



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

MCPB
ITEM NO.
7-3-2008

June 26, 2008

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Dan Hardy, Acting Chief *DKH*
Transportation Planning
County-wide Planning Division

William R. Barron, Team Leader Eastern County
Community-Based Planning Division *BB*

FROM: David Paine: (301) 495-2191, Transportation Planning *DP*
County-wide Planning Division

PROJECT: Dale Drive at Colesville Road Intersection Improvements
North and West Silver Spring Master Plan

REVIEW TYPE: Mandatory Referral No. 08806-DPWT-1

APPLICANT: Department of Public Works and Transportation (DPWT)

APPLYING FOR: Plan Approval

RECOMMENDATION: Approval with the following comments to the Department of Public Works and Transportation (DPWT):

1. Construct sidewalk offset from the curb by landscape panel on Dale Drive throughout the project. If constructing sidewalk at the edge of the curb, the sidewalk section should be 2' wider to provide a buffer for pedestrians from the travel lane.
2. Address the detailed staff comments included in Attachment A.
3. Complete a tree save plan to be approved by Environmental Planning staff before clearing of forest, understory, tree removal, or demolition on the subject site may commence.

PROJECT DESCRIPTION

The proposed project would add two additional turn lanes to the Colesville Road and Dale Drive intersection, and construct a sidewalk on both sides of Dale Drive within the project limits. The purpose is

to provide improved safety and traffic flow for the intersection and add pedestrian accommodation. This is the final project to be constructed under the umbrella of PDF Silver Spring intersection improvements (PDF #508716) established to implement area wide improvements needed to support the 2000 Silver Spring CBD Sector Plan development.

Figure 1 shows the site location and Figures 2 and 3 show the project plan for the west and east sides of Colesville Road, respectively.

The ultimate configuration would include dual left turn lanes and a shared through right turn lane on east bound Dale Drive, and separate left, through, and right turn lanes on west bound Dale Drive. Sidewalks at least five feet wide would be constructed, with an 8 foot-wide segment on the south side of Dale Drive. The additional turn lanes, with a protected “green arrow” signal phase for left turns from eastbound Dale Drive onto northbound Colesville Road, would improve vehicular operations.

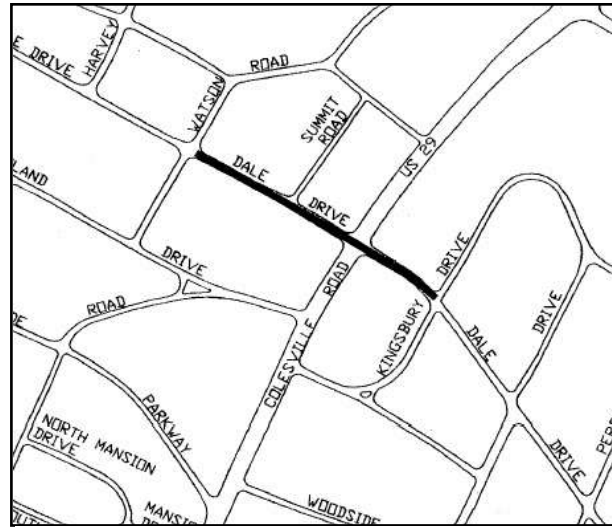


Figure 1. Site Location

The proposed improvements provide for better pedestrian access from Dale Drive to Colesville Road in both directions. Five foot-wide, minimum, sidewalks would be constructed. However, the sidewalk is proposed adjacent to the travel lanes and provides no separation of pedestrians from the travelway. **We recommend that the sidewalk be offset from the curb by landscape panel on Dale Drive throughout the project. If constructing sidewalk at the edge of the curb, the sidewalk section should be 2’ wider to provide a buffer for pedestrians from the travel lane.** This is consistent with the current standard for an arterial roadway (MC 213.01) and the County Council recommended geometry for an Arterial in Bill No. 48-06.

Staff has transmitted the more detailed comments to DPWT included in Attachment A.

Public Outreach/Community Participation

Public involvement for this phase of the project began in April 2006 and included a public meeting to discuss the project on February 28, 2008. Due in part to community response to the project and public input, several improvements to Dale Drive are being implemented/accelerated as part of the County’s bus stop improvement program, including curb extensions, marking additional crosswalks, and relocating bus stops for better visibility. Those improvements are not part of this review.

Notices of the Planning Board’s meeting were sent to area civic associations and immediate neighbors of the subject site.

Master Plan

The August 2000 North and West Silver Spring Master Plan classifies Colesville Road (US 29) as Major Highway (M-10) with a 120 foot right of way and 6 lanes, with a reversible lane. Dale Drive is classified as an Arterial Road with 80’ right of way and 2 travel lanes. The master plan notes that an additional westbound turn lane would be needed during the life of the plan, to facilitate access to and use of, transit along Colesville Road (Page 70).

Forest Conservation and Tree Protection

The site does not include any streams, wetlands, or floodplains and there are no environmental buffers on the property. There is no forest on the subject site. Exemption from submitting a forest conservation plan, 42008170E, for the Dale Drive/Colesville Road intersection improvements, was conditionally approved on May 12, 2008. However, the applicant needs to submit a tree save plan for the project. Since the property is subject to the Montgomery County Forest Conservation law there shall be no clearing of forest, understory, tree removal, or demolition on the subject site prior to the approval of the tree save plan.

DP:

Attachment

MR mmo to mcpb re ColesDale.doc

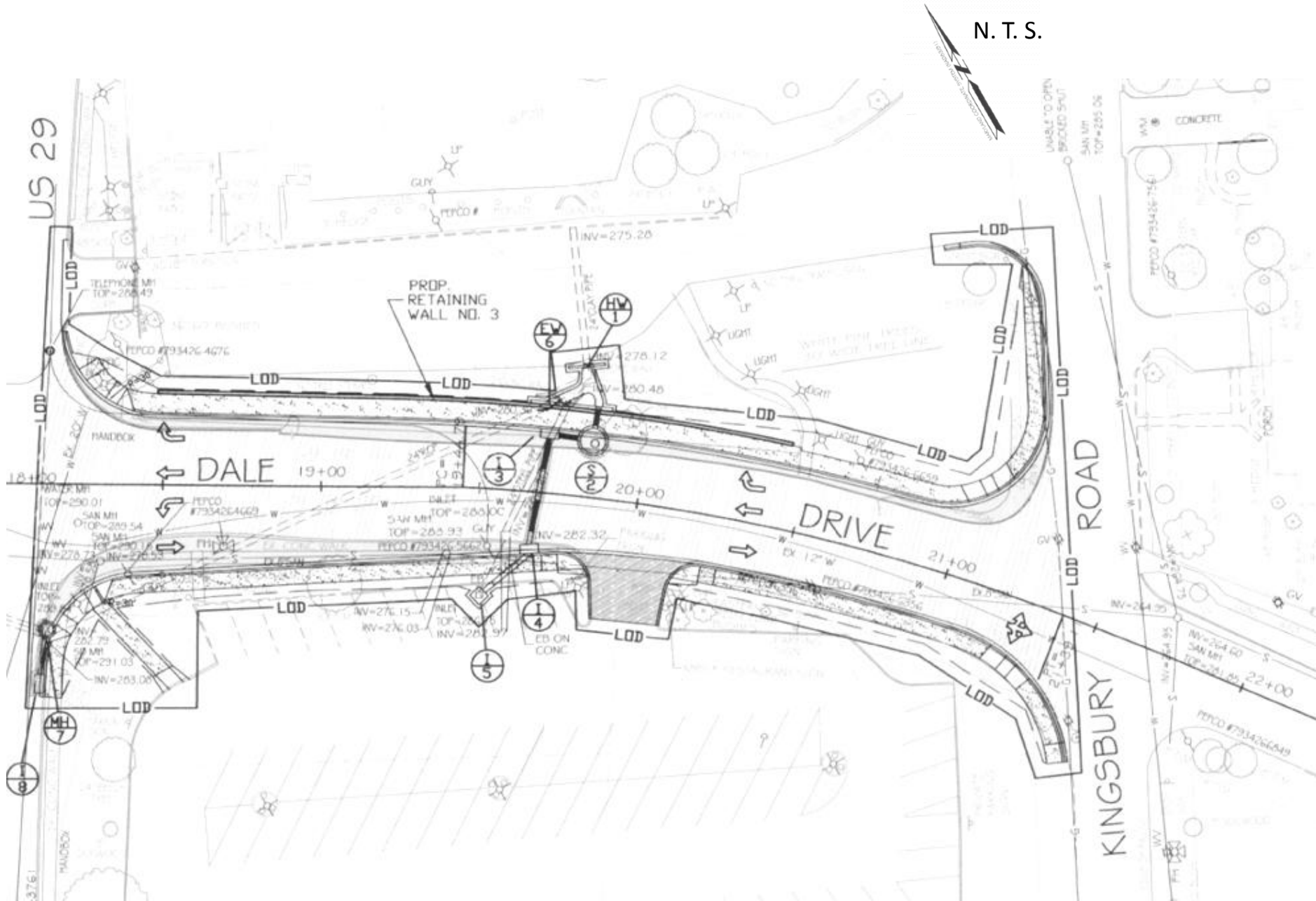


Figure 3. Dale Drive East of Colesville Road

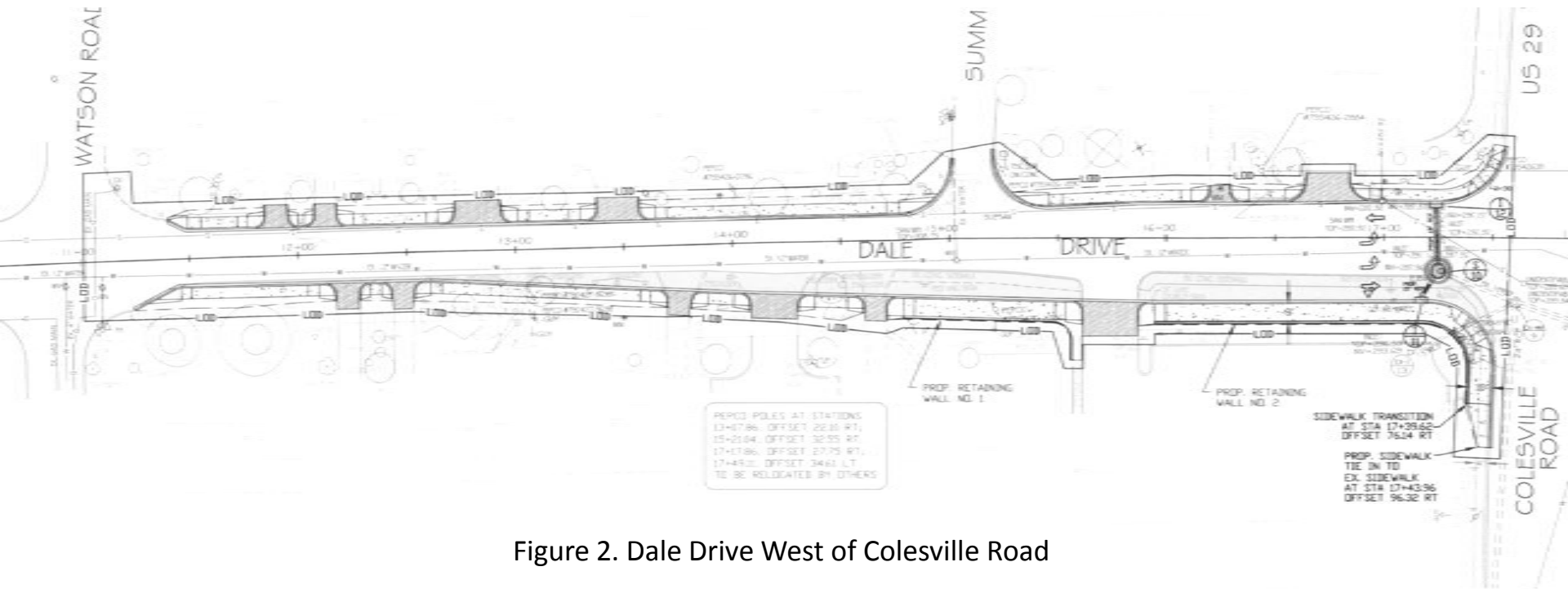


Figure 2. Dale Drive West of Colesville Road

Attachment A Detailed Staff Comments

Staff transmitted the following detailed comments on the plans to DPWT on June 25, 2008.

1. Sidewalk should be pulled outside of pedestrian ramps where possible, including at intersections and driveways.
2. The former driveway entrance on the northeast quadrant should be removed by this project and replaced by the appropriate curb, landscape and sidewalk section (STA 18 + 15, Sheet 4 of 8).
3. The radius of the northwest quadrant of the intersection with Dale Drive and Colesville Road may need to be widened, slightly, to allow for safe turning movement of larger vehicles (STA 17 + 50 Sheet 2 of 8).
4. The sidewalk on the south side of Dale Drive should be routed around the power poles (located at STA 13 +10 and STA 15 + 20, Sheet 3 of 8) so as not to pose an ADA impediment.
5. The plans should show improvements done by others (The bus stop improvements project by DPWT) within the project limits. For example at the intersection of Dale Drive and Watson Road, bumpouts and a marked crosswalk are being planned/implemented, and the bus stop on the northwest quadrant moved away from the intersection. Likewise, a bus stop is located on the southwest quadrant of the Dale Drive/Colesville Road intersection and should be shown in its ultimate configuration.
6. Lighting for vehicle and pedestrian safety should be evaluated for the project area and augmented if needed.
7. Traffic signal timing plans need to ensure that adequate time is provided for pedestrians crossing Colesville Road.