly Lane) Bikeways
- Travilah Road Bike Path from Dufief Mill Road to River Road
- Jones Mill Road bike safety improvements/shoulders

21. Intersection and Spot Improvements (No. 507017) We recommend that the following intersections be added to this project:

- Connecticut Avenue (MD 185) at Jones Bridge Road
- Columbia Pike (US29) at Southwood Avenue
- Norbeck Road (MD 28) at Bauer Drive
- Columbia Pike (US29) at Greencastle Road
- Rockledge Boulevard at Rockledge Drive

STAFF ANALYSIS

Background

The FY09-FY14 CIP is a “full” CIP with new projects, rather than an off-year amendment. Typically, staff brings recommendations on new projects to the Board in the summer prior to the release of the CIP so that Executive Department staff can consider these comments in the creation of the draft CIP. Because of time constraints posed by the on-going work on the Annual Growth Policy and the Board’s schedule last summer, we provided our comments directly to the Department of Public Works and Transportation in August 2007. The Executive’s responses to these comments are shown on pages 5-14 through 5-22 of Volume 1 of the draft CIP.

In the preparation of these recommendations, we have considered the issues that were discussed during the update of the Annual Growth Policy and the findings of the Highway Mobility Report. A more comprehensive cross-divisional review of the capital budget is planned prior to the creation of the next County Executive’s Recommended CIP and we will start discussing the structure of that review in the next couple of months.

The funding of the overall transportation program would be reduced by 1%, but three programs would grow – highway maintenance, pedestrian facilities/bikeways, and traffic improvements – while the remaining programs – bridges, mass transit/Wmata, parking, and roads – would be cut.

The following list of projects includes those that are new or would have significant increases to their budgets, or that we believe would be of special interest to the Planning Board. The list also includes projects that we believe should be added to the CIP. We recognize that this is a tight budget year and that projects cannot be added as easily as they might in other years. Hard choices will need to be made among worthy projects with a limited number of dollars, but we believe that these are important projects. Even with the Executive’s stated priorities, the budget will need to be changed to accommodate the significant funds required to implement the County’s recently announced Pedestrian Safety Initiative, which is discussed in greater detail below.

The subprograms and projects are listed below in the order they appear in the Transportation section of the Executive’s recommended CIP.

Bridges

Clarksburg Road Bridge No. M-009B (No. 500900) provides for the replacement of this bridge between Bethesda Church Road and Moxley Road. The Mandatory Referral of this project was administratively approved in 2007.

East Gude Drive Bridge No. M-131-4 (No. 500901): provides for the replacement of this bridge over the CSX tracks just east of Rockville Pike (MD355). The Mandatory Referral of this project was administratively approved in 2007.

Facility Planning Bridges (No. 509132): The following bridges are proposed to be added to the program: Elmhirst Parkway Bridge No. MPK-13, Park Valley Road Bridge No. MPK-03, Randolph Road Bridge No. M-0800-4, and Query Mill Road Bridge No. M-0020. The last is a Rustic Road, so the improvements would have to be reviewed by the Rustic Roads Advisory Committee.

Highway Maintenance

Colesville Depot (No. 500709): This project is located within the Upper Paint Branch Special Protection Area and is subject to an 8% impervious cap. The site exceeds the cap but is grandfathered, and this project is allowed to retain, but not exceed, the current area of impervious surface. The design of improvements should be a model for making this facility as benign as possible given its sensitive location. The design should incorporate Low Impact Development (LID) practices and achieve a minimum of LEED Silver rating. The Environmental Overlay Zone requires that the imperviousness not be increased over the existing percentage. An SPA Water Quality Plan is required to protect the Use III trout stream.

North County Maintenance Depot (No. 500522): This project would accommodate 250 buses and be an important part of the Ride-On expansion program. DPWT has initiated meetings with the community, the Planning Department staff, SHA, and the Cabin Branch development team. It is important that coordination continue and we anticipate that it will be submitted as a Mandatory Referral this fall.

Rural and Residential Road Rehabilitation (No. 500914): This proposed new program would cost \$25.7 million and would replace significant segments of roadway where the pavement is in poor or very poor condition. The wording in the PDF describes this program as straddling the divide between “resurfacing”, which would not be subject to the new Road Code requirements, and “reconstruction”, which would. Given that significant segments of roadway would in fact be reconstructed, we recommend that the PDF include an evaluation of the changes that would need to be made to meet the new Road Code requirements as a reconstruction project.

Street Tree Preservation (No. 500700): The PDF notes that the program was expanded in FY84 to expand DPWT’s responsibility for street tree maintenance from 100,000 trees to over 250,000 trees. Prior to the expansion, the trees under their care were pruned every six years. This program has been so underfunded for many years that trees are pruned in response to emergency and safety concerns only. The PDF states, “A street tree has a life expectancy of 60 years, and, under current conditions, a majority of street trees will never receive any pruning.” In addition to the many problems listed that are associated with a poor maintenance schedule, we would add power outages, which are a frequent problem in the downcounty area in some neighborhoods, caused by branches falling in windstorms. An expanded program would resolve these problems and improve the streetscape by prolonging the life of mature trees. We recommend that the Board support

an increase in the funding for this program also so that the many environmental benefits associated with street trees can be achieved.

Mass Transit/WMATA

EMOC (Shady Grove) Expansion (No 500433): This project involves an expansion that would increase the capacity for Ride-On buses from its current 127 buses to 200 buses. The two year hold on this project that began with the adoption of the Shady Grove Sector Plan will lapse during the CIP cycle. The project is also now subject to potential changes in scope that might result from the Executive's Property Use Initiative.

As noted in the CIP, the two existing County owned Ride-On operations and maintenance facilities are at capacity. The County is also leasing space for the storage and maintenance of Ride-On vehicles on Nicholson Court – a facility that is also at or near capacity. Construction on the new North County Maintenance Depot (see No. 500522 above) is not expected to begin within this CIP cycle.

Continuation of the status quo could potentially make it very difficult to consider any significant expansion of the Ride-On fleet within the current CIP cycle. Should the expansion take place as described in the CIP, it would be subject to Mandatory Referral.

We recommended to Executive staff in August 2007 that they should, as part of Facility Planning – Transportation (No. 509337), determine and design needed improvements to the Shady Grove Road/Midcounty Highway intersection and the planned Metro Access Roadway/Crabbs Branch Way partial interchange to support Shady Grove Sector Plan moving to Stage 2. The Executive's response was that they have initiated a Property Use Study of the Equipment Maintenance Operations Center (EMOC) (discussed below) for its proposed relocation. These road improvements will be needed whether or not EMOC is relocated and their study can be pursued independently. We recommend that the Board reiterate this recommendation.

Silver Spring Transit Center (No. 509974): This project has been reviewed twice as a Mandatory Referral. Stage Two of the construction, the actual construction of the transit center, will begin this summer. The Commission owns a surface easement where the current urban park is located and the easement needs to be abandoned in order for the construction on the Transit Center to begin, however the MOU to resolve this issue has not yet been finalized.

Takoma/Langley Park Transit Center (No. 500715): The PDF shows the expenditure of construction funds in FY08 with completion in FY09. However, the design of the facility has not been finalized, the property is being reappraised and negotiations for purchase of the necessary right-of-way are not yet complete.

Transit Funding Overall and the County's Priorities Letter

Staff would like to again note that there remain other well-documented transit funding needs. Of particular note are the following projects for which the extent of local participation in State or regional initiatives can influence the decision-making process:

- WMATA Dedicated Funding For "Davis Bill" Match (included in current proposed CTP)
- Bethesda South Metrorail Red Line Entrance
- National Naval Medical Metrorail Red Line On Site Entrance (a BRAC project)
- Purple Line and Corridor Cities Transitway Preliminary Engineering (included in current proposed CTP)
- Veirs Mill Road Bus Rapid Transit
- Georgia Avenue Busway
- University Boulevard Bus Rapid Transit
- Ride On and WMATA Metrobus Fleet Replacement and Expansion

The above projects are central to the realization of long established federal, state, and county policy goals and objectives.

Historically, many of these projects have been noted in the County's priority letter to the Secretary and we would again expect that to be the case this year. No Board action is required on these items at this time, but we will be making a recommendation to you on projects for this year's priority letter prior to the Council's discussion, and anticipate that this will occur in May.

Parking

No new parking projects are proposed in the recommended CIP, but we note that whereas most projects in the Transportation program state that pedestrian impact analyses have been completed, no similar statement is included for parking projects. There are problems however with the design of existing facilities in regard to their interior access and how pedestrians cross the entrances to these facilities. We recommend that Pedestrian and Bicyclist Safety Impact Statements be created for all parking facility projects.

Glenmont Parking Garage Expansion (No. 500552): The site selection for this project was reviewed by the Planning Board in 2006. The design of this project is nearly 100% complete, but while we have continued to work with DPWT, the project has not been submitted as a Mandatory Referral.

Pedestrian Facilities/Bikeways

The County's Pedestrian Safety Initiative was announced in December 2007 and proposed new spending of \$4.8M per year and \$32.4M over the six-year time frame of the CIP. This effort addresses both needed physical improvements and also many of the operational problems that pedestrians face in trying to use our transportation system

funding, most of it for projects that are not covered in the initiative. Since the initiative was announced after the draft CIP process was almost completed, the likely reason the funding to pursue the initiative is not included is that it was too late to turn the ship around. However, we believe that the initiative is a well-thought out effort to comprehensively deal with the problem of pedestrian collisions and fatalities in Montgomery County and that it needs to be fully funded as announced.

Annual Bikeway Program (No. 507596): The level of funding for this program would need to be greatly increased to make any significant progress in the backlog of projects recommended by the Countywide Functional Master Plan of Bikeways, which would take decades to complete at the current rate of funding. We recommend that tallies of all categories of Master Plan-recommended transportation facilities be included in the new CountyStat program so that we will be able to easily check how well we are achieving our transportation goals.

Dale Drive Sidewalk (No. 500904) from Mansfield Road to Hartford Avenue: The Mandatory Referral of this project was approved by the Planning Board in April 2006 and has been well-received by the community despite the large impacts on adjacent property that would be required because of the need for retaining walls. These walls have greatly increased the estimated construction cost, resulting in a request for \$6M to build 1,900 l.f. of sidewalk, or \$3,158 per linear foot. By comparison, the Annual Sidewalk Program spends about \$1.4M per year to build six miles of sidewalk, or \$44 per linear foot. We agree that there is a need for a sidewalk along this road, but believe that the design of this project needs to be reviewed to ensure that it is being done in the most cost-efficient way.

Falls Road East Side Hiker/Biker Path (No. 500905): This proposed new project would construct four miles of an eight-foot-wide bike path from River Road to Dunster Road, and was approved by the Planning Board in 2005.

Greentree Road Sidewalk (No. 500506): This proposed new project would construct 6,400 l.f. of sidewalk from Old Georgetown Road to Fernwood Road.

MacArthur Boulevard Bikeway Improvements (No. 500718): The Board approved the Project Prospectus for this project in November 2003. The first phase of this project, from I-495 to Oberlin Avenue, is proposed for construction. The segment from Oberlin Avenue to the DC line is noted as underway or beginning phase II facility planning in FY09-10. The segment from Phase III from Stable Lane to I-495 is noted as beginning phase II facility planning in FY11-FY14.

Silver Spring Green Trail – Interim (No. 509975): This proposed new project would construct 4,500 l.f. of an urban trail along Wayne Avenue from Fenton Street to Sligo Creek Trail, and was approved by the Planning Board in 2003. The project was delayed because one of the State's proposed Purple Line alignments is along Wayne Avenue. The preferred Purple Line alignment should be selected by the end of the year.

US29 Sidewalks – West Side (No. 500513): This project proposes to construct 3,620 l.f. of sidewalk along the west side of Colesville Road between Burnt Mills Avenue and Southwood Avenue. It is not new to the CIP but is getting closer to construction, which is now scheduled for FY11. After the project was originally planned, the Countywide Bikeways Functional Master Plan was adopted with a recommendation that, within the above-mentioned project length, an off-road shared-use path be constructed along the west side of Colesville Road between Lockwood Drive and Southwood Avenue. Most of the project therefore should be built at a desired width of eight feet. We recommend that the PDF be modified to reflect the Master Plan’s recommendation.

Roads

Facility Planning – Transportation (No. 509337): Approximately 40% of the facility Planning projects have been delayed by two years. No new road projects have been added. Candidate projects underway or intended to start in FY 09-10 in the I-270 Corridor include Dorsey Mill Extended and I-270 Bridge, Longdraft Road widening, Mid-County Highway Extended, and Observation Drive. These facility planning projects should be coordinated with the schedule and recommendations of the on-going Germantown and Gaithersburg West Master Plan updates. Candidate projects to start in FY 11-14 include the Clarksburg Transit Center at a location to be determined. This project should be coordinated with subdivision approvals in Clarksburg.

The following sidewalk/bikeway and mass transit projects are proposed to be added to the program to begin planning after FY14:

- Dufief Mill Road Sidewalk (from MD28 to Travilah Road)
- Flower Avenue Sidewalk (Piney Branch Road to Carroll Avenue)
- UpCounty Park and Ride Expansion

The following projects were recommended for addition in our August letter to the Executive, but need to be reiterated:

- Shady Grove Road/Midcounty Highway intersection
- Metro Access Roadway/Crabbs Branch Way partial interchange
- Gude Drive – Rockville Pike (MD355) to Norbeck Road (MD28)
- Newcut Road, from Ridge Road (MD 27) to Comsat Drive
- ICC Bikeway
- US29 Bikeway from MD650 to north of MD198
- Muncaster Mill Road (from Meadows Lane to Emory Lane) and Emory Lane (from Muncaster Mill Road to Holly Lane) Bikeways
- Travilah Road Bike Path from Dufief Mill Road to River Road
- Jones Mill Road bike safety improvements/shoulders
- Needwood Road Bike Path

Of the above projects, we would highlight the need to plan the Needwood Road Bike Path and complete the construction prior to the completion of Contract A of the ICC to ensure the safety of users of this path. Contract A will construct the master planned ICC Bike Trail to a mid-block location on Needwood Road, which does not have a bikeway or sidewalk, encouraging bikers toward a segment of roadway unsafe for the basic cyclist. The master planned vision is for the trail to ultimately connect to the Shady Grove Metrorail Station and we are currently studying this connection as part of the ICC Limited Functional Master Plan Amendment. We recommend that construction of this segment of the path along Needwood Road be expedited to ensure this safe connection is available concurrently with the ICC Bike Trail construction as part of Contract A.

Also, staff is concerned that the Metropolitan Branch Trail has been dropped from facility Planning. In May 2006, the Planning Board reviewed the Project Prospectus for the Metropolitan Branch Trail and recommended that a modified alternative proceed to Phase II Facility Planning. The Board also recommended that the project be divided into three phases to spread implementation costs over a number of years: 1) Transit Center to Georgia Avenue; 2) new bridge over Georgia Avenue; and 3) trail/bike route between new bridge and existing trail segment at Takoma Park/Silver Spring campus of Montgomery College. In June 2006, The T&E Committee recommended that DPWT proceed to Phase II Facility Planning and study the master planned alignment (Option 1). This project would complement the Silver Spring Transit Center and we believe should be built immediately following the transit center's completion. To keep this project on-schedule, DPWT should study the segment between the SSTC and Georgia Avenue, as well as the bridge over Georgia Avenue. These two segments will permit college students (and trail users further south) to safely access the new transit center. The FY 09-14 CIP includes no funding for design and construction. We recommend that this project be reinstated to in the Facility Planning program.

Father Hurley Boulevard Extended (No. 500516): The PDF notes an increase in the cost estimate from \$16.3M to \$21.5M, due to higher land costs, SHA's requirement for a second left turn lane on MD118, and CSX's requirement for a longer bridge to accommodate a possible third track. Regarding the last item, given CSX's record of non-cooperation on an expansion of MARC service, we believe that the County and State need to work together to leverage the public's investment. Improvements that provide a benefit to CSX, such as this one and also SHA's project to provide a grade-separation at the CSX tracks referred to below, should also result in better current or future MARC service.

Goshen Road South (No. 500907) This proposed new project would reconstruct and widen Goshen Road to a four-lane divided roadway from south of Girard Street to 1,000 feet north of Warfield Road, a distance of approximately 3.5 miles. The Project Prospectus was approved with a design speed of 45 mph and the 30% design was nearly complete before the Road Code changes were approved last summer. At that time, it was stated that the project would be redesigned with a 40 mph design speed. The follow-up work to the Road Code changes is on-going and while a final recommendation is not scheduled until the end of April, it appears that there is a consensus that the design speed

of new and reconstructed roads should generally be the same as the posted speed. On this segment of Goshen Road, the current posted speed is 35 mph. We recommend that the proposed design speed and roadway standard number for this project be included in the PDF once the Council has made a decision on the Road Code stakeholders group's recommendations.

Montrose Parkway East (No. 500717): This project would be the largest new addition to the CIP with a cost of \$51.3M. The project is proposed to be completed in FY14. Funds have not yet been allocated by the State for the construction of the Montrose Parkway grade-separation at the CSX tracks, but the State's project is necessary for the County's project to work most efficiently, and there would be a multi-million dollar cost-saving by constructing the two together. We believe that the County needs to fund its project before the State will fund theirs and that the timeline for the Montrose Parkway East project meshes with what is possible for the CSX grade-separation. We recommend that the PDF include the provision that no construction can begin until the State's project has been fully funded for construction.

When the Board reviewed the project as a Mandatory Referral in November 2007, you made several recommendations that should be incorporated into the PDF:

- The SHA-approved design of the Matthew Henson Trail crossing of Veirs Mill Road needs to be accommodated in the proposed design. The safety of the trail must not be adversely affected by the project and if necessary to accomplish this, the project should be expanded to include the replacement of the existing culvert carrying Turkey Branch under Veirs Mill Road with a bridge that accommodates an underpass for Matthew Henson Trail.
- The design of Veirs Mill Road must accommodate Bus Rapid Transit, must include a landscaped median and landscaped buffers between the sidewalks and curb to reflect the Aspen Hill Master Plan's Green Corridors Policy, and must include pedestrian crossings with median refuges on all legs of the Veirs Mill Road/Montrose Parkway East intersection.
- There should be no more than two left-turn lanes on westbound Veirs Mill Road at Montrose Parkway East.
- Parkland Drive should have only one northbound travel lane.
- The noise walls required because of the parkway construction should be included in the PDF and not be subject to competition for funding with retrofit projects.
- The board recommended that DPWT consider studying a longer bridge to span the Rock Creek floodplain. DPWT has decided to include this study within their scope of work for the next phase.

Randolph Road from Rock Creek to Charles Road (No. 500910): This project would correct an existing safety problem at a curve and is under administrative review as a Mandatory Referral.

State Roads Participation (No. 500722): This project includes \$5M for the design of the southern entrance for the Bethesda Metro Station. Because the cost is significant, consideration should be given to breaking this out as a separate project so that it shows up as a transit project.

Subdivision Roads Participation (No. 508000): This project provides for land acquisition, design, review, and construction of roads or utility work that will benefit new subdivisions and the public at large; these roads are jointly funded with developers. Candidate projects in the I-270 Corridor include: Century Boulevard (Final Design); Clarksburg Road from MD 355 to Snowden Farm Parkway (Final Design), Grade Separation of the greenway trail at Foreman Blvd and Snowden Farm Parkway (Preliminary Design); Locbury Drive (Preliminary Drive). The last project has been moved under this PDF from its former location in Facility Planning – Transportation (No. 509337). We have had difficulty in getting DPWT to submit these projects for mandatory referral review even though they clearly fall within the scope of the Mandatory Referral law. We recommend that the PDF include the requirement that these projects be submitted as Mandatory Referrals.

Thompson Road Connection (No. 500912): This new project would extend Rainbow Drive 300 feet to connect to Thompson Road.

Traffic Improvements

Intersection and Spot Improvements (No. 507017): The following intersection improvements were recommended for congestion relief in our August letter to the Executive for addition under this PDF but need to be reiterated:

- Connecticut Avenue (MD 185) at Jones Bridge Road
- Columbia Pike (US29) at Southwood Avenue
- Norbeck Road (MD 28) at Bauer Drive

In addition, improvements at two intersections are needed in connection with high school expansion projects:

- Columbia Pike (US29) at Greencastle Road, in connection with the Paint Branch High School expansion
 - Rockledge Boulevard at Rockledge Drive, in connection with the Walter Johnson High School expansion

Pedestrian Lighting Participation (No. 500920): This project would contribute funds toward providing additional lighting on SHA projects. SHA's lighting policy only provides lighting at intersections, but not all intersections, whereas County policy is to provide continuous lighting along the roadway. The requested funding is only \$60K to provide the additional lighting needed on the two SHA projects listed: Woodfield Road Widening (Airpark Road to Fieldcrest Road) and the Rockville Pike (MD355)/Montrose interchange, but this will need to be increased to approximately \$2M when the final bids

are obtained by SHA. We believe that the additional lighting proposed is critical to ensuring public safety on these projects and that it should be fully funded.

Friendship Heights Pedestrian/Transit Enhancement (No. 500322): This project would reconstruct the median on Wisconsin Avenue between Western Avenue and Willard Avenue and provide an additional left turn lane at a cost of \$396K. The project name appears to be a misnomer since it would provide more of a traffic benefit than a pedestrian or transit improvement.

Silver Spring Traffic Improvements (No. 508716): This project provides intersection and roadway improvements to support the Silver Spring CBD. The biggest current project is to provide additional turn lanes on Dale Drive at Colesville Road. The public meeting for this project was scheduled for January 17, 2008 but was cancelled because of snow. Following its rescheduling, the project will be presented to the Board as a Mandatory Referral.

Traffic Signal System Modernization (No. 500704): Phase I of this project was a study of the County's existing outdated traffic signal system and a recommendation for an upgrade. Phase II consists of the replacement of our existing system and is proposed for inclusion in the CIP at an additional cost of \$31.5M, the second largest new request in the transportation program.

As congestion rises, we need to have the best tools to manage that traffic. At the same time, the county is becoming more urban and our traffic signal operation needs to provide better pedestrian access. Where we have found less than desirable pedestrian timing, DPWT staff's response has often been that there are limitations that cannot be overcome with the existing equipment. The County should ensure that the new system is state-of-the-art, able to maximize pedestrian accommodation in our urban areas and ensure safe crossings along our transit routes. Therefore, we recommend that the Council request a presentation from DPWT on how our traffic signals currently accommodate pedestrians, what new features would be provided in this regard in the new system, and modify the PDF to describe and require these features. The Council should also consider requesting a presentation from other jurisdictions and experts on what features could and should be included in the new system.

ATTACHMENT 2

CIP PLANNING PROCESS

ACTIONS BEFORE THE START OF THE FORMAL CIP CYCLE

The CIP is part of an ongoing planning, programming, and implementation cycle. The CIP process provides a significant means of implementing the recommendations in a master plan.

Approved and Adopted Master Plans: Each master plan lists the CIP projects required for implementation. The master plan describes each proposed CIP project, the location, the responsible agency, and the implementation time table. Recent master plans contain separate implementation plans (e.g. Shady Grove Sector Plan, the East Silver Spring Master Plan, and the North and West Silver Spring Master Plan). These master plans also instituted advisory groups to assist in implementation.

CIP Forums by Citizens' Advisory Boards: The M-NCPPC and the Executive Citizens' Advisory Boards hold forums to discuss the proposed items to be included in the CIP. At these forums, the Montgomery County agencies and the M-NCPPC explain projects and priorities, and ask the public for their priorities and comments. The Citizens' Advisory Boards review each project and send recommendations to the appropriate agencies identifying the priorities.

M-NCPPC Comments on the CIP Relayed to the Executive: After the CIP forums are completed, the staff of the M-NCPPC prepare recommendations based on the master plan guidelines and the input during the citizen forums. In July, before the Executive CIP cycle, the Planning Board recommends priorities to the Executive based on the staff report. The Planning Board recommendations are intended to implement master plan recommendations, and identify the facilities needed to implement recent regulatory planning efforts.

ACTIONS DURING THE FORMAL CIP CYCLE

Executive Recommended CIP – By Charter, the County Executive develops and recommends budget proposals and the Council authorizes expenditures and sets property taxes. The six-year CIP period starts July 1 and ends June 30 the next year. The CIP is published by January 15. Governmental agencies and County departments submit CIP requests to the Office of Management and Budget (OMB). Based on the recommendations from the agencies and the M-NCPPC comments, the Executive reviews such requests between September and December, and submits the Recommended Executive Six-Year CIP by January 15 of even-numbered years.

CIP Review by the Planning Board: The Planning Board reviews the Executive Recommended Six-Year CIP in January. The Planning Board sends official comments to the Council President by early February.

CIP Approval by the County Council: The Council holds public hearings on the County Executive Recommended CIP no earlier than 21 days after their receipt. Following public notice and input, the Council begins its CIP review, and a designated Council committee reviews each CIP category area. In April and May, the full Council reviews the Committee recommendations, and takes final action on each project of the CIP in even-numbered years. The County Council approves and appropriates funds for the CIP by June 1, and sets the property tax levies to finance the budget by June 30.

ACTIONS DURING CIP IMPLEMENTATION

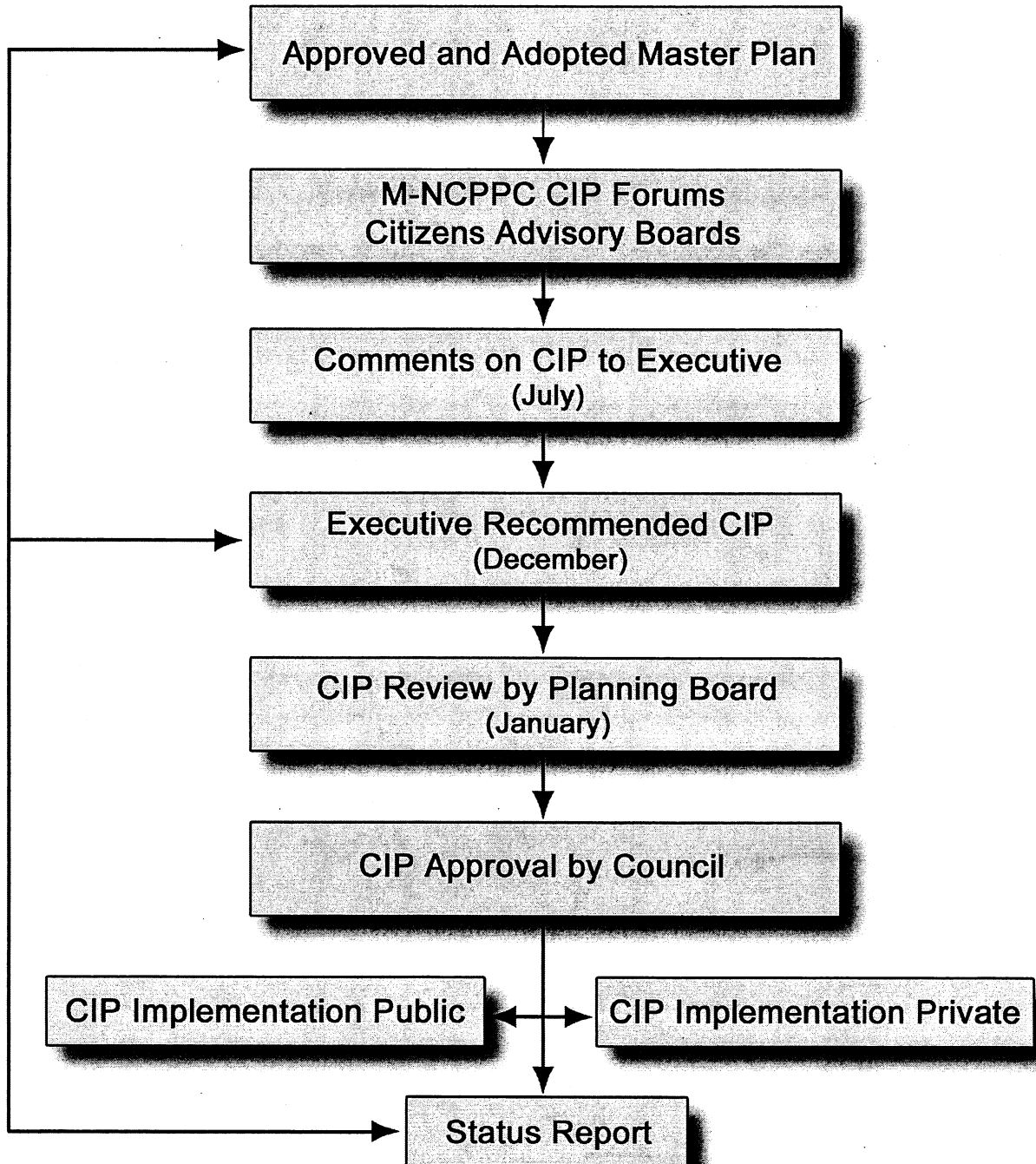
Public Sector: Montgomery County submits Mandatory Referrals to the Planning Board for proposed County projects for review and comment. Each agency provides public notice of these projects and provides opportunities for public comment. The Planning Board reviews Mandatory Referral projects including conformance with the appropriate master plan, and the CIP. The Planning Board's comments are advisory, and the statute permits the applicant to overrule the Planning Board's action and proceed.

Private Sector: A substantial number of projects are built or financed by the private sector. Since the needs for many CIP facilities are generated by proposed private development projects, agreements are often negotiated with the proposed developers to build or provide funds for a capital facility as a condition of approval of a rezoning, project plan, subdivision, site plan or special exception. In some cases, CIP projects are financed, or partially financed by a number of developers of private projects benefitting from the project(s).

To help track CIP transportation projects financed by the private sector, every two years the Planning Department submits a status report on transportation projects constructed by the private sector.

Master Plan Status Report: The M-NCPPC prepares a Master Plan Status Report to track CIP projects recommended by each Master Plan. This Report tracks every Planning Area and identifies the status of recommended CIP projects. This Report is intended to aid officials to set funding priorities.

MONTGOMERY COUNTY
CAPITAL IMPROVEMENTS PROGRAM (CIP)
Preparation, Review and Implementation Cycle



Project: Capacity and Countywide Projects
School Gyms
Current Replacements/Modernizations

Status: The Board of Education's (BOE) Requested FY 09-14 CIP maintains the completion dates for all individual school projects, all systemic projects, and all modernizations, with the exception of a one-year delay for Paint Branch High School. The County Executive recommends 95% of the Board of Education's request, and expects the BOE to prioritize its projects within that allocation. Continued reductions in the number of portable classrooms is expected.

Portable Classrooms (East County)

We continue to be concerned about the number of portable classrooms in East County and the projections that elementary school enrollment will exceed building capacity each year, now through the out-year 2021. This signals a constant need for portable classrooms. While portable classrooms are a good short-term solution to overcrowding, they should not be a permanent solution. Instead, we strongly recommended the building additions now only under consideration in the 2007-2012 CIP for Fairland, Jackson Road, and Sherwood elementary schools.

Project: Classroom Addition Projects

Status: The Board of Education's (BOE) Requested FY 09-14 CIP maintains the completion dates for all individual school projects, all systemic projects, and all modernizations, with the exception of a one-year delay for Paint Branch High School. The County Executive recommends 95% of the Board of Education's request, and expects the BOE to prioritize its projects within that allocation. The BOE's request includes funding for nine elementary school addition projects (including Fairland, Jackson Road, and Sherwood elementary schools), as well as funding to reopen a new elementary school in the Downcounty Consortium. These capacity projects will allow MCPS to reduce the relocatable classroom inventory significantly.

Farquhar Middle School (East County)

We endorse maintaining Farquhar Middle School's position in the modernization schedule. While the school's PTA is interested in accelerating their position in the timetable, this would not be practicable under school board policy. Rather, we urge that the Farquhar CIP not slip if the budget becomes tight. To that end, we urge your collaboration with our delegation in seeking the State funding needed for the school system's capital projects.

Project: Current Replacements/Modernizations

Status: The Board of Education's Requested FY09-14 CIP maintains the completion dates for all modernization projects, with the exception of a one-year delay for Paint Branch High School. The County Executive recommends 95% of the Board of Education's request, and expects the BOE to prioritize its projects within that allocation.

FY09-14 PRIORITIES RECOMMENDED BY MONTGOMERY COUNTY PLANNING BOARD

The Planning Board has identified new FY09-14 Countywide initiatives. These initiatives include general topics that apply to several geographic areas. The priorities identified in this set of recommendations emphasize community facilities, pedestrian connections and streetscaping, environmental quality and energy conservation, Silver Spring CBD traffic improvements, green corridors policy, Needwood Road bike path, facility planning transportation projects, and transportation demand management. Additional specific project priorities have been arranged by seven geographic areas.

General Countywide Area

Community Facilities

Community Facilities includes community and recreation centers, other recreational venues, libraries, police stations, and the county service park. The improvement of existing community centers to serve the recreation needs of several communities should receive high priority. A general fund is needed for facility planning for these community centers. This would be used to identify sites, establish joint development options identify and estimate costs, and set priorities for the next series of community centers to be funded by Montgomery County. CIP funds are needed to plan, design, and construct needed public facilities such as libraries, service centers, other recreational opportunities and police stations in the county. These public facilities contribute to the high quality of life that Montgomery County offers residents. Funding by Montgomery County for a library, police station, and the county service park should also receive high priority. Priority projects include the following:

- Gymnasium addition to the Takoma Park Community Center
- Friendship Heights Community Center – Operational funds and limited CIP funds are needed
- North Bethesda Community Center – Facility planning and construction funds are needed
- Relocation of existing Shady Grove County Service Park – Facility planning is needed to implement master plan recommendations.

- Design and Construction of the Clarksburg Library
- North County Police Station in Clarksburg – Facility planning and construction funds are needed.
- Clarksburg Recreation Center – Site selection, planning, design and construction funds are required
- Plumgar Recreation Center
- East Germantown Recreation Center
- North Potomac Community Center
- Scotland Neighborhood Community Center
- Wheaton Community Center

Projects: Recreation Facility Modernization

Wisconsin Place Center
 North Bethesda Community Recreation Center
 Facility Planning: MCG, (Clarksburg/Damascus Community Recreation & Aquatic Center)
 Plum Gar Neighborhood Recreation Center
 Facility Planning: MCG, (Comprehensive Recreation Facilities and Services Development Plan, 2010-2030)
 North Potomac Community Recreation Center

Status:

- *The County Executive recommends the Recreation Facility Modernization project to develop a comprehensive plan for recreation facility modernization. The Takoma Park Community Center is owned by the City. The County Executive will consider formal requests for County support of this project as part of development of the FY09 Operating Budget.*
- *The Wisconsin Place Center Friendship Heights is scheduled to commence operations in FY09.*
- *The planning and design for the North Bethesda Community Recreation Center continues and is dependent on reaching agreement with the developer.*
- *The County Executive has initiated a comprehensive Property Use study. Options for Shady Grove Sector Plan Staging will be considered along with this study.*
- *Construction is scheduled to begin on the Clarksburg Library in FY10.*
- *A satellite Police facility is included in plans for the Clarksburg Fire Station. Construction is scheduled for FY10.*
- *The Facility Planning: MCG project includes planning for a Clarksburg Damascus Community Recreation and Aquatic Center.*
- *The Executive's recommendation includes planning and design for renovation of the Plum Gar Neighborhood Recreation Center.*
- *The East Germantown Recreation Center is not included in the Recommended CIP.*
- *Planning, design and construction for the North Potomac Community Center is included and requires pending land acquisition.*

- *The Scotland Neighborhood Community Center is included in the Recreation Facility Modernization project.*
- *The County Executive has recommended a supplemental appropriation in FY08 to fund the stabilization of the Rafferty Center and to begin design development. The Center will provide a second community recreation center in tandem with the existing Wheaton Recreation Center.*

Pedestrian Connections and Streetscaping

New construction in several communities throughout the county have created gaps in the existing sidewalk network. A program to complete the sidewalk gaps is requested as it will create new pedestrian connections and link previously isolated subdivisions (both residential and commercial) to each other. Streetscaping measures for these sidewalks should also be part of this program. The following list of pedestrian connections and associated streetscaping will complete the missing sidewalks in several communities.

- Burtonsville Streetscape improvements US 29 and MD 198
- MD 108 Sidewalk Gap Program
- MD 118 Sidewalk Gap Program from Kingsview Village subdivision south to Germantown Park and from the West Germantown Fire Station to existing sidewalk at Kingsview Village.
- MD Route 355 - Sidewalk extension from West Old Baltimore Road to pedestrian crossing to Ridge Road Recreation Park

Project: Burtonsville Community Revitalization
 MD 108 Sidewalk
 Annual Sidewalk Program

Status: Work in the vicinity of US 29 and MD 198 includes the State's project to improve the intersection; and Montgomery County's Burtonsville Access Road to improve access to shopping areas and Burtonsville Commercial Revitalization to improve the visual appearance of the commercial center.

The County has completed final design of the MD 108 Sidewalk. Construction of the portion in front of Sherwood High School is complete. The portion from Needwood Road to the entrance of the High School, excluding the developer portion, will be constructed in FY09.

The Annual Sidewalk Program funds the construction of new sidewalks throughout Montgomery County. The MD 118 and MD 355 projects are on the list of projects for future consideration under the Annual Sidewalks Program.

Environmental Quality and Energy Conservation

Ensuring and maintaining the County's high standards for environmental quality remains at the forefront of new priority projects. The countywide priorities cited in this memorandum will establish the County as a major center in the global, knowledge based economy. All proposed projects should employ methods which conserve energy and meet Leadership in Energy and Environmental Design (LEED) standards for design and construction.

Status: Maintaining the County's high standards for environmental quality and ensuring that proposed projects employ methods that meet LEED standards are important considerations for the County Executive.

Silver Spring CBD Traffic Improvements

Many of the planned pedestrian improvements were implemented before this project closed out a couple of years ago, but a number of items still need to be pursued. Constructing intersection neckdowns would be beneficial in improving pedestrian safety by reducing pedestrians' exposure to traffic, similar to what was recently done along Norfolk Avenue in Bethesda. Staff believes that a greater safety benefit would be gained by implementing such improvements on the side streets along Georgia Avenue and Fenwick Lane and Fidler Lane, for example, where there is a full-time on-street parking that could be sheltered by bumping out the curb at the intersection. Also, raised planting beds or other barriers in medians and along selected segments of sidewalk would be effective in deterring unsafe mid-block crossings of major roads. The raised median on Georgia Avenue at the Discovery headquarters has been very effective in this regard.

Traffic signal timings, including advance WALK signals and longer crossing times, should be evaluated to determine where better pedestrian accommodation should be provided to reflect the larger increase in pedestrian traffic in Silver Spring over the last few years.

Project: Facility Planning: Transportation
Pedestrian Safety Program

Status: Recommendations will be considered for the Facility Planning: Transportation Program in the future. The Pedestrian Safety Program provides for the review and analysis of existing physical structures and traffic controls to improve safety and the walking environment for pedestrians.

Green Corridors Policy

The Aspen Hill and Kensington-Wheaton Master Plans call for street trees to be planted along major roadways to benefit the environment and aesthetics, and to make areas

more pedestrian-friendly. Staff's observation is that the County has been more vigilant lately about removing trees that are in failing health. A similar effort should be initiated to replace those trees and plant additional trees along major highways and arterials in the urban and suburban parts of the county.

Projects: Street Tree Preservation

Status: The County's approach to street trees continues to include removal of dead or unhealthy street trees, reforestation, and efforts to achieve a pruning program which will protect the health of street trees.

Needwood Road Bike Path, from ICC to Beach Drive/Rock Creek Park

Facility planning for the rest of the ICC Bike Path is recommended in the Facility Planning Transportation Projects, but the construction of this segment of the path along Needwood Road needs to be advanced. This will ensure that safe connection is available from area pedestrian and bicyclist facilities, to the trail to be constructed, as part of the ICC project that terminates at Needwood Road.

Status: A bike path along Needwood Road will be considered in the Facility Planning: Transportation project in the future.

Additional Transportation Priorities

We recommend these additional transportation items:

- Supplemental funding for the Silver Spring CBD Transit Center
- Additional Park and Ride for Germantown Transit Center

Projects: Silver Spring Transit Center
Facility Planning: Transportation
Division of Transit Services Operating Budget

Status: The need for a supplemental appropriation for the Silver Spring Transit Center will be assessed once bids are received. The County Executive continues to pursue additional leased park and ride spaces for the Germantown Transit Center through the operating budget and the search for permanent solution of identifying and acquiring more parking spaces is included in the Facility

Planning: Transportation project recommended by the County Executive.

Facility Planning Transportation Projects

In its CIP comments two years ago, the Planning Board recommended that DPWT consider two additional criteria: Potential Master Plan Improvements and Potential Enhancement Funding Projects. DPWT staff have said they do not want to do facility planning projects that are not in Master Plans since they may not result in projects, adversely affecting their Staffing. Therefore, staff does not recommend that we pursue this. We recommend that the following candidates be added to the Facility Planning Program:

- Urban Areas Streetlighting Analysis
- Urban Areas Bicycle and Pedestrian Improvements
- Shady Grove Sector Plan Staging
- Stringtown Road, East of Frederick Road (MD355)
- Equipment Maintenance Operations Center (EMOC) Facility Relocation Access Improvements
- Gude Drive
- Newcut Road, from Ridge Road (MD 27) to Comsat Drive
- US29, from Industrial Parkway to New Hampshire Avenue (MD650)
- ICC Bike Path
- North Bethesda Trail Extension
- Muncaster Mill Road (from Meadowside Lane to Emory Lane) and Emory Lane (from Muncaster Mill Road to Holly Lane) Bikeways
- US29 Bikeway, from New Hampshire Avenue to Blackburn Road
- US29 Bikeway (from Lockwood Drive to Southwood Drive) and Lockwood Drive Bikeway (from New Hampshire Avenue (MD650) to Columbia Pike)
- East West Highway Sidewalk from Chevy Chase Crest Condominium to Washington Avenue
- East West Highway Bridge over Rock Creek
- Travilah Road Bike Path from Dufief Mill Road to River Road
- Jones Mill Road bike safety improvements/shoulders
- Silgo Creek Trail Study of Arcola Avenue Crossings

Project: Facility Planning: Transportation
Annual Bikeway Program

Status: The Facility Planning: Transportation project includes Gude Drive, the North Bethesda Trail Extension (NIH Circulation & North Bethesda Trail Extension), and Jones Mill Road Bikelanes.

The following projects will be considered for inclusion in the Facility Planning: Transportation project in the future: Urban Areas Bicycle and Pedestrian Improvements, Newcut Road, US29 from Industrial Parkway to MD260, the ICC Bike Path, US29 Bikeway from New Hampshire Avenue to Blackburn Road, US29 Bikeway from Lockwood Drive to Southwood Drive, Lockwood Drive Bikeway, East West Highway Sidewalk, and the Travilah Road Bike Path.

Urban Areas Streetlighting Analysis will be considered for the future in the Town Center/CBD Streetlight Enhancement project.

The County Executive has initiated a comprehensive Property Use study. Options for Shady Grove Sector Plan Staging will be considered along with this study.

The Stringtown Road section will be constructed under permit by the developers.

The Equipment Maintenance Operations Center (EMOC) Facility Relocation Access Improvements study is pending a final decision on the future of the Shady Grove County Services Park and will be considered as part of a comprehensive Property Use study.

The Annual Bikeways Program includes the Muncaster Mill Road and Emory Lane Bikeways projects.

The US29 Sidewalk West project which includes the section from Lockwood Drive to Southwood Avenue, is in the preliminary design stage. The section of Lockwood Drive from MD650 to Columbia Pike, will be considered in the Facility Planning: Transportation project in the future.

The East West Highway Bridge over Rock Creek is in the MSHA bridge inventory.

The Sligo Creek Trail Study of Arcola Avenue Crossings is being reviewed for a trail crosswalk study/recommendation.

Congested Intersections

Last year, the County Council reversed its policy of not funding projects on State highways. The County will now participate in the funding of projects on State highways so that the most congested locations can be addressed regardless of who is maintaining the roads, and to use these funds to attract additional State funds to projects that would otherwise remain unfunded. This new direction and the County's joint letter on CTP priorities have been considered in staff's recommendations.

Staff recommends that improvements be made to the following congested intersections:

- Connecticut Avenue (MD185) at Jones Bridge Road
- Norbeck Road (MD 28) at Bauer Drive
- Columbia Pike (US29) at Southwood Avenue – The developer of the Burnt Mills Shopping Center is required to make some changes to the striping at this intersection as part of his development approval. But our staff believes that greater improvements would be more effective in relieving the current traffic congestion. The developer is also required to provide two bus shelters and two real time information signs. One shelter has been provided, but the developer is willing to provide a cash payment to fulfill his remaining obligation. These funds could be used to partially fund the needed intersection improvements but additional County funds would be needed.

Project: US 29 Sidewalks
US 29 Sidewalks West side

Status: The Connecticut Avenue intersection and the Norbeck Road intersection will be considered in Facility Planning: Transportation in the future. The US 29 Sidewalks projects will address congestion issues. The east sidewalk construction project has been advertised for bid and bids have been received. The west side is in preliminary design.

State Transportation Participation: Prior to consideration of these locations for funding in the State Transportation Participation CIP, they need to be included in the annual joint Executive and Council priority letter.

Transportation Management

A general fund for Transportation Demand Management continues to be needed to address traffic concerns in the major employment centers. Funds for transportation management are included in the operating budget. Transportation Demand Management is mentioned because it should be coordinated with the funds for roads, transit facilities, pedestrian connections and bicycle safety improvements which are also included in the CIP. Providing an option to the single occupant vehicle is the primary goal of Transportation Demand Management.

Status: The County Executive is considering alternative options for providing bus stop information.

SILVER SPRING/TAKOMA PARK AREA

Gymnasium Addition to Takoma Park Community Center

The existing recreation center is not centrally located and the condition of the existing building is deteriorating and inadequate to serve the community's needs. Funds are needed for facility planning and construction of this gymnasium which would provide recreational activities to the Takoma Park population in a more centrally located structure.

Project: Recreation Facility Modernization

Status: The Takoma Park Community Center is owned by the City. The County Executive will consider formal requests for County support of this project as part of development of the FY09 Operating Budget

Silver Spring Arts Incubator

An arts incubator will offer needed affordable start-up space for local artists and will enhance the Silver Spring Arts and Entertainment District. Funds are needed for site selection and acquisition, design and construction of this facility.

Status: This project is not included in the CIP but may be considered in the future following an evaluation by the Arts and Humanities Council.

BETHESDA-CHEVY CHASE/NORTH BETHESDA AREA

Friendship Heights Community Center

The private developer for Wisconsin Place will construct a community center for Montgomery County. Funds are needed to complete the interior furnishings. Funds will also be needed for the future operation and maintenance of the community center.

Status: Wisconsin Place Center, is a Neighborhood Recreation Center built as a developer project. The County Executive will consider support for this project as part of development of the FY09 Operating Budget.

North Bethesda Community Center

The private developer for Rock Spring Park will dedicate a site for the future recreation center. Funds for facility planning and construction are needed for this project.

Project: North Bethesda Community Recreation Center

Status: The County Executive recommends funds for planning and design. Negotiations with the developer continue.

I-270 CORRIDOR AREA

Clarksburg Recreation Center

Funds are needed for site selection, planning, design and construction funds.

Project: Facility Planning: MCG

Status: A Clarksburg/Damascus Community Recreation & Aquatic Center is recommended to be included in the Facility Planning: MCG Project.

Clarksburg Library

Funds are needed for design and construction of a library in close proximity to other public facilities in the Town Center as well as to retail and office areas.

Project: Clarksburg Library

Status: The County Executive recommends funds for planning, design, and construction for the Clarksburg Library.

County Service Park Relocation

Facility planning funds are needed to implement the task force recommendations of the relocated Shady Grove County Service Park.

Status: The County Executive has initiated a comprehensive Property Use study. Options for the Shady Grove County Service Park will be considered along with this study.

Germantown Library Tot Lot

Facility planning and construction funding is needed for the tot lot on county property.

Status: The tot lot is not included in the current recommendation but may be considered in the future.

North County Police Station in Clarksburg

CIP funds are needed for site selection, design and construction of this project.

Project: Clarksburg Fire Station

Status: A satellite Police facility is included in plans for the Clarksburg Fire Station. Construction is scheduled for FY10.

Plum Gar Recreation Center

The existing recreation center is substandard and inadequate to serve the community's needs. Funds are needed to expand and renovate this facility to provide recreation and community activities to this diverse population which it serves.

Project: Plum Gar Neighborhood Recreation Center

Status: The County Executive recommends planning and design for the renovation of the Plum Gar Neighborhood Recreation Center.

Sidewalk Improvements along MD 118 and MD 355

The program is designed to be focused at "filling the missing sidewalk connections" along portions of MD 118 and MD 355. The following are the targeted missing sidewalk connections which will link residents to community parks and services.

- Sidewalk completion from Kingsview Village subdivision to south Germantown Park
- Sidewalk extension from West Old Baltimore Road to pedestrian crossing to Ridge Road Recreation Park
- Sidewalk from West Germantown Fire Station to current sidewalk at Kingsview Village

Project: Annual Sidewalk Program
Facility Planning: Transportation
MSHA Retrofit Sidewalk Program

Status: The Kingsview Village connection and the sidewalk from the West Germantown Fire Station will be considered for the Facility Planning: Transportation project in the future.

The Facility Planning: Transportation program includes the Oak Drive/MD 27 (Ridge Road) Sidewalk recommended to begin in FY09-10.

The Annual Sidewalk Program funds the construction of new sidewalks throughout Montgomery County. Requests originate from private citizens, homeowners associations and various government organizations. The requests are evaluated and prioritized on their ability to display a public use and need. A specific criteria used to evaluate these requests is whether or not the requested sidewalk will provide a missing link to other networks of sidewalks. Montgomery County DPWT works with the State under the MSHA Retrofit program to provide a 50/50 cost share for

the construction of sidewalks along State maintained roadways and will evaluate construction of the above missing sections under these programs.

POTOMAC SUBREGION

North Potomac Community Center

This project provides for the design and construction of a 33,000 square foot community center and a site of approximately 17 acres on Travilah Road, adjacent to Big Pines Local Park. This project is a priority for North Potomac, as the center is projected to serve a population of over 30,000 citizens and the area has no existing community center. The project includes a Senior Center, and the need was identified in both the 1998 Park, Recreation and Open Space Master Plan and the 2002 Potomac Subregion Master Plan.

Project: North Potomac Community Recreation Center

Status: North Potomac Community Recreation Center is recommended and land acquisition is underway.

Scotland Neighborhood Community Center

The focal point of the Scotland community is a neighborhood community center that is undersized and inadequate to handle the diverse social and recreational needs of the residents. The site is constricted and the available space in the center is approximately half that for a typical elementary school gymnasium. Expansion and renovation or demolition and replacement will be necessary to facilitate athletic and recreation activities for the youth population of Scotland. The need for facility planning for this center was identified in the 2002 Potomac Subregion Master Plan and should be considered a priority.

Project: Recreation Facility Modernization

Status: The Executive recommends a new Recreation Facility Modernization project to develop a comprehensive plan for recreation facility modernizations and includes the Scotland Neighborhood Recreation Center. This project will serve as a mechanism to prioritize work and to begin facility renovation.

GEORGIA AVENUE AREA

Wheaton Community Center

The Wheaton Community Center is another public facility that needs improvement. A major renovation of this

facility is needed. Funds are needed for facility planning including site selection, site acquisition, design and construction. This center will provide needed recreational services to the population of Wheaton.

Project: Wheaton Community Recreation Center – Rafferty

Status: The County Executive has recommended a supplemental appropriation in FY08 to fund the stabilization of the Rafferty Center and to begin design development activities. The Rafferty center will provide a second Community Recreation Center in tandem with the existing Wheaton Recreation Center.

EASTERN COUNTY AREA

Burtonsville Regional Stormwater Management

Funds for facility planning and construction are needed for a regional stormwater management facility in the northwest quadrant of MD 198 and US 29. The facility would serve the existing elementary school, the rear access road and existing uncontrolled development. This facility could also function as a landscape focal area that should better define a center for Burtonsville and would be in close proximity to the rear access road and the elementary school.

Status: A preliminary feasibility analysis was conducted by the U.S. Army Corps of Engineers as part of the Patuxent River Reconnaissance Study (July 1996). The analysis determined that the site was not well suited for a regional pond and that any regional pond at this location should be evaluated as part of any redevelopment of the Burtonsville Shopping Center during the Stormwater Management Concept review. Any regional pond constructed on this site would also have forest impacts.

Burtonsville Streetscape Improvements US 29 and MD 198

Streetscape improvements are needed along MD 198 and Old US 29. This project needs to be coordinated with the State Highway Administration (SHA) and DPWT. Improved pedestrian access between the residential and commercial areas would further help define the Burtonsville area as a place.

Project: Burtonsville Community Revitalization

Status: Work in the vicinity of US 29 and MD 198 includes the State's project to improve the intersection; and Montgomery County's Burtonsville Access Road to improve access to shopping areas and Burtonsville Commercial Revitalization to improve the visual appearance of the commercial center.

MD 108 Sidewalk Gap Program

New residential and commercial development along MD 108 between Sandy Spring and Ashton has resulted in more sidewalks, but there are gaps in the sidewalk network. A program identifying gaps in the existing sidewalk network is needed. This program should be coordinated with SHA and would provide continuous pedestrian access between the village centers, the high school, museum, and other local facilities and services.

Project: MD 108 Sidewalk
Annual Sidewalk Program
MSHA Retrofit Sidewalk Program

Status: The County has completed final design of the MD 108 Sidewalk. Construction of the portion in front of Sherwood High School is complete. The portion from Needwood Road to the entrance of the High School, excluding the developer portion, will be constructed in FY09.

