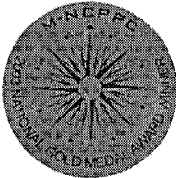


Attachment 1

Transportation Priorities



February 2, 2006

MEMORANDUM

TO: John Carter, Chief
Community-Based Planning Division

VIA: Jeff Zyontz, Chief
Countywide Planning Division *RC/H/JZ*
Richard C. Hawthorne, Chief
Transportation Planning *RC/H*

FROM: Larry Cole, 301-495-4528, Transportation Planning and *CC*
Mary Dolan, 301-495-4552, Environmental Planning *MD*
for the Park and Planning Department

SUBJECT: County Executive's Recommended FY07-FY12
Montgomery County Capital Improvements Program (CIP)
Transportation Program

RECOMMENDATION: Transmit comments to the County Council

Staff recommends that the Board forward the following comments to the County Council:

1. The Executive's proposed funding for pedestrian and bicyclist programs is inadequate to meet the County's goal of improving safety and accommodation for these users.
2. The Bus Stop Safety Improvements project, No. 507658, should be the County's top safety priority. The \$9.8 million in funding to implement the study's recommendations should be programmed in the next two years.
3. The Quince Orchard Road S Curve project, No. 500701, has a crash record half that of comparable roads and cannot be justified as a safety project. It should be deleted from the transportation program and the funds reallocated to the Bus Stop Safety Improvements project.

4. The Greentree Road Sidewalk, No. 500506, should be delayed to fund an acceleration of the Bus Stop Safety Study, as the latter project would provide a greater pedestrian safety improvement.
5. Another location for the North County Maintenance Depot, No. 500522, should be sought outside the Ten Mile Creek Watershed.
6. The expansion of the Colesville Depot, No. 500709, should be confined to the existing impervious area of the site.
7. The bikeway and trail network approved by the Council last year in the Countywide Bikeways Functional Master Plan is underfunded by eighty million dollars over the six years of this CIP. In addition to reinstating the schedules of several bikeway projects proposed by the Executive to be delayed, the funding of the Annual Bikeway Program, No. 507596, should be increased to one million dollars per year.
8. Funding for the Pedestrian Safety Program, No. 500333, should be increased in the first three years of the CIP so that all of the Safe Routes to Schools improvements for the 170 schools still needing improvements can be more quickly constructed. We recommend that a shift in some funds from MCPS's requested CIP be considered to implement these improvements.
9. Consider adding the ICC bikeway to the candidate list of Facility Planning – Transportation, No. 509337. Since the State of Maryland does not intend to construct this planned bikeway as part of the ICC, the County will have to do so.
10. Fully fund the Matthew Henson Trail project, No. 500400, to start construction in FY07.
11. Do not defer the construction of the Rock Creek Pedestrian Bridge project, No. 048703. Transportation Enhancement funding for future projects, as well as the \$2.4M allocated by the State for this project, would likely be jeopardized by the proposed delay.

CIP Process

12. The County needs a prioritization list for bikeways and pedestrian facilities that reflects our total need so that the long-term funding of these projects can be better planned.
13. Copies of the CIP should be distributed to reviewing agencies via compact disc.
14. A GIS shapefile of all the locations of the items should be provided and maintained on the County server that reflects those projects that have a geographic location.

STAFF ANALYSIS

The purpose of this memorandum is to provide the Planning Board an overview of the County Executive's recommended changes and additions to the transportation program in the FY07-FY12 CIP.

Pedestrian and Bicyclist Safety

Before discussing other changes to the CIP, staff would like to highlight a major safety concern. The annual number of the County's pedestrian and bicyclist fatalities has stayed relatively unchanged over the last couple of years while the number of driver fatalities has declined. This has resulted in the proportion of pedestrian and bicyclist fatalities rising from one-quarter to one-third of the County's overall traffic fatalities in the last two years, but *the share of transportation funding for pedestrian and bicyclist improvements in the next two years is proposed to be decreased from 6.68% to 4.88%*. The actual dollar figure for these improvements is proposed to be increased by 5.2%. This is only about enough to keep pace with inflation and not reflective of the typical increase that normally occurs in the first two years of a new CIP. However, *the overall transportation budget for those two years would be increased by 44.1%*.

Staff believes that the Executive's proposed share of transportation funding for pedestrian and bicyclist programs is inadequate to meet the County's stated goal of improving safety for these users. It also does not reflect the county's greater need to improve pedestrian and bicyclist accommodation in response to our increasing urbanization.

The Countywide Bikeways Functional Master Plan (CBFMP) was approved by the County Council and endorsed by the County Executive just last year. The Plan recommends nearly 200 bikeways of countywide significance, totaling more than 500 miles. The Executive estimated total implementation costs of the Plan at \$520 Million, or approximately \$26 million per year over the 20-year life of the Plan. To keep pace with implementing the Plan over 20 years, the FY 07-12 CIP would need to include a total of \$156 million in bikeway and/or countywide park trail improvements, but only includes a total of \$76M for all bikeway/trail projects *and* for pedestrian projects. The Executive's recommended CIP would leave *a shortfall of more than \$80M over the six-year CIP for pedestrian and bike improvements*.

The recommended CIP does not reflect the County's commitment by all parts of County Government to improve countywide bicycle access and mobility and encourage more residents to commute by bicycling and walking.

The project that should be at the top of the priority list however is:

Bus Stop Safety Improvements, No. 507658: DPWT has completed its study of the county's 5,400 bus stops, identified the safety and patron accommodation problems, and has made recommendations for improvements. Since *approximately 40% of the county's pedestrian fatalities are associated with transit patrons going to and from bus stops*, implementing this study report's recommendations is critically important in reducing pedestrian fatalities in Montgomery County. The implementation of all of the recommended improvements would cost

\$9.8M, but only \$270K is budgeted in the next two years. Only \$3.8M is budgeted through FY12. *Staff believes that the implementation of this study's recommendations should be the County's top safety priority* and that all of these improvements should be implemented in the next two years.

Two other pedestrian and bicycle priorities are:

Pedestrian Safety Program, No. 500333: \$200K per year is allocated for this program countywide. While there is a separate program for Transportation Improvements for Schools, No. 509036, that deals with new schools opening, drop-off issues and other various problems, this program has been implementing the recommendations of DPWT's Safe Routes to Schools study. The pedestrian improvements recommended by this study have averaged \$10K per school to implement and the improvements for thirty schools have been completed so far. One hundred seventy schools remain to be addressed; at the current rate of funding, this will take six years to complete. *Staff believes this program should be accelerated to complete the recommended improvements in three years and that funds in the school system's large budget request should be reallocated to address these problems.*

Annual Bikeway Program, No. 507596: The County Executive's proposed budget includes between \$245,000 and \$308,000 annually (for a total of \$2.1M over six years) to implement minor bikeway projects costing less than \$150,000 each to fill in small gaps in the bikeway network. This annual financial commitment is consistent with the FY05-10 CIP; however, since then the County adopted the Countywide Bikeways Functional Master Plan (CBFMP). Staff believes in order for the County to clearly demonstrate its pledge to implement the CBFMP, a substantial annual commitment for this program is needed. Staff recommends \$1M be allocated per year for this program.

Projects That Could Be Deleted or Delayed

The following projects could potentially provide the funds for the pedestrian and bicyclist improvements noted above based on the needs assessment by staff:

Quince Orchard Road S Curve, No. 500701

This project would reinstate a proposed realignment of Quince Orchard Road through Muddy Branch Park that was previously included in a different project, Quince Orchard Road, No. 500502. The Planning Board expressed its strong reservations about the need for the realignment during its review on February 27, 2004, and the realignment was later deleted by the County Council from the 500502 project. Because of a budget miscalculation, the proposed trail construction was also later dropped as well.

Most of the budget for this project would be spent on the realignment through the park. The project is being promoted as a safety improvement, but as discussed during the Board's review, this segment of Quince Orchard Road has a crash rate half the average rate of comparable roadways. Staff believes that it is highly unlikely that the crash rate would be reduced by the proposed project and that, given its ranking, most of the County's comparable roadways would

be ahead of it in line for safety-related improvements. The road may look dangerous but has not proved to be so over the many years it has existed. Therefore, this project cannot be justified as a needed safety project when there are so many more serious demonstrated safety problems. It must be noted that the DPWT staff do not agree with Park and Planning staff assessment of this situation, believing that poor geometrics create an unsafe driving environment here, even though this is not supported by the crash data. ***Our staff recommends that the project be deleted and the \$4.975M budget be applied to the Bus Stop Safety Improvements project.***

Greentree Road Sidewalk, No. 500506: \$3.098M is proposed to construct 6,400 linear feet of sidewalk along the north side of Greentree Road between Old Georgetown Road and Fernwood Road. While we believe that this is a worthwhile project, we feel the additional safety advantage to be provided by the Bus Stop Safety Improvements project far outweighs the advantage of a sidewalk along Greentree Road. ***Staff recommends that the project be delayed if additional funds cannot be found elsewhere in the budget to fully fund an acceleration of the Bus Stop Safety Improvements.***

County Service Parks

The proposed changes at three of the County's existing and proposed service parks need to be considered comprehensively. As the Board knows from your recent discussions concerning the potential relocation of the Equipment and Maintenance Operations Center (EMOC) facility in Shady Grove, service parks can be very controversial and it is also difficult to find locations that are suitable in size and access.

As noted below, Environmental Planning staff would prefer that the existing Colesville Depot be moved out of the Upper Paint Branch SPA and recommends that the North County Depot not be constructed in the Ten Mile Creek Watershed of the Clarksburg SPA. With the relocation of EMOC envisioned in the recently-approved Shady Grove Sector Plan, that would be three major county facilities that would need new sites. Staff recognizes that accommodating these relocations would be an enormous task.

As such, all staff concurs on a recommendation that the Board should not object to DPWT continuing to study a possible expansion of EMOC on their existing site and or to an expansion of the Colesville Depot as long as the total amount of impervious surface remains no greater than it is today. We recommend, however, that the proposed North County Maintenance Depot be moved to another site.

The recommendations on the individual projects are as follows:

North County Maintenance Depot, No. 500522: \$21.7M is requested to fund the planning, design, and land acquisition for a new North County Depot in Clarksburg, making it the largest new addition to the transportation program. The depot would serve as a staging, operations and maintenance center for Fleet Management Services, Highway Maintenance, and Ride-On buses. A significant justification for the project is to provide a bus maintenance depot to support the County's goal of doubling transit ridership on the Ride-On system by 2020. \$15.7M requested for land acquisition in FY07 and FY08 because the site is currently up for sale.

The site selected, however, is one of the few sites in the Clarksburg Special Protection Area that the County Council designated for an imperviousness cap of 15%. Since this is not a linear facility confined to a right-of-way, there is no justification for providing a waiver of the imperviousness cap. Therefore, only 15 % of the site would be usable for this facility.

The intention of the Council was that this be a “signature site” for an important building with visual recognition for the I-270 Technology Corridor. The proposed maintenance facility use would not meet the Council’s direction and the site is not eligible for development until Stage IV of the Clarksburg staging element. ***Staff recommends that another location outside the Ten Mile Creek Watershed be sought for this facility.***

Colesville Depot, No. 500709: The planning and design of an expansion to the existing depot would cost \$595K. The facility is located within the Upper Paint Branch Special Protection Area. While improvement of this facility is admirable, especially improved stormwater management, its location in the most sensitive branch of the Upper Paint Branch headwaters makes the prospect of any increase in its impervious surface untenable. Environmental Planning staff would prefer a relocation of this facility to reduce imperviousness and protect the stream from adverse impacts that might result from accidents or unanticipated events. Access modifications by SHA to cul-de-sac Cape May Road at New Hampshire for the ICC will re-route truck traffic from the maintenance yard northward, causing disruption of the residential neighborhood if the service park remains on its existing site. In the absence of a relocation of this facility, ***staff recommends that this facility be confined to the existing impervious area of the site.***

Equipment and Maintenance Operations Center (EMOC), No. 500433: The planning and design of an expansion to the existing center would cost \$1.913M. In deference to the then-draft Shady Grove Sector Plan, the PDF states that construction funds are not included in the request and that site relocation options would be investigated.

Projects That Have Also Been Added to the CIP:

Chapman Avenue Extended, No. 500719: This project would extend Chapman Avenue from Randolph Road to Old Georgetown Road and would improve local access along Rockville Pike. The requested funding for the project is \$620K, which would cover final design and \$5K for ROW. No funds are included for construction.

Facility Planning – Transportation, No. 509337: The following projects would be added to the program:

- Roberts Tavern Road (MD355 bypass): This project would complete the connection between Observation Drive and 355 in Clarksburg.
- Forest Glen Bikeway between MD 97 and Sligo Creek Park: This project would connect the heavily-used Sligo Creek Trail with Forest Glen Metro and the new Forest Glen Ped/Bike Bridge.
- Montgomery Village/Clubhouse jumpers, limited stop premium bus service, and super bus stops are likely to be the major BRT strategies involved.

- Transit Center: The project would provide bus layover capacity, shelters, and driver facilities.
- Olney Longwood Park and Ride: The facility would be located at the Longwood Recreation Center and would have some 200 parking spaces and two bus bays.
- University Boulevard Bus Rapid Transit**: This study will look at continuing the future Veirs Mill BRT to Langley Park along University Boulevard. Queue jumpers, limited stop premium bus service, and super bus stops are likely to be the major BRT strategies involved.
- Seminary Road Intersection**: The study would address the needed redesign of the Seminary Road/Seminary Lane/Second Avenue/Linden Lane intersection.
- Locbury Drive Connection**: This project provides for facility planning of the missing piece of Locbury Drive between Town Commons Drive and Falling Water Circle, including the bridge over the stream, providing a connection for residents to directly access the Germantown Town Center from the north.
- Arlington Road from Old Georgetown Rd. (MD 187) to Bradley Blvd. (MD 191): This study would look at operational concerns, including the need to accommodate the numerous left turn movements along this corridor.
- NIH Circulation**: Since 9/11, NIH has restricted access to its Bethesda campus, thereby creating circulation and congestion problems throughout this already severely congested corridor, creating traffic issues which need to be addressed. This project provides for a traffic study of the greater Bethesda area, specifically those corridors which have been impacted by the new NIH policies.
- Dale Drive Sidewalk from Georgia Ave. to Colesville Road: A one-mile long sidewalk would be provided along Dale Drive to accommodate children in the area who wait in the street for school buses and worshippers who walk on Dale Drive to the Woodside synagogue on Georgia Avenue.
- Falls Road Sidewalk - west side*: This project would study the provision of a sidewalk on the west side of Falls Road from River Rd. to Dunster Rd., about 3.8 miles.
- Jones Mill Road Bike Improvements from Beach Drive to Jones Bridge Road**: This project would create a Class III Signed Shared Roadway and would connect the Capital Crescent and Rock Creek Trails and the bikeway along Jones Bridge Road.
- Strathmore Sidewalk from Stillwater Avenue to the Garrett Park Town Line: This project provides planning for a sidewalk along Strathmore Ave.

* This project was recommended by the Planning Board to be added to the program as part of the Mandatory Referral of the Falls Road Bike Path project.

** These projects were recommended by the Planning Board to be added to the program in advance of the Executive's Recommended CIP.

Facility Planning: Bridges, No. 509132: Five bridge facility planning studies would be added to the program:

- Piney Meetinghouse Road Bridge #M-0021: The bridge to be replaced is over Watts Branch between Big Piney Way and Piney Meetinghouse Court.

- Whites Ferry Road Bridges #M-0187 and #M-0189: The bridges to be replaced are over Broad Run just west of Wasche Road, and over a tributary to Broad Run just west of the Poolesville Town Line.
- Cedar Lane Bridge #M-0074: The bridge to be replaced is over Rock Creek just north of the Beltway and next to Rock Creek Trail.
- Talbot Avenue Bridge #M-0085: The bridge to be replaced is over the CSX tracks adjacent to the Rosemary Hills Elementary School and is at the junction point of the Metropolitan Branch and Capital Crescent Trails.

Montrose Parkway East, No. 500717: This project would construct a four-lane parkway from Parklawn Drive to Veirs Mill Road. The requested funding for the project is \$2.287M, which would cover final design only. No funds are included for ROW or construction.

Subdivision Roads Participation, No. 508000: The following Clarksburg area projects have been added: Grade-separations for the Greenway Trail at Snowden Farm Parkway and at Foreman Boulevard, and three roadway “gaps” along Clarksburg Road between MD355 and Snowden Farm Parkway. The cost of these road projects would be \$5.236M.

Silver Spring Traffic Improvements, No. 508716: The cost of this project has increased by \$2.963M to reflect the addition of improvements at the intersection of Colesville Road and Dale Drive, including an additional lane in each direction on Dale Drive. The Planning Board recommended improvements to this intersection last summer.

Traffic Signal System Modernization, No. 500704: \$975K would fund the Phase I/study phase of this project to modernize the county’s traffic signals.

Clarksburg Area Road Rehabilitation, No. 500711: This highway maintenance project would cost \$2.251M.

Resurfacing Park Roads and Bridge Improvements, No. 500720: \$3.6M has been allocated to resurface park roads per DPWT’s agreement to take over this function from M-NCPPC.

Montgomery Mall Transit Center, No. 500714: \$750K is budgeted for the County’s portion of the funding for the construction of a new transit center at Montgomery Mall in FY07. Westfield will provide an additional \$2M of the project cost.

Takoma/Langley Park Transit Center: The cost of this project would be split between the State of Maryland, Prince George’s County and Montgomery County. Each county’s share would be \$2.5M.

MacArthur Boulevard Bikeway Improvements, No. 500718: \$1.1M is proposed to fund the final design of this project from I-495 to Oberlin Avenue. No construction money is proposed. The County Executive’s proposed initial phase includes final design for the 2.6 mile segment between I-495 and Oberlin Avenue, partially reflecting the initial implementation phase recommended by the Council for the overall 7.3 mile project. However, the project does not include construction money and final design for this initial phase would not occur until FY 11 at

the earliest. Staff recommends funding the design of this initial phase beginning in FY07, with construction dollars available in FY09. In addition, this PDF should include proposed limits for Phase II of the project, with design dollars commencing in FY09 and construction dollars in FY11.

MD108 Sidewalk, No. 500703: \$841K is proposed to fund the design and construction of this project along the south side of Olney-Sandy Spring Road between Norwood Road and east of Meetinghouse Road.

US 29 Sidewalks - West Side, No. 500513: The project would cost \$3.864M. The design work for this project was done at the same time as for the east side of US 29, but the construction of the west side was delayed because of the high cost. During this delay, the CBFMP was approved and adopted. The CBFMP recommends that the west side of US 29 between Lockwood Drive and Southwood Avenue provide the US 29 bikeway connection to both downtown Silver Spring and the new FDA White Oak campus. The description for this project may need to be modified to include the recommendations in the CBFMP for a wider-than-normal six-foot- to eight-foot-wide sidewalk.

Projects with Significant Changes in Funding Schedules:

Matthew Henson Trail, No. 500400: The Executive has pushed back more than half the funding of this project more than three years to FY10 for fiscal reasons. Staff recommends that the original FY07 construction start date be kept. M-NCPPC has already issued a request for proposals for construction and the change in funding could require that the project be re-engineered to change the phasing of construction.

This project was part of the County Executive's 2003 Go Montgomery! Program for fast-track transportation improvements but now would be significantly delayed. Staff believes this project remains a top County priority to improve bicycle and pedestrian mobility in the mid-county area. The current schedule needs to be retained to ensure trail connectivity; the developers of Indian Spring Country Club will be implementing a significant segment of the Northwest Branch Trail.

Shady Grove Access Bike Path, No. 500600: The Executive's recommended CIP would fund design and land acquisition in FY07 and push back the construction start date two years to FY08 for fiscal reasons. Staff believes this revised project schedule is realistic and appropriate due to problems encountered by DPWT with acquiring land/or public easements from WMATA

Silver Spring Green Trail – Interim, No. 509975: The Executive's recommended CIP would push back the construction start date three years to FY10 for fiscal reasons. The project is now listed as an interim improvement so as not to conflict with the Bi-County Transitway project.

Rock Creek Trail Pedestrian Bridge, No. 048703. The project will greatly improve trail user safety at the Aspen Hill Road intersection and non-motorized access to the Twinbrook Metrorail Station. This project is actually in the Parks CIP, but staff is concerned about the potential ripple effect the proposed funding change could cause for the transportation program.

The Executive's recommended CIP delays this project two years due to fiscal concerns. The project is one of the County's top priorities for federal transportation enhancement (TE) funding from the State. The Governor personally awarded \$2.4 million in funding in 2005. A deferral of this project from its original schedule would likely mean the loss of the TE funding and would engender ill will at SHA which has expressed to staff in the past their dissatisfaction of past projects running over budget and being behind schedule. If the County chooses to delay this project, it may affect TE funding for future projects also.

Improvements to the CIP Review Process

Staff would also like to comment on the CIP review process. The review of this document has been facilitated by its availability on the County's web site; however, we believe that two additional improvements would further speed review:

- Additional complete copies should be distributed to reviewing agencies via compact disc. The amount of download time required to access even a few of the chapters via broadband connection severely restricts the usability of this format for those who must browse the entire document.
- A GIS shapefile of all the locations of the items should be provided and maintained on the County server that reflects those projects that have a geographic location. This information could be easily superimposed on planning areas and watershed maps to determine potential interests and impacts. The data table should include agency, PDF number, total budget and contact or web site for further information.

Also, pedestrian and bicycle facilities are shown under many DPWT programs and individual projects and it is very difficult to interpret not only what is being done, but what needs to be done. We believe that such a prioritization list of all identified pedestrian and bicyclist needs is greatly needed so that decision-makers can correctly prioritize the County's needs, similar to what has been achieved for congested intersections with the Highway Mobility Report.

LC:kcw

Attachment 2

FY07-12 Priorities Recommended by the Montgomery County Planning Board

**County Executive Recommended FY07 Capital
Budget and Capital Improvements Program**

dates for individual school projects, modernizations, and gymnasiums. The County Executive recommends full funding of the Board of Education's request. The Executive will look to the Board to adjust their proposed schedule to fit within annual affordability limits and growth policy ceilings.

Paint Branch High School Modernization (East County)

Adhere to approved timetable.

Project: Individual School Projects, Modernizations, and Gymnasiums.

Status: The Board of Education's Requested FY07-12 Capital Improvements Program (CIP) maintains the previously approved project schedules and completion dates for individual school projects, modernizations, and gymnasiums. The County Executive recommends full funding of the Board of Education's request. The Executive will look to the Board to adjust their proposed schedule to fit within annual affordability limits and growth policy ceilings.

PARKS – Section 23

Kemp Mill Urban Park (Mid-County)

Kemp Mill Urban Park when first created won many an award for its design as an urban oasis. Over the years, maintenance of this park has disintegrated and the condition of the park has become an eyesore and a hazard to the community. The playground equipment is in disrepair, vermin swim in the pond during daylight hours, fencing has been placed at the bottom of the stairs of the park to keep silt from seeping into a nearby shopping center parking lot thereby making it virtually impossible to push a stroller into the shopping center from the park. Rather than serving as an area for the community to enjoy, this park has become a blemish on the neighborhood.

Project: Facility Planning: Local Parks

Status: Temporary repairs and renovations to existing infrastructure in the park will take place in FY06. Facility planning for a large-scale renovation will take place in FY08.

Re-Use of the Old Brookmont Elementary School (Western County)

One property [that warrants particular attention] is the old Brookmont Elementary School that is currently being leased month-to-month by the privately-run Waldorf School. We have been informed that the County will commence the "re-use" process for this property late this summer or this fall. Members of the different communities surrounding the property, including Sumner, Fort Sumner,

Glen-Mar Park, Glen Echo Heights and Mohican Hills, have joined together to urge that this property be kept in the public domain. Assuming it to be the case that the County does not plan to use the property as a public school, we continue to support the communities' goal, as expressed in a petition delivered to the County's real estate office, that the County convert this property into a larger "Sangamore Park" under the administration of Park and Planning. A larger park, with a second ball field, a small community center and other recreational amenities would serve thousands of residents living along the Massachusetts Avenue and MacArthur Boulevard corridors. Down-county neighborhoods currently lack sufficient ball fields and playgrounds, and a larger park would provide a needed contribution to the recreational facilities in these neighborhoods.

Project: Acquisition: Local Parks

Status: Completion of the reuse procedure as required by Executive Regulation 4-99AM is pending. Acquisition of this site will be considered by the M-NCPPC should it become available.

FY07-12 PRIORITIES RECOMMENDED BY MONTGOMERY COUNTY PLANNING BOARD

The Planning Board has identified new FY07-12 Countywide initiatives. These initiatives include general topics that apply to several geographic areas. The priorities identified in this set of recommendations emphasize community center projects, housing initiatives, pedestrian and bicycle safety improvements, bus stop improvements, pedestrian safety improvements around schools, new signal controllers, facility planning transportation projects, and transportation demand management. Additional specific project priorities have been arranged by seven geographic areas.

GENERAL COUNTYWIDE AREA

Community Center Projects

Improvement of several community centers to serve the recreation needs of our existing communities should receive high priority. A general fund is needed for facility planning for community centers. This fund would be used to recommend sites, establish joint development options, identify costs, and set priorities for the next series of community centers to be funded in Montgomery County. Priority projects include the following:

- Brookmont Elementary School – This former school site should be incorporated into Sangamore Local Park if the existing lease is not renewed

- Friendship Heights Community Center – Operational funds and limited CIP funds are needed
- North Bethesda Community Center – Facility planning and construction funds are needed
- North Potomac Community Center – Facility planning and construction funds are needed
- Scotland Community Center – Facility planning and construction funds for the renovation or replacement of this facility are needed
- Wheaton Community Center – Facility planning, site assessment and construction funds are needed.

Projects: Facility Planning: MCG
 Facilities Site Selection: MCG
 North Bethesda Community Recreation Center
 North Potomac Community Recreation Center

Status: The Facility Planning: MCG and Facilities Site Selection: MCG projects include recreation facilities. The design and construction of the North Potomac Community Recreation Center and the design of the North Bethesda Community Recreation Centers are included in the six-year timeframe; Scotland Community Center is included as Neighborhood Center Rehabilitation within the Facility Planning: MCG project; Friendship Heights Community Center is a developer-required dedication in the Wisconsin Place development and operations are anticipated to commence in FY09; and the Wheaton Redevelopment Office is working with developers and WMATA to determine the feasibility of retrofitting the Rafferty Center (a portion of the existing Good Counsel High School) while also analyzing other alternatives.

Housing Initiatives

CIP funds are needed to provide joint development opportunities for affordable housing projects in Montgomery County. Joint development of selected sites owned at least partially by Montgomery County should receive high priority. Potential joint development sites that will require funds for facility planning to initiate affordable housing projects include the following:

- Maintenance Facilities at the Shady Grove Metro Station – DPWT and MCPS
- Parking Lot 31 in the Bethesda CBD – DPWT
- Silver Spring Transit Center – DPWT, MTA and WMATA

Status: Facility planning funds may not be required to pursue joint development projects that initiate affordable housing projects. It is expected that the Adopted Shady Grove Area Sector Plan will include a recommendation for workforce housing to be included in any relocation and redevelopment project for the County Service Park (CSP). The plan recommends that several facilities serving

different agencies, including M-NCPPC, be relocated. Private partners for the project will be sought by the County through an RFP process. Negotiation will be conducted with selected partners to design and build the new facilities for the agencies, as well as redevelop the existing CSP property with a mixed-use "urban village" to include workforce housing. Facility planning for the projects will likely be undertaken by the private sector partners. The Silver Spring Transit Center mixed-use public/private project has completed Mandatory Referral at M-NCPPC and an application for the private portion of the project will be submitted to M-NCPPC in Winter 2006.

The WMATA owns the following sites that will be available for joint development including affordable housing. These sites will not require specific funds from the CIP. They will require staff time from County agencies to implement joint development.

- Glenmont Metro Station – WMATA
- Twinbrook Metro Station – WMATA
- Shady Grove Metro Station – WMATA and Montgomery County
- Wheaton Metro Station – WMATA

The Shady Grove Sector Plan, the Gaithersburg Vicinity Master Plan, the Twinbrook Sector Plan, and Woodmont Triangle Amendment to the Sector Plan for the Bethesda CBD will be reviewed in the next 18 months. Providing opportunities for affordable housing in each of these planning areas through joint development of public land will be a significant recommendation in each of these plans.

Project: Parking Lot 31

Status: Executive branch staff will participate in the joint development process for these projects; the Executive Branch has been working for more than a year to identify publicly-owned sites for public-private development of mixed-income housing. Two sites, Fleet Street and Bowie Mill Road, are being offered for development with private partners. Other sites both within the listed plans and in additional areas of the County will be pursued as they are identified; an RFP for joint development at Parking Lot 31 has been initiated. Negotiations are ongoing with the developer that submitted the top rated proposal. One element of the joint development is affordable housing.

Pedestrian and Bicycle Safety Improvements at Intersections

Pedestrian and bicycle safety concerns continue to be emphasized in the work program of the Department of Park and Planning. The CIP should place special emphasis on pedestrian safety including augmenting the sidewalk program and improving the design of intersections.

While DPWT has done a very good job of implementing sidewalks and bikeways in the county, less has been done to improve intersections for bicyclists and pedestrians, where they most often come into conflict with vehicular traffic. Intersection improvements have mostly been aimed at increasing vehicular capacity, very often diminishing the accommodation for pedestrians and off-road bicyclists by pushing sidewalks/trails closer to the road, by increasing the distance they have to cross the road, and by minimizing the time they have available to do so. Staff believes that a permanent program similar to the Annual Sidewalk Program needs to be created to construct bicycle and pedestrian safety improvements at intersections.

One of the few projects to implement such improvements was the Silver Spring CBD Traffic Improvements project. While most of the planned pedestrian improvements were implemented and the project has been closed out, there are a couple of items that still need to be pursued. Constructing intersection neckdowns would be beneficial in improving pedestrian safety by reducing pedestrians' exposure to traffic. The Bethesda CBD Bikeway and Pedestrian improvements project was reviewed by the Board on July 14, 2005, and will implement similar neckdowns along Norfolk Avenue in Bethesda. One example would be on the side streets along Georgia Avenue such as Fenwick Lane and Fidler Lane, where there is 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.

Additional locations that would benefit from such a program, as identified by both Transportation Planning and Community-Based Planning staffs include:

- Arlington Road intersections between Old Georgetown Road and Bradley Boulevard in Bethesda
- Bradley Boulevard intersections between Barrett Lane and Goldsboro Road crosswalks and sidewalks
- Democracy Boulevard at Walter Johnson High School driveway/Bells Mill Road
- Rockville Pike intersections in North Bethesda near the White Flint, Grosvenor and Twinbrook Metro stations
- Wisconsin Avenue at Western Avenue in Friendship Heights
- Woodmont Triangle intersections in the Bethesda CBD including Del Ray Avenue, Auburn Avenue, Cordell Avenue, Fairmont Avenue and St. Elmo Avenue

Projects: Pedestrian Safety Program
Traffic Signals
Bethesda Bikeway & Pedestrian Facilities
Friendship Heights Pedestrian-Transit Enhancement
MacArthur Blvd. Bikeway Improvements
DPWT Operating Budget (PSP)

Status: DPWT continues to strive for a balance in safety for all transportation users and the County Executive has increased resources in both the CIP and PSP over the last several budget cycles to enhance bicycle and pedestrian safety including the establishment of the Safe Route to School Program in the operating budget. In the FY06 operating budget, it is estimated that 72 engineering studies will be completed, focusing on bicycle and pedestrian safety, traffic calming and intersection traffic controls. The Bethesda Bikeway & Pedestrian Facilities project is a multistage project with various stages under planning, design and construction; portions of the Friendship Heights Pedestrian-Transit Enhancements project have been completed or are under construction by developers and a portion of work to be constructed by the County is at the preliminary design stage. Pedestrian facilities along Bradley Boulevard and Goldsboro Road are included in facility planning in the six-year timeframe.

Implement Bus Stop Improvements

DPWT has completed their study of the county's more than 5,200 bus stops, locating the stops, assessing their safety, and making recommendations for improvements. Because there is a high correlation between pedestrian fatalities and bus stops in the county, staff believes that making these improvements is a top priority, one that should be completed in the next two years.

Project: Bus Stop Improvements

Status: The County Executive recommends an increase to the Bus Stop Improvements project to continue improvements in the safety, accessibility, and amenities of many of the approximately 5,400 bus stops in the County. A study completed in 2005 assessed conditions at all of the bus stops in the County and will be used to prioritize improvements.

Implement School/Pedestrian Safety Study Improvements

DPWT has completed their School Safety Engineering Study of 100 of Montgomery County's 192 public schools to determine what pedestrian safety improvements were needed in the surrounding area. Now that the problems have been identified, staff believes that these improvements should be completed in the next three years and that the study should be extended to the rest of the county's schools.

Status: On-going. A comprehensive Countywide assessment of all schools was completed in February 2005. Future school zone safety assessments are being conducted based on the prioritizations identified in that assessment. In FY06, funding was increased for the Safe Route to School program to facilitate implementation of school zone improvements.

New Signal Controllers

New Traffic Signal Controllers should be able to provide variable signal timing and all-red traffic signal phases for pedestrian crossings. A new system is needed in part to provide more flexibility in the timing of traffic signals so that better pedestrian accommodation can be provided. One example of the problems with the present system is that pedestrian phase lengths must stay the same, whether the total cycle length is long or is short. (DPWT uses longer cycle lengths during peak hours to maximize vehicular capacity and shorter lengths during off-peak hours to minimize vehicular delay. The result is that the short pedestrian phase created for the off-peak phase is used during the peak hour also, reducing pedestrian mobility.) Staff recommends that the Board support [increased funding to upgrade the County's traffic signal controllers] with the stipulation that better pedestrian accommodation be provided.

Project: Traffic Signal System Modernization

Status: The County Executive is recommending a new project that will initiate the planning phase for the upgrade and modernization of the County's computerized traffic signal system.

Facility Planning Transportation Projects

The facility planning candidate selection criteria that reference the Transportation Policy Report and Policy Area/Ceiling Capacity should be replaced by the priorities set forth in the Highway Mobility Report. Consider using two additional criteria in selecting candidates for facility planning: Potential Master Plan Improvements and Potential Enhancement Funding Projects. We recommend that the following candidates be added to the Facility Planning Program:

- Locbury Drive Connection
- Ennals Avenue/Price Avenue Relocation
- Shady Grove Sector Plan Staging
- Shady Grove Road/Midcounty Highway
- MD355/Gude Drive
- Metro Access Roadway/Crabbs Branch Way partial interchange
- Equipment Maintenance Operations Center (EMOC) Facility Relocation Access Improvements
- Gude Drive

- National Institute of Health (NIH) Circulation
- Newcut Road, from Ridge Road (MD 27) to Comsat Drive
- Queue Jumpers
- CBD Streetlighting
- North Bethesda Trail Extension
- Muncaster Mill Road (from Meadows Lane to Emory Lane) and Emory Lane (from Muncaster Mill Road to Holly Lane) Bikeways
- Columbia Pike (US 29) (from Lockwood Drive to Southwood Drive) and Lockwood Drive [from New Hampshire Avenue (MD 650) to Columbia Pike] Bikeways
- 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
- Forest Glen Road Bike Path from Georgia Avenue to Sligo Creek Trail
- Jones Mill Road bike safety improvements/shoulders
- Colesville Road (MD 384) Bike Path
- Needwood Road Bike Path from Muncaster Mill Road to Rock Creek Park entrance
- Layhill Road Bike Path from Norbeck Road to Ednor Road
- Connecticut Avenue Bike Path from Bel Pre Road to Georgia Avenue
- Burtonsville Streetscape Improvements along Old US 29
- Vital Way Streetscape Improvements between Randolph Road and New Hampshire Avenue
- Damascus Town Center Streetscape

Project: Facility Planning Transportation

Status: The County Executive has recommended increasing six-year funding levels from the FY05-10 Amended CIP. The above projects will be considered for possible candidate projects in the Facility Planning Transportation project. The facility planning candidate selection process is a thorough, multi-agency process that commences with a meeting of all stakeholders. Recommendations for candidate projects for inclusion in the program are generated by Executive Branch and M-NCPPC staff; citizens; and Metro Washington Council of Governments' Constrained Long Range Plan and Transportation Policy Report. Candidate projects are then screened on the basis of safety, congestion relief, connectivity, operational issues and inclusion in the Master Plan. Queue Jumper opportunities and coordination occur under the umbrella Facility Planning category of Preliminary Planning and Engineering.

Congested Intersections

Staff's report on highway mobility in Montgomery County shows that of the top fifty congested intersections, all but one are intersections with State highways. The exception is the intersection of Shady Grove Road and Midcounty Highway, where our latest counts do not yet reflect the County's recent improvements.

Of the remaining top fifty, some of the intersections' Critical Lane Volumes also do not reflect recent improvements, some are currently in planning or design or are under construction, and some will be improved by developers. Some have already been evaluated for improvements but been deleted from further consideration because the capacity improvement was determined to be not worth the cost. Some are also intersections where both roads are state highways where the County is unlikely to undertake improvements and some would be included in studies that the County has already recommended to SHA that they undertake.

Of the remaining, staff recommends that DPWT consider improvements to the following intersections, all of which have one County road involved:

- Colesville Road (US 29) at Dale Drive – DPWT did some design work to add a turn lane at this intersection a few years back, but while there have been some signal changes, no additional pavement has been added to implement the planned westbound right-turn lane on Dale Drive.
- Connecticut Avenue (MD 185) at Jones Bridge Road
- Montgomery Village Avenue (MD 124) at Russell Avenue – This intersection is within the City of Gaithersburg
- Piney Branch Road (MD 320) at Barron Street
- Norbeck Road (MD 28) at Bauer Drive
- Norbeck Road (MD 28) at Baltimore Road
- Norbeck Road (MD 28) at Bel Pre Road
- Falls Road (MD 189) at Dunster Road/Falls Chapel Road

Project: Intersection and Spot Improvements

Status: Intersection and Spot Improvements is an ongoing level of effort program with projects at the planning, preliminary design, final design and construction stages. A Countywide study to identify congested intersections and mitigation measures is being conducted in FY06. The above intersections will be considered and will be evaluated along with other intersections throughout the County.

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 and transit facilities and pedestrian and bicycle safety improvements that are included in the CIP. Providing an option to the single occupant vehicle is the primary goal of Transportation Demand Management.

Status: Within the Department of Public Works and Transportation, Transportation Demand Management is conducted using operating budget funds in the Division of Transit Services, Commuter Services Section. As a part of the CIP process the department coordinates funding needs for roads, transit facilities and pedestrian and bicycle improvements. The Commuter Services Section operates programs such as Fare Share and Super Fare Share and conducts outreach to encourage employers and employees in Montgomery County to use alternatives to single occupant vehicles.

SILVER SPRING/TAKOMA PARK AREA

Downtown Silver Spring Ice Rink and Pavilion

This project would fund the public facility at Veterans Plaza that was deleted from the last CIP due to cost concerns.

Project: Silver Spring Civic Building

Status: The County Executive recommends funding for the ice rink and pavilion in the Veterans Plaza as well as restoration of the original level of finishes contained in the Program of Requirements with building construction beginning in FY07.

Silver Spring Transit Center

This project would provide funds for the Silver Spring Transit Center to construct an extension of Ramsey Avenue/Bonifant Street to Ripley Street within the boundaries of the property owned by Montgomery County and WMATA. Private development is required to dedicate and construct streets shown in an approved and adopted master plan. These funds would allow the public sector to meet the obligation to dedicate and construct this connection as indicated in the Sector Plan for the Silver Spring CBD. Private development is expected to implement the improvements to the central segment of Ripley Street. These funds would allow the public sector to ensure coordination between public and private projects.

Project: Silver Spring Transit Center

Status: The Federal Government has contributed an additional \$24 million for this project. The new, multi-modal transit center will improve pedestrian safety and

vehicle traffic and will enhance access to mass transit in downtown Silver Spring. The project is currently in the design stage with construction projected to begin in the summer of 2007.

BETHESDA-CHEVY CHASE/NORTH BETHESDA AREA

Brookmont Elementary School

This former school site should be incorporated into Sangamore Local Park if the existing lease is not renewed. Funds for facility planning are needed to determine if the existing school could be used for recreation or other community needs.

Project: Acquisition: Local Parks

Status: Completion of the reuse procedure as required by Executive Regulation 4-99AM is pending. Acquisition of this site will be considered by the M-NCPPC should it become available.

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 are also needed for future operation and maintenance of the community center. An advisory committee has been formed to monitor the progress of this effort.

Status: Friendship Heights Community Center is a developer-required dedication in the Wisconsin Place development and operations are anticipated to commence in FY09.

North Bethesda Community Center

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

Project: Facility Planning: MCG

Status: The design of the North Bethesda Community Recreation Center is included in the six-year timeframe.

I-270 CORRIDOR AREA

Clarksburg Fire Station

Funds are needed for a "temporary" fire station (e.g. at the M-NCPPC Maintenance Facility located in Little Bennett Regional Park). The Master Plan recommends that consideration be given to locate a fire station in Clarksburg, close to the Town Center.

Project: Clarksburg Fire Station

Status: An interim fire station became operational at the end of November 2005 in leased space on Gateway Center Drive. A permanent station is programmed in the FY07-12 timeframe. Acquisition is proceeding.

Clarksburg Library

Funds are needed for a library in close proximity to other public facilities in the Town Center, and to retail and office areas.

Project: Clarksburg Library

Status: Funds for planning, design and construction are included in the FY07-12 timeframe. The County is working with the M-NCPPC and the Town Center developer to finalize a site for the new library, and with the developers in the two other potential development districts to complete the construction funding package.

Germantown Service District

An implementation study for a community-level service district to augment maintenance in the Germantown Town Center is needed. The service district would be funded through a service tax on commercial and institutional uses in the Town Center to cover additional trash pick-up, snow clearing, mowing, and landscape maintenance.

Status: Community discussion is in progress about the concept of a service district to enhance the level of maintenance in Germantown.

Shady Grove Elementary School at Casey at Mill Creek

An elementary school will be needed for the Shady Grove area. Preliminary Plan No. 1-02022: Casey at Mill Creek has reserved an elementary school site until December 2006. Private developers may dedicate this site, but if that does not occur, funds will be needed to acquire the site before the expiration of the reservation period.

Status: Executive Branch staff will evaluate acquisition should dedication not occur.

Shady Grove Stormwater Management Pond

This existing stormwater management pond is owned by Montgomery County. This pond is used for passive recreation. The Planning Board Draft of the Shady Grove Sector Plan recommends that this area be developed with trails and passive nature-oriented recreation. These recreational improvements to the existing pond are needed to serve the existing community.

Status: The Department of Environmental Protection is coordinating with the M-NCPPC on potential recreational uses that will be compatible with the function of this high hazard dam for stormwater control and preserve the natural environmental setting of this pond.

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 Program Open Space Master Plan and the 2002 Potomac Subregion Master Plan.

Project: North Potomac Community Recreation Center

Status: Funding for the design and construction of the North Potomac Community Recreation Center is included in the FY07-12 timeframe.

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 is necessary in order to facilitate athletic and recreational activities for the children and 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: Facility Planning: MCG

Status: The Scotland Community Center is included as Neighborhood Center Rehabilitation within the Facility Planning: MCG project.

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. A potential for joint development on the site of the existing Good Counsel High School should be explored. The cost to design, acquire the site, and renovate a portion of the existing Good Counsel High School should be compared with the cost to renovate the existing Wheaton Community Center.

Status: The Wheaton Redevelopment Office is working with developers and WMATA to determine the feasibility of retrofitting the Rafferty Center (a portion of the existing

Good Counsel High School) while also analyzing other alternatives.

EASTERN COUNTY AREA

Burtonsville Regional Stormwater Management

Funds for facility planning and construction are needed for the regional stormwater management system in Burtonsville. This facility would serve the existing elementary school, and other existing and new development.

Project: SM Retrofit - Countywide

Status: The Burtonsville Shopping Center is being proposed for redevelopment. The stormwater management needs for this area are being reviewed as part of the development review process. If a practical regional solution is identified, the project would be funded through the SM Retrofit - Countywide project for participation with the developer.

Burtonsville Streetscape Improvements

Streetscape improvements are needed along Old US 29 and MD 198. In addition to any funds from DPWT, these streetscape funds for improvements are needed in this area to coordinate the future development of the private and public sectors.

Project: Facility Planning: HCD

Status: The County Executive recommends a continuation of facility planning work developing a revitalization strategy for the Burtonsville Town Center due to the impact of recent and proposed transportation projects. It is expected that the State will implement a landscaping project on old US 29.

Pedestrian and Bicycle Safety Improvements

The [Pedestrian and Bicycle Safety Improvements at Intersections] section includes the additional recommendations. In the Sandy Spring/Ashton area a sidewalk along MD 108 between Brooke Road and MD 650; also in the Sandy Spring/Ashton area a pedestrian connection between existing and new residential and commercial development, the Sandy Spring Museum, and Sherwood High School; in the Kemp Mill area a sidewalk along Auth Lane between Stonington Road and Hermleigh Road; and a crosswalk at the intersection of Norwood Road and New Hampshire Avenue should be a high priority.

Projects: Annual Sidewalk Program
MD 108 Sidewalk

Status: Efforts to construct sidewalk along MD 108 from Norwood Road to Hidden Garden Lane are at the final

design stage and will be constructed under the Annual Sidewalk program and the new MD 108 Sidewalks project. In addition, DPWT will evaluate the Auth Lane Sidewalk for inclusion in the Annual Sidewalk Program.

Vital Way Streetscape Improvements

In addition to funds from DPWT, funds are needed to provide curb, sidewalk and streetscape on this commercial street carrying increased traffic between Randolph Road and New Hampshire Avenue.

Status: Due to the large number of candidate projects with higher priority, this project has not been included in the recommended list of projects.

RURAL AREA

Magruder Branch Stream Valley Park Trail

Funds are needed to connect the Town Center to the Magruder Branch Trail system adjacent to the retail area.

Project: Facility Planning: Non-Local Parks PDF

Status: This trail is included in the M-NCPPC request. The County Executive recommends increasing funding for facility planning and will look to the M-NCPPC to determine prioritization; developer contributions will be pursued as part of the development process.