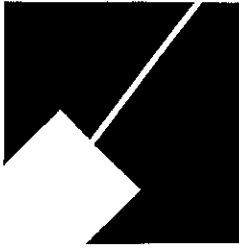


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
Item No. 6
10-18-2001

October 12, 2001

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief *JZ*
County-wide Planning Division

Richard C. Hawthorne, Chief *RCH*
Transportation Planning

FROM: Larry Cole: 301-495-4528, for the Park and Planning Department *LC*

SUBJECT: Consolidated Transportation Program
Maryland Department of Transportation
FY2002-FY2007

The Maryland Department of Transportation (MDOT) has released its draft FY02-07 Consolidated Transportation Program (CTP) and will hold the tour briefing of state and local officials at 8:00 P.M. on November 1, 2001 at the Montgomery County Council Office Building. Prior to that briefing, the Montgomery County Council's Transportation and Environment (T&E) Committee will hold its meeting on the CTP on the afternoon of October 22, 2001.

The Board has been given descriptions of the roadway projects in Montgomery County (green-covered document) and the non-roadway projects statewide (spiral-bound document). Other interested persons may get copies of these documents from MDOT, phone (410) 865-1292, or see a reference copy in the Park and Planning Department, Transportation Planning Unit office, Room 105. Copies will be available for the public at the tour briefing on November 1. Staff requests that any Board member who desires additional detail on specific projects let staff know by Wednesday so that the information can be made available by SHA.

RECOMMENDATION: TRANSMIT COMMENTS TO THE T&E COMMITTEE

Staff recommends that the Board adopt the following recommendations as comments to the County Council.

Georgetown Branch Light Rail/Trail (F-68)¹: Complete the final design and right-of-way acquisition by FY05.

Additional Metrorail Rail Cars: Fund the acquisition of additional rail cars for the Red Line.

Veirs Mill Road Bus Priority: Establish a separate project planning effort for this project

Georgia Avenue Busway: Initiate project planning for the Georgia Avenue Busway.

Georgia Avenue between Sixteenth Street and north of Forest Glen Road: Initiate project planning for Georgia Avenue within these limits.

BWI Airport Bus Service: Include capital funds to support bus service to BWI Airport from employment and transit centers in Montgomery County.

STAFF ANALYSIS

The above staff-recommended projects are a reiteration of the Planning Board's recommendations from last year. The MD 28/MD 198 project discussed below is the only project from the Board's list which was added to the capital program after the release of last year's Draft CTP.

No major new projects are included in the Draft CTP because of the deteriorating and uncertain revenue forecasts. The major changes on the highway side are increased construction costs for the US 29 interchanges. Significant increases in funding have been added to existing transit, pedestrian, and bicycle programs.

A large amount of state-funded transportation construction is now ongoing in Montgomery County, including the widening of Darnestown Road and the I-270 interchanges in Rock Spring. It is important, however, that the state continue its project development so that projects will be ready to construct when the revenue picture improves. Several large projects will be ready for construction funding in FY 03, including the widening of Clopper Road (MD 117) (H-29) and MD 124 (H-30).

CHANGES IN THE DRAFT CTP SIGNIFICANT TO MONTGOMERY COUNTY:

MD 28/MD 198 Widening (H-24): Project planning for the widening of Norbeck Road, Norbeck Road Extended, and Spencerville Road to four lanes between Georgia Avenue and US 29 at Burtonsville has begun.

US 29 Interchanges (H-6, H-7, and H-8): Design modifications have significantly changed the cost of the US 29 interchanges at MD 198/Blackburn Road, Briggs Chaney Road, and Randolph Road. The US 29/ MD 198/Blackburn Road interchange project

¹ Numbers in parentheses refer to pages in the attached reports.

has increased in cost by \$1.8 million because additional right-of-way is required. The US 29/Briggs Chaney Road interchange project has increased in cost by \$9.7 million. The increase reflects the need to lower US 29 and raise Briggs Chaney Road resulting in the additional reconstruction of Briggs Chaney Road. Also, cost was added for additional improvements to the Old Columbia Pike intersection. The US 29/Randolph Road interchange project has decreased by \$4 million because of design modifications involving a grade change on US 29.

The CTP shows project planning continuing for the remaining master-planned US 29 interchanges. However, the County Council is considering asking SHA to stop work on all except Fairland Road/Musgrove Road so that project can be taken through full engineering design. The Council expects to discuss this topic in November.

Capital Beltway (I-495) Bridge over Old Georgetown Road (MD 187) (H-5): The cost of this project has increased by \$2.3 million because of additional shoulder and resurfacing work.

Pedestrian/Bicycle Facilities (H-18): The Rockville I-270/MD 28 Bridges and Trail project will include the construction of the trail, boardwalk, and four bridges over I-270 and ramps. Project cost is \$3.2 million.

Pavement Resurface Projects (H-13): Two new resurfacing projects on I-270 from the Y split to MD 28 and on the Capital Beltway from east of MD 193 to east of the Northwest Branch Bridge will cost \$7 million and \$4 million respectively.

Neighborhood Conservation Program (F-14, H-14, and H-15): The six-year state-wide funding total for the combined SHA and MTA programs has increased by \$46.2 million to \$219 million. A major effort has been undertaken by SHA and MTA over the past year-and-a-half to provide better pedestrian and bicycle access to rail stations. Because of the large latent demand for these facilities, the program became oversubscribed this year and a number of projects have been delayed, including the Silver Spring Green Trail and the North Bethesda Trail in Montgomery County. While the \$30 million funding for this program has not been increased for FY02, the Draft CTP would double the funding in FY03 to \$60 million to restart projects for which some commitment has already been made. This program will also pay for traffic calming projects on Carroll Avenue in Takoma Park and Strathmore Avenue in Garrett Park and improvements at the Silver Spring Transit Center.

Ride-On Service Expansion (F-46): Last year's CTP initiated this item with \$5 million in funding. The draft CTP would add another \$25 million to fund bus replacements, service expansion and the installation of Sound System Annunciators to announce next-stop information to passengers on all Ride-ON buses.

WMATA System Access Initiative (G-7): Last year's CTP initiated this item with \$70 million in funding. The draft CTP would add another \$21 million to fund new Metro buses and rail cars, a new bus garage, major repairs and expansion of Smart Card technology.

ADDITIONAL RECOMMENDED PROJECTS:

Georgia Avenue Busway: Project planning needs to begin on the Georgia Avenue Busway. M-NCPPC's feasibility study for the busway concluded that a separated busway in the median of Georgia Avenue would provide significant timesaving for bus riders from Olney and Aspen Hill to the new Glenmont Metrorail Station. The busway would likely relieve some of the demand for parking at the Glenmont Station which has been greater than forecast.

This study is needed to ensure that sufficient space is reserved for the busway. Several projects have been proposed by SHA in this corridor to relieve traffic congestion at intersections and it has been difficult to hold onto the space called for in our feasibility study without a definite design.

Georgia Avenue between Sixteenth Street and north of Forest Glen Road: Project planning needs to begin on the segment of Georgia Avenue within these limits, which carries more traffic than any other non-Interstate roadway in Maryland. This segment of Georgia Avenue south of the Capital Beltway has various improvements recommended in the North and West Silver Spring Master Plan, including most importantly the removal of the reversible lane and the construction of a median separating northbound and southbound traffic.

The Forest Glen Sector Plan also recommends improvements at the Forest Glen Road intersection. Some improvements are being considered as a CRS project and others will be done by a developer in the area. The design of the Forest Glen Pedestrian Bridge is proceeding and is funded for construction. Additional changes are also being considered as part of the state's Access 2000 program to improve pedestrian and bicycle access to the Forest Glen Metrorail Station. Changes are also being made by SHA to the recently installed traffic signal at the ramp from the Outer Loop of the Beltway.

A project planning study is needed to ensure that these various improvements work together to create an efficient and safe transportation system for all users.

BACKGROUND:

The following projects were presented as County priorities by then-Council President Subin at the Delegation's hearing on the CTP on October 26, 2000. The change in status since last year's Draft CTP is noted in bold.

Move to the Construction Program

Fund the construction of the planned grade-separated interchange at US 29 and Fairland Road/Musgrove Road **(No change)**

Fund the construction of the I-270/Watkins Mill Road and connecting road **(No change)**

Fund the construction of the Brookeville Bypass (MD 97) **(No change)**

Fund intersection improvements on Clopper Road **(No change)**

Fund the widening of Woodfield Road from Midcounty Highway to Warfield Road if federal approvals are timely **(No change)**

Fund the design of US 29 at Tech Road, Stewart Lane and Greencastle Road **(No change)**

Move to Project Planning:

Veirs Mill Road Bus Priority **(No change)**

Georgia Avenue Busway **(No change)**

Commercial Revitalization on Frederick Road (MD 355) in Gaithersburg Road **(No change)**

Commercial Revitalization on Georgia Avenue (MD 97) in Montgomery Hills **(No change)**

Georgetown Branch Light Rail – accelerate completion of final EIS **(EIS underway)**

Ride-On operating assistance and bus annunciators **(Included)**

Metro Rail – fund additional rail cars **(While more funding has been allocated to this item, there are no additional rail cars beyond what was included in last year's CTP.)**

LC:DO:kcw

CTP 2002 MDOT.doc