



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

MCPB
ITEM# 2A
2/4/10

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Dan Hardy, Chief *DKH*
Move/Transportation Planning Division

Larry Cole, Highway Coordinator *LC*
Move/Transportation Planning Division

FROM: Justin Clarke, 301-495-4527 *jc*
Move/Transportation Planning Division

DATE: 1/28/2008

SUBJECT: Recommended Transportation Additions to the FY11-FY16
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 FY11-16 CIP and an opportunity to provide your comments to the County Council. Staff recommends the following comments to the County Council. The details for each item are shown later in this memorandum.

1. Colesville Depot (No. 500709): Modify the PDF to include re-construction of the salt/sand storage domes to allow adequate containment of the materials for storage and during loading operations and to include emergency response planning for accidents when the sand/salt may be exposed and spill into the nearby SPA stream system. Design of this facility should be coordinated with the adjacent Intercounty Connector.
2. BRAC Bicycle and Pedestrian Facilities (No. 501000): The PDF should be revised to reflect the current work scope.
3. Metropolitan Branch Trail (No. 501110): Include design for a new bridge over Georgia Avenue (MD97), per the Planning Board's comment on the Phase I Facility Planning Study. Accelerate the design and construction schedule to the extent possible so that the project opens concurrently with the Silver Spring Transit Center and the Takoma portions of the trail being constructed in the District of Columbia.

4. Annual Bikeway Program (No. 507596): Increase the funding of the bikeway program to make significant progress on implementation of the Countywide Functional Master Plan of Bikeways, which could take more than four decades to complete at current funding levels. Based on funding allocations presented at the time of adoption for the Countywide Bikeways Functional Master Plan in 2005, the proposed \$550,000 per year for the Annual Bikeway Program is \$4.5M per year below required levels while the proposed funding for standalone projects is approximately one half of required levels for FY 11-12.
5. North County Maintenance Depot (No. 500522): Coordinate PDF action with site selection committee action. The Planning Board requested and the Executive agreed to search for a location outside Ten Mile Creek watershed for this facility. Planning Department staff is serving on a site selection committee.
6. Facility Planning-Transportation (No. 509337):
 - a. Direct the Executive to prepare project schedules and funding allocations for sub-projects in preparation for the County Council Committee Worksessions.
 - b. Include a study of the Great Seneca Highway/Muddy Branch Road Multimodal Junction in FY 11 in conjunction with SHA and MTA to provide certainty that the design of the Corridor Cities Transitway by MTA will be compatible with planned roadway improvements.
 - c. The Glenmont Metro Bikeways, Clarksburg Transit Center, Randolph Road Bus Enhancements and University Boulevard Bus Rapid Transit are our highest priorities and should be at the forefront of the Executive's list of projects for facility planning.
 - d. Pursue a targeted approach to complete networks of bikeways in and around central business districts and other major activity centers such as NIH/NNMC – for which the BRAC Bicycle and Pedestrian Facilities (No. 501000) project is now proposed.. This targeted method would expedite fully functioning bikeway networks that promote bikeway usage within priority areas.
7. State Transportation Participation (No. 500722): Consider breaking out preliminary engineering for the Veirs Mill Road BRT and the Georgia Ave Busway as separate projects in the transit subcategory and breaking out the Georgia Ave pedestrian tunnel as a separate project in the pedestrian subcategory.
8. Transportation Improvements for Schools (No. 509036): Include the necessary intersection improvements at US 29 and Greencastle Road (Paint Branch High School Modernization) and Fairdale Road sidewalks (Fairland Elementary School) as part of this project.

STAFF ANALYSIS

Background

The FY11-FY16 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; Executive considers the Board’s comments in the creation of the draft CIP. Staff comments this past summer were included in Appendix G of the 2009-2011 Growth Policy, “Prioritization of Public Facilities (Resolution 16-376 F11)”, approved by the Board. The projects listed in Appendix G reflected both the vision of the Growth Policy, areas with traffic capacity constraints expressed in the 2009 Highway Mobility Report and the needs identified in the County’s Master Plans. Also included with these projects was a set of criteria for prioritization of projects requiring capital funding. The Executive’s responses to this list of recommended capital projects comments are shown on pages 5-16 through 5-20 of Volume 1 of the draft CIP. An updated matrix of priority projects is provided as a separate attachment.

Funding for transportation projects in the proposed FY 11-16 CIP represents 26.6% of all six year expenditures expressed in the CIP. Overall funding for the transportation program in the proposed CIP represents a 17% increase over the FY 09-11 CIP with expenditures in all transportation sub-categories showing an increase except for parking and traffic improvements.

The following list of projects includes those that are new, 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. It is worth reiterating the comments of County Executive Leggett who noted that the long term nature of bond financing enables continued investment in critical transportation infrastructure during tough economic times. Sustained support for construction projects during this time also enables the County to leverage some of its resources when construction costs are low. Future expenditures on some smaller projects may be partially offset by necessary contributions from the development community in accordance with County Growth Policy regulations that facilitate payment of \$11,000 per vehicle trip in lieu of construction for certain development applications.

The subprograms and projects are listed below in the order they appear in the Transportation section of the Executive’s recommended CIP (pages 17-1 through 24-11).

Bridges

The rehabilitation of bridges generally proceeds on a schedule driven by maintenance needs. The coordination of the Cedar Lane Bridge described below with the BRAC mitigation projects in Bethesda resulted in a productive integration of rehabilitation and bikeway implementation.

Cedar Lane Bridge (M0074) (No. 501105) - New Project: This new project provides for the rehabilitation of the Cedar Lane Bridge over Rock Creek. The existing four-lane roadway would be reduced to three traffic lanes (two northbound and one southbound), with a shared use bikeway on the west side and a slightly wider sidewalk on the east side. The existing bikeway will be extended under the Beltway to link up with an existing park trail, providing a continuous bikeway from Rock Creek Trail to MD355, where it will join with the BRAC Bicycle and Pedestrian Facilities (No. 501000) project. Lighting and intersection modifications at Beach Drive will also be implemented. The current scope of the project is estimated to cost \$5.1 million. The project is scheduled to begin in Fall of 2010. Construction will last approximately six months with a road closure of three months in the summer of 2011.

Facility Planning: Bridges (No. 509132): Valley Road Bridge (M0111) and Gold Mine Road Bridge (M0096) are proposed for addition to the program.

Highway Maintenance

Proposed activities at two maintenance depots require careful coordination with the County's water quality policies.

Colesville Depot (No. 500709): This project will expand and upgrade the existing DOT depot which is used for maintenance of roads in the southeastern portion of the County. The Colesville Depot is proposed to receive funds for construction which were left out of the FY 09-14 CIP. Funding in the FY 11-16 CIP is proposed to be \$9.8M. The design phase of this project is to conclude at the end of 2010 with permitting, bidding, and construction taking place in the following 24 months (through to FY 14). *Coordination is required with the design of the adjacent Intercounty Connector and the project will need to meet requirements of the Upper Paint Branch Special Protection Area. The project components listed in the PDF should include re-construction of the salt/sand storage domes to allow adequate containment of the materials for storage and during loading operations. The project should also include creation an emergency response plan for accidents when the sand/salt may be exposed and spill into the nearby SPA stream system.*

North County Maintenance Depot (No. 500522): This project will construct Phase I of a North County Depot for the Department of Transportation and General Services and is intended to accommodate the planned future growth of the County's transit fleet. This phase will accommodate 120 buses with possible further expansion to 250 buses and nearly 90 pieces of heavy equipment. The FY 2011-16 CIP represents an increase of roughly \$18.7M over the previous CIP due to revised estimates for design and construction as well as cost escalation resulting from project delays. The Planning Board requested and the Executive agreed to search for a location outside Ten Mile Creek watershed for this facility. Planning Department staff are serving on a site selection committee.

Street Tree Preservation (No. 500700): This program of selective pruning to ensure the long term viability of street trees is proposed to have reduced funding levels in FY 11 (a reduction of \$1.75M to \$250,000) but restored funding for the remainder of the CIP years to 2016. Funding for FY 2012 is proposed at \$2M and \$3M for FY 13-16.

Mass Transit

The transit projects include County Service Park relocation from the Shady Grove Metrorail station to implement the vision in the Shady Grove Sector Plan. Capital budgeting includes purchase of replacement Ride-On buses to increase fleet reliability and efficiency.

MCPS & M-NCPPC Maintenance Facilities Relocation - New Project: – This project would provide for the relocation of the Montgomery County Public Schools and Maryland-National Park and Planning Maintenance Facility from the County Service Park to the Webb Tract on Snouffer School Road. Funding for FY 11-12 is for facility planning only. See also Snouffer School Road (No. 501109).

Bethesda Metro Station South Entrance (No. 500929): The construction schedule for the project has been delayed to FY 13 although design is underway. Implementation is to be coordinated with the construction of the Purple Line. Design is scheduled through Spring 2010 with 24 months of construction to follow. Construction is dependent upon State and Federal funding.

Northern Damascus Park and Ride Lot (No. 500723) – New Project: The project provides for the design and construction of a lot located on the northern side of Ridge Road (MD 27) near the proposed intersection of MD 27 and Woodfield Road Extended. The lot will include 200 parking spaces, a bus shelter equipped with real time information, lighting, pedestrian and stormwater facilities. Design is planned for completion in spring 2010 with construction beginning in summer 2014. Project costs total \$4.5M.

Ride On Bus Fleet (No. 500821) – Funding for this project is proposed to continue through FY 16 with the number of full-size buses purchased based on per bus costs each year as follows: FY 11: 12, FY 12: 20, FY 13: 24, FY 14: 61, FY 15: 62, FY 16: 13. These buses are replacement buses to maintain the current fleet.

Equipment and Maintenance Operations Center (EMOC) (No. 500933): This project is currently in the preliminary design stage to move the EMOC to a new location in the Shady Grove Sector Plan area north of Shady Grove Road. Proposed expenditures in this CIP include construction and extend through FY 12. Project cost has increased by \$97.7M to \$134.4M due to the addition of full construction costs. The EMOC project is related to the Amity Drive Extended Facility Planning Study in that the County will be building the offsite roadway extension previously required as a condition of private sector development on the new EMOC site.

Parking

Elements of the Lot 31 mixed-use project in Bethesda will serve as a model for similar future initiatives in White Flint and Wheaton. Maintenance and renovation activities continue in all four of the County's Parking Lot Districts.

Bethesda Lot 31 Parking Garage (No. 500932): This underground facility will have a capacity of 1,100 County-operated spaces (plus 300 developer-owned spaces) and will be built below a privately funded, mixed use development. Construction costs extend through FY 12.

Parking - Wheaton Facility Renovations (No. 509709): The Wheaton Sector Plan is currently under review, but is just one of several studies ongoing in the Wheaton area. Parking lot and structure repair and maintenance should be in synch with redevelopment in Wheaton, including, but not limited to, the recently released County RFQ for redevelopment of Wheaton's parking lots.

Pedestrian Facilities/Bikeways

While significant progress is being made in implementing bikeways, annual capital funding needs should ultimately be doubled to implement the 2005 Countywide Bikeways Functional Master Plan in a timely manner.

Annual Bikeway Program (No. 507596): The annual level of funding for this program remains unchanged. The overall level of funding for the six-year period has increased by \$228,000, with more funding for planning, design, and supervision and less for construction. *Staff recommends that funding of the bikeway program be increased to make significant progress on implementing the Countywide Functional Master Plan of Bikeways, which will take more than four decades to complete at current funding levels.*

Bethesda Bikeway and Pedestrian Facilities (No. 500119): This proposed project would construct pedestrian and bicycle improvements as specified in the Bethesda CBD Sector Plan to complete the requirements of Stage I development. Bicycle facilities would be constructed on Bethesda Avenue, 47th Street, and Willow Lane. Construction is scheduled to be completed in FY13. The project is on hold until the Bethesda Lot 31 Parking Garage (No. 500932) is constructed.

BRAC Bicycle and Pedestrian Facilities (No. 501000) – New Project: This proposed would construct bicycle and pedestrian facilities in vicinity of the National Naval Medical Center. *The PDF should be revised to include the current workscope, now anticipated to be:*

1. Shared-use path on West Cedar Lane between Old Georgetown Road (MD 187) and MD355 and on Cedar Lane to just east of MD355.
2. Pedestrian and bicycle safety improvements on existing sidewalks and bike paths on Battery Lane and Glenbrook Parkway.
3. Sidewalk on the east side of Rockville Pike (MD 355) between Jones Bridge Road and East Cedar Lane.

4. Shared-use path on Jones Bridge Road between Rockville Pike (MD 355) and Connecticut Avenue (MD185).

This project would be completed in FY12 for a cost of \$4,650,000. Note that item #4 would be a change from the bicycle lanes recommended in the Countywide Functional Master Plan of Bikeways and referenced in the PDF.

Dale Drive Sidewalk (No. 500904): This project would construct sidewalks between Mansfield Road and Hartford Avenue in Silver Spring. The Mandatory Referral of this project was approved by the Planning Board in April 2006. The cost of this project has increased by \$470,000 to \$5,370,000 due to increased construction costs and WSSC relocation work.

Falls Road East Side Hiker/Biker Path (No. 500905): This project would construct four miles of an 8 ft wide shared-use path from River Road to Dunster Road. It was approved by the Planning Board as a Mandatory Referral in 2005. Cost has increased by \$4.1 million to \$20.9 million due to more accurate design and construction cost escalations. The scheduled construction completion has been pushed back two years to FY16.

Greentree Road Sidewalk (No. 500506): This project would construct 6,400 linear feet of sidewalk from Old Georgetown Road to Fernwood Road. The project completion has been pushed back a year to FY13 and the cost has increased by \$230,000 to \$3.5 million due to construction cost escalations.

MacArthur Blvd Bikeway Improvements (No. 500718): The Board approved the Project Prospectus in November 2003. The first phase of the project, from I-495 to Oberlin Avenue, is proposed for construction. This 13,800 linear foot segment would widen shoulders 2 to 3 feet and upgrade the existing shared-use path to current standards. The proposed completion date has been pushed back from FY12 to FY14.

Metropolitan Branch Trail (No. 501110) – New Project: The Metropolitan Branch Trail is a vital component of the regional bikeway network and the multimillion dollar investment in the revitalization of Silver Spring. It is expected to rival the Capital Crescent Trail in usage, with 300-500 trail users per hour on weekends and 50-150 users per hour on weekdays, after the Silver Spring Transit Center opens.

The Silver Spring CBD Sector Plan recommends an alignment that constructs a new bridge across Georgia Avenue (MD 97) and a tunnel under Burlington Avenue (MD 410). In May 2006, the Planning Board unanimously recommended carrying the full master-planned alignment into Phase Two Facility Planning. Due to the high cost of this project, the Board stated in a letter dated May 25, 2006 that an interim alignment that constructs a new bridge across Georgia Ave, with an at-grade crossing of Burlington Avenue, might be an acceptable stage in implementing the full master plan alignment.

The total proposed cost for design, engineering and right of way acquisition is \$6.0 million. Design begins in FY13 and land acquisition begins in FY14. Funding for construction is not included. A future study would implement the remaining portions of the Master Plan alignment.

The proposed interim project does not include a new bridge across Georgia Ave however, but would use the existing WMATA/CSX bridge that is only six feet wide. AASHTO guidance for shared use path bridge design indicates that the width should be a minimum of 14 feet.

We believe that the existing WMATA/CSX bridge cannot accommodate the high volume of trail users that are expected; it would become a choke point for trail users and a significant safety concern because of conflicts between bicyclists and pedestrians. *We recommend that the Board restate your recommendation for a new bridge over Georgia Avenue.*

This project is one of the top priorities in the Growth Policy. It connects the Silver Spring Transit Center (expected to open in 2011) with the District of Columbia portion of the trail (with the Takoma portion expected to open by 2012). We recommend that design of the Metropolitan Branch Trail start in FY 11 and that land acquisition and construction be accelerated so that the project schedule more closely follows the completion of adjacent facilities.

Shady Grove Access Bike Path (No. 500600): This project would construct a 10 foot wide bike path from Shady Grove Road to Redland Road (4,700 linear feet) along the east side of the WMATA Access Road, a bikeway ramp from the new bike path to an existing bikeway on Crabbs Branch Way (500 feet), and a 200 foot long connection between the new bike path and the Shady Grove Metrorail station. The PDF description no longer includes raised crosswalks, speed humps, and appropriate signage on the access road. Construction is now expected to be complete in FY 11 instead of FY09 because of delays in obtaining a permit from WMATA.

Silver Spring Green Trail (No. 509975): This project provides a bike path between Fenton Street and the Sligo Creek Hiker-Biker Trail and runs along the Purple Line alignment on Wayne Avenue. The project is on hold pending a MOU between the County and MTA to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line.

Capital Crescent Trail (Not listed as a separate project in this CIP): The Purple Line Locally Preferred Alternative includes the construction of the permanent Capital Crescent Trail between Bethesda and Silver Spring. The MTA has included the cost of the trail in the Purple Line project cost while at the same time stating that the state will be looking to the County to fund costs associated with the trail construction. Council staff has indicated in a previous Planning Board work session on the Purple Line that there has been a long standing County commitment to assume responsibility for identifying the funding source for the completion of the trail from Bethesda to Silver Spring. Both the State and the County acknowledge that additional work remains with respect to arriving at a specific methodology for determining the cost allocation between the trail construction and the Purple Line construction.

Roads

The active roadway projects provide key missing segments to improve connectivity in the planned street and highway network. These projects include design features that provide bikeway and pedestrian connections as well.

Bethesda CBD Streetscape (No. 500102): This project would design and construct pedestrian improvements on Woodmont Avenue, Wisconsin Avenue (MD 355), and East-West Highway (MD 410) to complete the unfinished streetscape along approximately 5,425 feet of the CBD. It is required as part of Stage I of the 1994 Bethesda CBD Sector Plan.

Burtonsville Access Road (No. 500500): This project designs and constructs a new 1,400 foot long roadway between Spencerville Rd (MD 198) and the School Access Road in Burtonsville. This project has been delayed by two years to allow for coordination with SHA's MD28/MD198 study.

Chapman Avenue Extended (No. 500719): This project extends Chapman Avenue from Randolph Road to Old Georgetown Road. Facility Planning Phase II was completed in FY07. The cost has increased by over \$700,000 due to cost escalations.

Dedicated but Unmaintained County Roads (No. 501117) – New Project: This program provides \$100,000 in FY11 to study and prioritize improvements to Dedicated but Unmaintained County Roads in order to accept them into the County's road maintenance system. The project has been initiated subsequent to the recent adoption of a County policy on this issue.

Facility Planning-Transportation (No. 509337): This program provides for planning and preliminary engineering design for new and reconstructed highway, pedestrian, bicycle, and mass transit projects. A list of Facility Planning projects was not included in the Executive's recommended CIP (due to a change in funding for this project late in the CIP preparation process) but is expected to be included in the March iteration of the CIP. Project schedules are expected to include the Randolph Road Bus Enhancements (MD 355 to US 29), Sligo Creek/Wheaton Regional Park Connection, and Veirs Mill Road bus enhancements, Glenmont Metro Bikeways, Washington Avenue Streetscape/sidewalk improvements and Amity Drive. *Staff recommends that a new facility planning study, the Great Seneca Highway/Muddy Branch Road Multimodal Junction, be developed in FY 11 to conduct a feasibility study of improvement needs in conjunction with SHA and MTA to provide certainty that the design of the Corridor Cities Transitway by MTA will be compatible with planned roadway improvements.*

Father Hurley Blvd. Extended (No. 500516): This project extends Father Hurley Blvd 1.2 miles from near Wisteria Ave to Germantown Road (MD 118). The project cost has increased by over \$600,000, but no justification is given.

Highway Noise Abatement (No. 500338): Funding has been substantially decreased due to the pending implementation plan for a new policy developed by the Noise Abatement Task Force. Construction funds have been removed but will be reprogrammed once the policy is approved.

Montrose Parkway East (No. 500717): Constructs a new four-lane divided parkway between Parklawn Drive and Veirs Mill Road. Costs have increased by roughly \$7.0 million due to more detailed design and cost escalation.

Randolph Road from Rock Creek to Charles Road (No. 500910): This project is on hold to allow evaluation of speed and crash rate reductions due to the installation of speed cameras.

Snouffer School Road (No. 501109) - New Project - Provides for design, land acquisition, and construction of 5,850 linear feet of roadway widening between Woodfield Road (MD 124) and Centerway Road. The typical section will be two travel lanes in each direction, a continuous turn lane, 5-foot bike lanes in each direction with an 8-foot bike path on the north side and a 5-foot sidewalk on the south side within a 90 foot right of way. This widening will help to serve County services relocated to the Webb Tract. (See project No. 361109 in the Mass Transit/Wmata section above).

State Transportation Participation (No. 500722): Provides County funding for State and Wmata transportation projects. \$2.0 million has been temporarily transferred to the Traffic and Signal Modernization project (No. 500704). Because the costs are significant, *consideration should be given to breaking out preliminary engineering for the Veirs Mill Road BRT and the Georgia Ave busway as separate projects in the transit subcategory and breaking out the Georgia Ave pedestrian tunnel as a separate project in the pedestrian subcategory.*

Subdivision Roads Participation (No. 508000): Provides fund for design, review, and construction of road or utility work that benefit new subdivisions and the public at large. The cost was reduced by \$4.1 million due to deletion of grade separated trail crossings at Foreman Boulevard and Snowden Farm Parkway in favor of at-grade crossings.

Thompson Road Connection (No. 500912): Funding for final design of a 300-ft section of Rainbow Drive to Thompson Road. The scope of the project has been modified. It is now an open section road with pavement 24 feet wide, instead of 36 feet wide, recognizing the water quality concerns in the Upper Paint Branch Special Protection Area. This project PDF should recognize that costs should include measures to remove existing impervious surfaces or encumber vacant land to achieve no net increase of impervious surfaces in the SPA.

Transportation Improvements for Schools (No. 509036): Provides transportation improvements for safe pedestrian and vehicular circulation around schools *Planned projects should also include those recently identified in the Adequate Public Facilities review of Paint Branch High School and the Mandatory Referral at Fairland Elementary School.*

Travilah Road (No. 500101): Phase II will construct three missing bikeway sections along Travilah Road and Darnestown Road.

Woodfield Road Extended (No. 500151): Extends Woodfield Road 3,000 ft from Main Street to Ridge Road (MD 27). Cost reduced by \$700,000 but justification is not provided.

Traffic Improvements

The upgrade to the County's traffic signal system will improve the capability and reliability of adaptive traffic management. System operations to maximize facility efficiency and person-

throughput are of increased importance as the County completes its Greenfield development and looks toward infill development to accommodate planned growth.

ARRA Traffic Improvements (No. 501002): This project is funded through the American Recovery and Reinvestment Act (ARRA) Federal economic stimulus program. Components of the project include installation of Advance Transportation Management System fiber optics along US 29 corridor, streetlight installation on MD 124, battery backups for traffic signals, traffic sign upgrades and guard rail work. Proposed improvements are funded through FY 11 with ongoing maintenance and energy costs beyond the term of the FY 2011-16 CIP.

Intersection and Spot Improvements (No. 507017): More than 12 projects included for congestion mitigation throughout the county will be funded through this ongoing program.

Pedestrian Safety Program (No. 500333): Proposed spending for this ongoing program to improve the walking environment in the County is increased in this CIP from \$1M per year (previous CIP) to \$1.6M per year.

Redland Road from Crabbs Brand Way-Baederwood Lane (No. 500010): Construction schedule and costs for this project have increased and extended beyond those established in the previous CIP in order to build a shared use bike path on the south side of Needwood Road. Construction is expected to be complete in winter 2012.

Traffic Signal Modernization (No. 500704): After the November 2009 failure of the County signal system, the phasing of this project has been revised. Work will continue on this project through this CIP cycle from 2011-2016.