



**White Flint West Transportation. Phase 2. CIP No. 501116. Mandatory Referral No. MR2015029**

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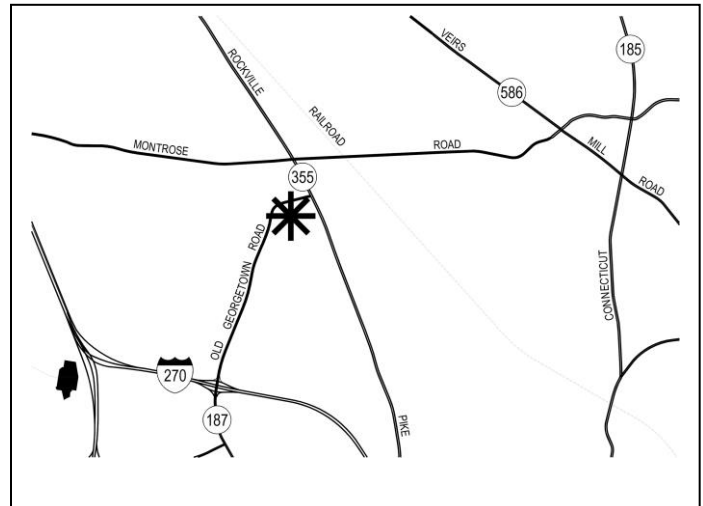
**Completed: 09/3/15**

**Description**

Mandatory Referral approval is requested for the Montgomery County Department of Transportation’s (MCDOT’s) project to reconfigure a portion of the existing roadway network in White Flint.

The project would construct/reconstruct portions of five roadways: Main/Market Street, Executive Boulevard/East Jefferson Street and Executive Boulevard Extended, Old Georgetown Road (MD187), and Hoya Street (Towne Road).

The project is located within the White Flint Sector Plan area. See Vicinity Map to the right.



**Summary**

We recommend that the Board approve this project with the following comments to MCDOT:

1. This project is critical to the success of the White Flint Sector Plan area and, by extension, to the future economic health of Montgomery County. Its current design however does not fully meet the intent of the White Flint Sector Plan, the State designation of White Flint as a Transit-Oriented Development area, or the designation of White Flint as a Bicycle-Pedestrian Priority area. Neither does it follow the recommendations of the Countywide Transit Corridors Functional Master Plan (CTCFMP) for Bicycle-Pedestrian Priority Areas or Americans with Disabilities (ADA) Best Practices.

We believe that the project could be significantly redesigned to prioritize bicyclist and pedestrian accommodations in line with the comments enumerated below.

2. Bus Rapid Transit (BRT): The North Bethesda Transitway has an alternative alignment that runs along both legs of Old Georgetown Road within the limits of this project, as well as a planned station at the East Jefferson Street/Hoya Street intersection. A determination should be made as to whether an additional lane is needed on Old Georgetown Road south of Hoya Street and the space requirements for the planned

station at this intersection so that any necessary design changes can be made before the plans are finalized.

3. General:

- a. The Capital Improvements Program Project Description Form for this project should be modified to reflect any and all variances from the requirements of Chapter 49 of the County Code- including travel lane width, curb radii, curb extensions, and target speeds - and submitted to the County Council for approval.
- b. The maximum target speed for the roads to be constructed or reconstructed under this project should be 25 mph per the 2014 Urban Road Code bill and the White Flint Sector Plan. Also in accordance with this bill, reduce travel lane widths to ten feet; reduce curb radii to fifteen feet unless a greater radius is needed to accommodate the design vehicle; and provide curb extensions at intersections on streets with parking lanes.
- c. Use six-inch-high, rather than eight-inch-high, curbs on this project to avoid unnecessarily reducing the usable width of the sidewalk, lengthening the pedestrian crossing distance in the allowed traffic signal cycle, and requiring more effort by handicapped persons to cross the street.
- d. Construct sidewalks and paths behind handicap ramps wherever possible rather than have the ramps in the main travel path around the corner.
- e. Widen all handicap ramps that accommodate bicyclists on shared use paths to ten feet wide.
- f. Provide dual, directional handicap ramps at all intersections and provide median pedestrian refuges on all legs of divided roadways at intersections.
- g. Medians of six feet in width or greater should be landscaped and medians of ten feet in width or wider should be planted with trees. Concrete medians narrower than six feet should be constructed with an ashlar slate formwork surface.

4. Market Street:

- a. Provide curb extensions on Market Street at Old Georgetown Road to meet the requirements of the recent Urban Road Code changes and provide handicap ramps to cross all four legs of the Executive Boulevard/Market Street intersection. Locate the proposed handicap ramps to minimize pedestrian crossing distances.
- b. Provide handicap ramps, a marked crosswalk, a median refuge, and a traffic signal on the south leg of Old Georgetown Road at Market Street.
- c. The intersection of Executive Boulevard and Market Street should either be fully stop sign-controlled or traffic signal-controlled to ensure pedestrian safety.

5. East Jefferson Street:

- a. Provide separated bike lanes on East Jefferson Street.
- b. Consider reducing the number of turn lanes on East Jefferson Street.
- c. Eliminate the proposed free-right turn lane in the southwest quadrant of the Old Georgetown Road intersection or modify it to improve pedestrian safety.
- d. Provide a marked crosswalk with handicap ramps and a median pedestrian refuge on the east leg of East Jefferson Street 450 feet west of Hoya Street at the traffic

signal controlling driveways on the north and south sides of the street. Provide a median pedestrian refuge on the west leg also.

6. Old Georgetown Road – south leg:
  - a. Provide two-way separated bike lanes on the east side of Old Georgetown Road from Nicholson Lane to East Jefferson Street with a pavement width of eleven feet.
  - b. Work with SHA to narrow the proposed lane widths to ten feet.
  - c. Where a curb-attached sidewalk is proposed, offset the sidewalk on the west side of Old Georgetown Road from the curb by a minimum five-foot-wide landscape panel with street trees.
  - d. Minimize the length of landscaped median to be removed and replaced by unused, striped-out pavement.
7. Old Georgetown Road – east leg:
  - a. Reduce the curb-to-curb roadway width of the segment between Hoya Street and Executive Boulevard to 76 feet by deleting the proposed eastbound right turn lane. Work with SHA to narrow the proposed lane widths to ten feet.
  - b. Separated bike lanes would provide a better accommodation than the planned on-road bike lanes and a shared-use path without requiring any additional space.
  - c. Provide dual directional handicap ramps in the southwest corner of the Executive Boulevard Extended/Grand Park Avenue intersection and a median pedestrian refuge should be provided on all four legs of the intersection.
8. Executive Boulevard Extended: Reconsider building separated bike lanes on Executive Boulevard Extended from 300 feet south of Marinelli Road to Old Georgetown Road (east leg) in the context of providing a comprehensive bicycle facility network for White Flint. This could be accomplished by eliminating the proposed center turn lane, as well as reducing the width of the travel lanes to ten feet. If the center turn lane cannot be eliminated, consider other modifications to the typical section to achieve the separated bike lanes.
9. Hoya Street:
  - a. Widen the median on the south leg of Hoya Street at Montrose Parkway to six feet and provide a median refuge.
  - b. Convert the shared use path to two-way separated bike lanes on the east side of Hoya Street with a pavement width of eleven feet.
  - c. Work with SHA to narrow the proposed lane widths to ten feet.
10. Obtain a new Forest Conservation Exemption for Phase II to include proposed roadway modifications.

**Previous Board action**

On March 12, 2015, the Planning Board approved the White Flint West Phase 1 project, which was a breakout of the subject project, to facilitate the construction of a new parking structure on the Montgomery County Conference Center property. The follow-up letter to the Board's approval is shown as Attachment 1.

**Context, Background, and Analysis Summary**

**Transit-Oriented Development:** The project area is in the portion of the White Flint Sector Plan area within one-half mile of the White Flint Metro Station that was jointly designated in March 2012 by Montgomery County and the Maryland Department of Transportation (MDOT) as an official Transit-Oriented Development (TOD) area. MDOT’s report to the Maryland General Assembly dated September 2014 states,

*“TOD is development that is physically and functionally integrated with transit, reduces auto dependency, increases pedestrian/bicycle trips, fosters safer station areas, enhances walkable connections to transit stations, provides mixed-use development (including housing and convenient access to goods and services), offers attractive public spaces, promotes and enhances public transportation ridership, and encourages revitalization and smart growth. By achieving these principles, TOD can reduce traffic congestion, fuel consumption, air pollution, greenhouse gas emissions, sprawl and local infrastructure costs while increasing the mobility of citizens of all income groups by providing more convenient access to mass transit.”*

**Bicycle-Pedestrian Priority Areas:** The project area is also in the White Flint Sector Plan Bicycle-Pedestrian Priority Area, which was confirmed in January 2011 by the Maryland State Highway Administration (SHA) as the state’s first designated area. Two dozen other Bicycle-Pedestrian Priority Areas (BiPPAs) were also designated in the Countywide Transit Corridors Functional Master Plan (2013), but White Flint is the only one whose designation has been confirmed by the State. Maryland Law states,

*8-204(c)(ii) 1. If the Administration and a local government designate an area as a bicycle and pedestrian priority area, implement a plan developed in cooperation with the local government to increase safety and access for bicycle or pedestrian traffic.*

*8-204(2) A plan for traffic management in a bicycle and pedestrian priority area shall provide for:*

- (i) Appropriate changes to the location, construction, geometrics, design, and maintenance of the State highway system to increase safety and access for bicycle or pedestrian traffic in the bicycle and pedestrian priority area; and*
- (ii) The appropriate use of traffic control devices including pedestrian control signals, traffic signals, stop signs, and speed bumps.*

Since SHA has not developed a detailed plan for the White Flint area, the list of improvements for BiPPAs included in the CTCFMP is the best guide as to what should be included in projects in this area (see Attachment 2).

**Handicapped Access:** This project proposes to use 8-inch-high SHA standard curbing rather than the 6-inch-high County standard. Since the handicap ramp slope cannot be greater than one inch per foot, the effect of the higher curb would be to make all ramps two feet longer, minimizing the level space available at corners and making it slightly longer for pedestrians and bicyclists to cross the street and require more effort on the part of handicapped pedestrians to navigate the ramps. The problem with eight-inch-high curbs was addressed in the Countywide Transit Corridors Functional Master Plan (2013) and a reduction to six inches is one of the

recommended improvements for Bicycle-Pedestrian Priority Areas. Six-inch curbs should be used throughout this project on both County and State roads.

At several intersections, the project's design proposes to ramp sidewalks and trails down to street level just prior to reaching the corner. The result of such a treatment would be that everyone would be required to negotiate two ramps even if they are not crossing the street and just want to go around the corner; this is an unnecessary burden on people with mobility problems. In addition, having a large section of sidewalk at street level at the corner would enable drivers to cut the corner, possibly endangering waiting pedestrians, and would increase the risk of stormwater collecting at the curbline in the crosswalk. The project should be revised to place the sidewalks and paths behind the ramps wherever possible.

**Urban Road Code – Geometric Criteria:** In late 2014, the County Council passed an Urban Road Code bill that generally narrowed the travel lanes in Urban areas to ten feet to promote slower operating speeds in urban areas and reduced the corner curb radii to fifteen feet to promote pedestrian and bicyclist safety. The bill became effective on December 3, 2015 and while it is important that this project be constructed in accordance with these requirements, these changes are not reflected in the current plans.

In addition, while the intersections that this project proposes to construct are new or mostly new, most of the opportunities to provide median pedestrian refuges have not been taken advantage of. The requirements of the Urban Road Code bill have not been met.

Note: The Urban Road Code changes apply to all County roads in Urban areas. For the purposes of this memo, it is assumed that these requirements apply to the east leg of Old Georgetown Road, which is anticipated to become a County Road per agreement with SHA, and do not apply to Hoya Street, which would become a State road per the same agreement. However, MCDOT should work with SHA to adhere to the County Code to meet the intent of the sector plan and other policy objectives.

**Urban Road Code – Target Speed:** The Urban Road Code bill also changed the maximum target speed in Urban areas to 25 mph, unless otherwise specified in a master plan or the approved capital improvements program. A 25 mph target speed is recommended for all roads in the White Flint Sector Plan, with the exception of Montrose Parkway whose target speed is recommended as 35 mph (see Attachment 3). No higher target speeds are noted in the PDF for the White Flint West Workaround Project No. P501506, which was amended for FY16.

However, the proposed project has much higher design speeds and anticipated posted speeds that would make achieving the 25 mph target speed impossible to attain:

Table 1: Proposed Design Speeds and Anticipated Posted Speeds

Road	Design Speed (mph)	Anticipated Posted Speed (mph)
Old Georgetown Road (south leg)	45	40
Old Georgetown Road (east leg)	45	40
Hoya Street	45	40
East Jefferson Street	35	30
Executive Boulevard	30	25
Market Street	30	25

We note that in addition to the anticipated posted speeds exceeding the 25 mph target speed recommended in the sector plan and required in the recent Urban Road Code, the higher design speeds also are inconsistent with the County target speed standard (MC 202.01) that was adopted in 2008, which states that the projects should avoid having a design speed that is greater than the target speed.

The maximum target speed for all roads to be constructed or reconstructed under this project should be 25 mph, and reducing the travel lane width to ten feet would assist in keeping operating speeds down closer to that speed.

**Bicycle Master Plan**

While for the most part the project reflects the bicycle recommendations in the White Flint Sector Plan, much has changed in our understanding of the needs of bicyclists since the plan was approved in 2010. This is one of the main reasons that the Department is undertaking the Bicycle Master Plan.

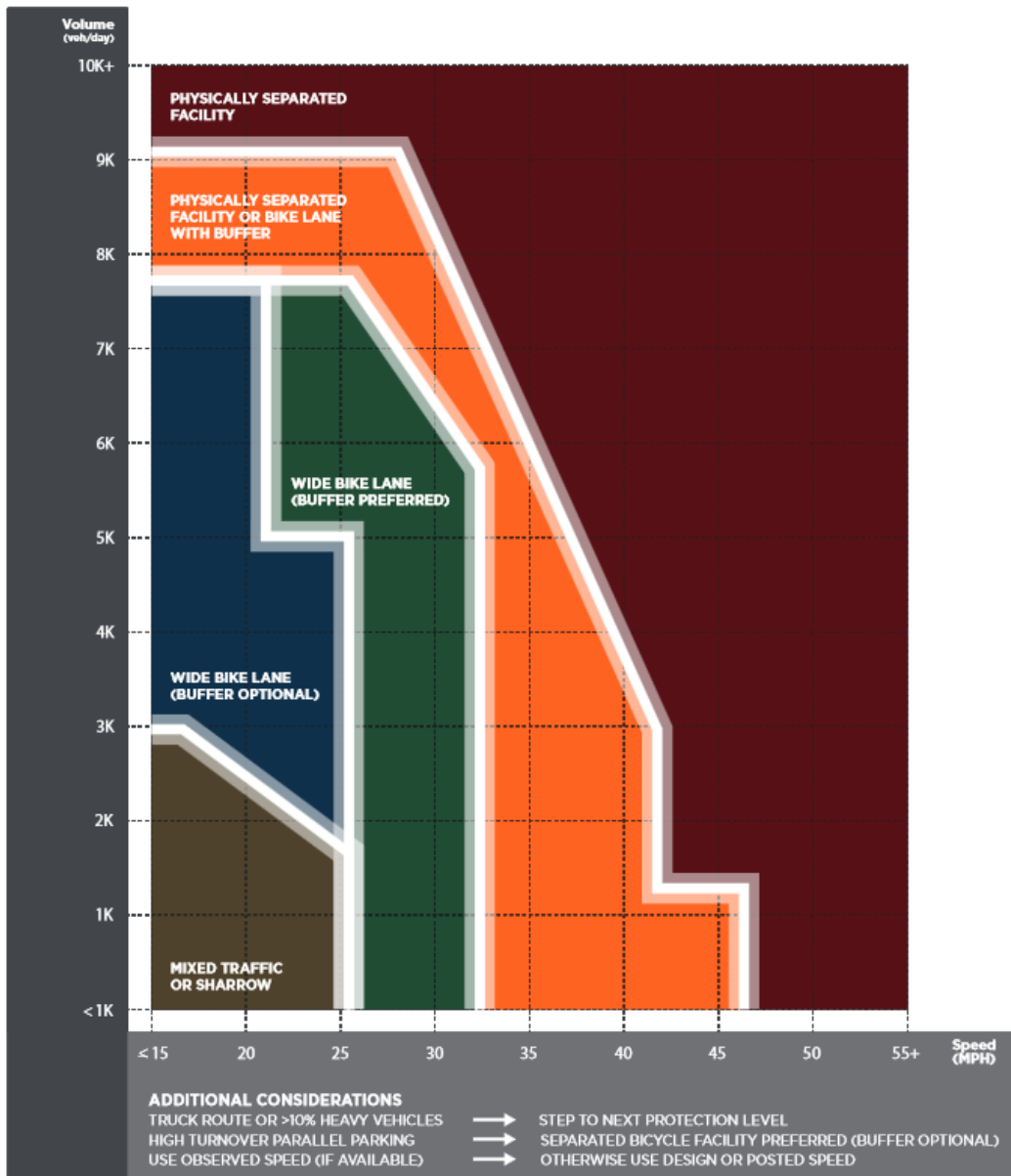
Recognizing that if we wait for the approval of the Bicycle Master Plan in fall 2017 we may lose opportunities to move forward with an enhanced bicycling network in areas with high development activity, the Bicycle Master Plan team is working with MCDOT and Council staff to develop a network of separated bike lanes in White Flint, largely on roads with master-planned or existing bike lanes. This effort excluded the roads in this project however because this project was well into the design phase when staff began the Bicycle Master Plan work.

Now that this project has been submitted for Mandatory Referral review, it is clear that there is significant benefit in relooking at the bicycle network design in order to achieve a state-of-the-art bike network in White Flint. Separated bike lanes are the preferred facility type on higher volume and higher speed roads. We recommend that MCDOT construct separated bike lanes on Old Georgetown Road, East Jefferson Street, and Hoya Street using the existing rights-of-way

and shared use paths, resulting in minimal to no reduction in travel lanes. Doing so would create a high-quality bicycling network that will eventually link White Flint to Bethesda, Friendship Heights, and Silver Spring once the Capital Crescent Trail and North Bethesda Trail are complete.

The Montgomery County Bicycle Planning Guidance that the Planning Board reviewed in September 2014 includes two tools for evaluating bicycle facility planning. The first tool, volume and speed charts, show which bicycle facility is recommended for different combinations of daily traffic volume and posted speed limit to attract the so-called “Interested but Concerned” group that typically represents around 60% of the population (see below).

Figure 1: Speed and Volume Chart for the “Interested but Concerned” Population



The second tool is the Level of Traffic Stress, which categorizes roads based on the stress they impose on cyclists. Roads that have higher traffic volume, higher speeds, and high turnover parking create greater stress from cyclists.

Based on the Planning Board’s positive review of the planning guidance in 2014, the bikeway treatments we are recommending for some of the roadway segments listed below were identified in part on an evaluation using these tools. Since we now have far more knowledge about how to make cycling safer for our residents than we did in 2010 when the White Flint plan was approved, we would like for these bike improvements to be designed into the project to the extent possible.

### Project Map and Master Plan Recommendations

Note: This project includes the relocation of roads that retain their names, the relocation of roads that change their names, the construction of roads that change their names across intersections, and dual names for the same road. To aid in the understanding of this project, the following graphic has been created to show which roads are included in this project and refer to them by one name only. The table has been similarly structured and combines the recommendations of the White Flint Sector Plan, the Countywide Bikeways Functional Master Plan, and Countywide Transit Corridors Functional Master Plan.

Figure 2: Project Map

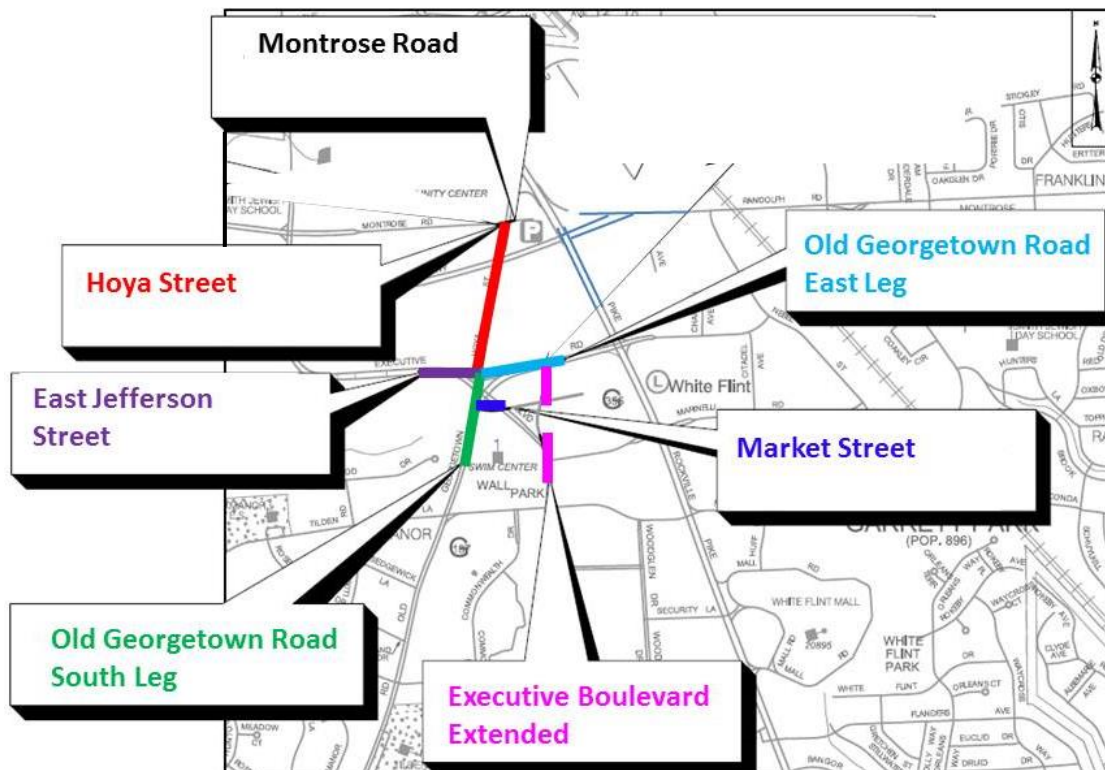




Table 2: Master Plan Recommendations

Street	From	To	Road No.	ROW (feet)	Lanes	Bikeway	Road Code Std	BRT
Old Georgetown Road (south leg)	Nicholson Lane	East Jefferson Street/ Hoya Street	M-4	150	6 divided	Shared-Use Path (LB-1)	2008.0 2 mod.	Add one transit lane
Old Georgetown Road (east leg)	East Jefferson Street/ Hoya Street	Rockville Pike (MD355)	M-4	120	4 divided	Shared-Use Path and Bike Lanes (LB-2)	2008.0 1 mod.	Mixed traffic
Hoya Street	East Jefferson Street	Montrose Parkway	M-4a	120	4 divided	Shared-Use Path (LB-1)	2008.0 1 mod.	n/a
East Jefferson Street	Rockville City Limits	Old Georgetown Road	B-7	120	4 divided	Bike Lanes (BL-25)	n/a	n/a
Executive Boulevard Extended	Marinelli Road	Old Georgetown Road (east leg)	B-15	80	4	n/a	2004.0 1	n/a
Grand Park Avenue	Old Georgetown Road (east leg)	New Street (B-16)	B-15	70	2	n/a	2005.0 2	n/a
Market Street	Old Georgetown Road (south leg)	Rockville Pike (MD355)	B-10	70	2	Shared-Use Path (LB-3)	2005.0 2	n/a

**Detailed Analysis**

**Market Street** from Old Georgetown Road – south leg to 300 feet west of Executive Boulevard Extended (limit of Phase 1 project): MC std 2005.02 would be modified to include the shared use path (LB-3), recommended in the Sector Plan. That ten-foot-wide path would be built on the north side of Market Street along with a six-foot-wide sidewalk on the south side.

Bike Accommodation: Since this should be a low-volume, low-speed street, no separate on-road bike accommodation is needed in addition to the shared use path.

Old Georgetown Road/Market Street intersection: No crosswalk is proposed to cross Old Georgetown Road, but handicap ramps must be provided to cross the south leg of Old Georgetown Road to meet the requirements of Federal and State law. A marked

crosswalk should be provided in concert with a median refuge and a pedestrian-actuated traffic signal

Executive Boulevard Extended/Market Street intersection: Marked crosswalks are proposed on all four legs of the intersection, but stop signs are proposed only for Market Street. While drivers on Executive Boulevard are required by law to stop for pedestrians in the crosswalk, we do not believe that this would be an adequately safe environment for the many pedestrians who will be crossing five lanes of traffic. This intersection should either be a four-way stop or traffic signal controlled.

***Recommendations:***

- Provide handicap ramps, a marked crosswalk, a median refuge, and a traffic signal to cross the south leg of Old Georgetown Road at Market Street.
- The intersection of Executive Boulevard and Market Street should either be fully stop sign-controlled or traffic signal-controlled to ensure pedestrian safety.

**East Jefferson Street** from Old Georgetown Road to the traffic signal-controlled driveway 450 feet west of Old Georgetown Road: The roadway recommendations for this segment, which is currently named Executive Boulevard, are in the 1992 North Bethesda-Garrett Park Master Plan and the 2005 Countywide Bikeways Functional Master Plan. While the master plan-recommended roadway was for a four-lane divided business/industrial street in a 120-foot ROW, the proposed road has continuous right-turn and left-turn lanes in each direction, for a total of eight lanes in a 136-foot ROW.

While turn lanes are not typically considered in the tally of whether a proposed road is consistent with the master plan, the overall effect is that the proposed eight-lane leg would be bigger than any road in the Silver Spring CBD, including at the intersection of Georgia Avenue (MD97) and Colesville Road (US29). While these turn lanes account for half of the proposed roadway width, no bike lanes would be provided and the existing bikeable shoulders would be removed.

Bike Accommodation: The Countywide Bikeways Functional Master Plan and the White Flint Sector Plan recommend bike lanes on East Jefferson Street (aka Executive Blvd), west of Old Georgetown Road. A few years ago, MCDOT restriped a portion of this road to accommodate bicyclists and if they had included bike signs or bike stencils they would meet the County's definition of bike lanes. Rather than removing these shoulders, as proposed, we believe that they should be retained and upgraded to separated bike lanes (aka cycle tracks) based on the considerations below.

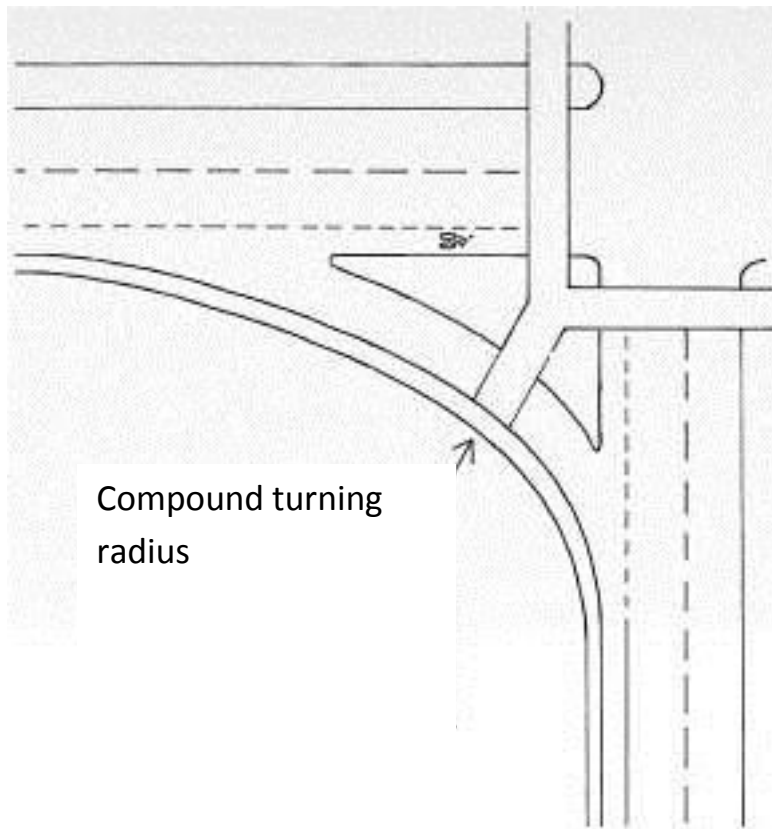
- Daily Traffic Volume: 21,900 veh (2014); 32,100 veh (2022); 36,665 veh (2042)
- Number of Lanes: 4 through lanes
- Proposed Speed Limit: 30 mph
- On-Street Parking: none

Volume and Speed Charts: Due to the daily traffic volume this road requires a physically separated bikeway to be bikeable by the "Interested but Concerned" population.

Level of Traffic Stress: An evaluation of the traffic stress on East Jefferson Street indicates that due to the high volume and moderate speed of traffic it is currently a moderate-stress cycling environment that is suitable for about 10% of population. While the bike lanes recommended in the sector plan would represent a substantial improvement over existing conditions, we can achieve a very low stress environment (suitable for all adults and many children) by implementing separated bike lanes on this road.

East Jefferson Street/Old Georgetown Road/Hoya Street intersection: The free-right turn lane in the southwest corner should be eliminated because it facilitates turns that are too fast for an urban area. If it is retained, it should be modified to reflect a safer design that provides better sightlines for drivers and greater safety for pedestrians via the slower turn and larger island, as recommended in the ADA Best Practices Guide (shown below). While this often may require additional right-of-way, sufficient right-of-way already exists at this location because it is where the existing roadway is being removed.

Figure 3: Alternative Design for Free-Right Turns



*Graphic credit: Designing Sidewalks and Trails for Access (2001)*

Dual directional handicap ramps should be provided in the southwest corner of this intersection and the location of ramps at other corners should be modified to facilitate the provision of median pedestrian refuges on all four legs of the intersection.

***Recommendations:***

- Provide separated bike lanes on East Jefferson Street.
- Consider reducing the number of turn lanes on East Jefferson Street.
- Modify or eliminate the proposed free-right turn lane in the southwest quadrant of the Old Georgetown Road intersection to improve pedestrian safety. Provide dual directional handicap ramps in the southwest corner and modify the location of ramps at other corners to facilitate the provision of median pedestrian refuges on all four legs of the intersection.
- Provide a marked crosswalk with handicap ramps and a median pedestrian refuge on the east leg of East Jefferson Street 500 feet west of Hoya Street at the traffic signal controlling driveways on the north and south sides of the street. Provide a median pedestrian refuge on the west leg also.

**Old Georgetown Road (MD187) – south leg:** From 500 feet north of Nicholson Lane/Tilden Lane to Executive Boulevard (East Jefferson Street), the Sector Plan recommends that Old Georgetown Road (M-4) be a six-lane divided Major Highway in a 150-foot right-of-way, using MC standard 2008.02 modified to include the planned shared use path on the east side. The Countywide Transit Corridors Functional Master Plan designates this segment of Old Georgetown Road as one alternative for the North Bethesda Transitway and recommends that the provision of an additional lane for transit be considered, as well as a station at the Old Georgetown Road/East Jefferson Street intersection. However, neither the additional transit lane nor the station is reflected in the plans.

The southern project limit is about 500 feet north of Nicholson Lane. The existing sidewalk on the west side is in an undesirable location adjacent to the curb and the proposed project would continue this treatment for another 300 feet. It should be offset from the curb by a five-foot-wide (min.) landscape panel with street trees. On the opposite side of Old Georgetown Road, the proposed shared use path would tie into the existing five-foot-wide sidewalk at the curb, leaving a gap of about 250 feet where only a sidewalk would exist to reach the driveway to the Kennedy Shriver Aquatic Center. If the shared use path is retained as the bike facility along this roadway, it should be extended south to the Aquatic Center, at a minimum.

The existing landscaped median in this area would be removed for a distance of 400 feet and replaced by striped-out paving to allow for the creation of two northbound left turn lanes. At least the southernmost 100 feet of median could remain however and the length of median replaced by unused pavement should be minimized.

A six-foot-wide concrete median is proposed south of the Old Georgetown Road/Hoya Street intersection for a length of about 420 feet. This median should be changed to a landscaped median. If it is not changed, its appearance should be improved by either using unit pavers of the same type used elsewhere on the project or by using an ashlar slate pattern that will help hide debris thrown up onto the median. This comment also applies to the proposed median between Main-Market Street and Executive Boulevard/Grand Park Avenue and the segment north of Executive Boulevard/Grand Park Avenue.

While this is a State highway and not subject to the County's Rode Code, MCDOT should work with SHA to narrow the proposed lane widths to ten feet to achieve the 25 mph target speed

recommended in the White Flint Sector Plan and to provide sufficient space to adequately accommodate other travel modes.

Bike Accommodation: Based on the following analysis we recommend two-way separated bike lanes on the east side of Old Georgetown Road:

- Daily Traffic Volume: 43,625 veh (2022); 48,690 veh (2042)
- Number of Lanes: 6 through lanes
- Proposed Speed Limit: 40 mph
- On-Street Parking: none

Volume and Speed Charts: Due to the very high daily traffic volume this road requires a physically separated bikeway to be bikeable by the “Interested but Concerned” population.

Level of Traffic Stress: An evaluation of the traffic stress on East Jefferson Street indicates that due to the high volume and speed of traffic it is currently a high-stress cycling environment that is suitable for about 1-4% of population.

While the White Flint Sector Plan recommends shared use path, separated bike lanes are more appropriate in urban areas with high pedestrian activity and a separated bikeway would reduce the level of traffic stress to low. We therefore recommend two-way separated bike lanes on the east side of Old Georgetown Road where most of the land use will be located.

***Recommendations:***

- Provide two-way separated bike lanes on the east side of Old Georgetown Road with a pavement width of eleven feet.
- At the southern end of this segment, offset the sidewalk on the west side of Old Georgetown Road from the curb by a minimum five-foot-wide landscape panel with street trees.
- Narrow the proposed lane widths to ten feet.
- Minimize the length of landscaped median to be removed and replaced by unused, striped-out pavement.

**Old Georgetown Road (MD187) – east leg:** From East Jefferson Street/Hoya Street to Rockville Pike, this road is recommended as a four-lane divided Major Highway in a 120-foot right-of-way, using MC standard 2008.01 modified to include both on-road bike lanes and a shared-use path. The Countywide Transit Corridors Functional Master Plan designates this segment of Old Georgetown Road as one alternative for the North Bethesda Transitway, but with a mixed traffic operation.

Last year, the Council proposed an Amendment to the FY15-20 Capital Improvements Program, White Flint West Workaround (No.501506) that would have limited the total curb-to-curb width of Old Georgetown Road between Hoya Street/East Jefferson Street and Executive Boulevard Extended to 76 feet (see Attachment 4). In response, the County Executive agreed to make this change without revising the PDF, but almost the entire length of this segment is 88 feet wide.

Bike Accommodation: The project includes the planned on-road bike lanes and a shared-use path, but separated bike lanes would provide a better accommodation without requiring any additional space.

Old Georgetown Road/Executive Boulevard/Grand Park Avenue intersection: Dual directional handicap ramps should be provided in the southwest corner of this intersection and a median pedestrian refuge should be provided on the west legs of Old Georgetown Road.

***Recommendations:***

- Reduce the pavement width of Old Georgetown Road west of Executive Boulevard to 76 feet by deleting the proposed eastbound right turn lane.
- Separated bike lanes would provide a better accommodation than the planned on-road bike lanes and a shared-use path without requiring any additional space.
- Provide dual directional handicap ramps in the southwest corner of the Executive Boulevard Extended/Grand Park Avenue intersection and a median pedestrian refuge should be provided on all four legs of the intersection.

**Executive Boulevard Extended** from 150 feet south of Marinelli Road to the Montgomery County Conference Center driveway, and from Market Street to Old Georgetown Road (east leg) (The area between these two segments was approved as Phase 1 of the project.): The Sector Plan recommends a realignment of Executive Boulevard (B-15), called Mid-Pike Spine Street in the Plan, as a four-lane business street (B-7) with a minimum 80 foot right-of-way, using MC standard 2004.01. The Mandatory Referral for the segment between the two subject segments described above was approved by the Board on March 12, 2015. North of Old Georgetown Road (east leg), the road would continue as Grand Park Avenue.

MCDOT would modify MC roadway standard 2004.01 for realigned Executive Boulevard to add a center turn lane and provide an additional nine feet of right-of-way, for a total of 89 feet.

The Sector Plan makes no recommendation for bike accommodation on Executive Boulevard, but based on input from the White Flint Implementation Committee, MCDOT's proposed typical section of realigned Executive Boulevard would also include a ten-foot-wide pervious concrete shared use path and six-foot-wide landscape panels on both sides of the street.

Bike Accommodation: No bike accommodation is recommended in the White Flint Sector Plan but ten-foot-wide sidewalks/shared use paths are proposed on each side of Executive Boulevard Extended. While we believe that it is important to have a good bike connection between Wall Park and the Kennedy Shriver Aquatic Center, as well as the future community center, it would be beneficial to reconsider what type of bike accommodation is most appropriate.

Rather than provide a five-lane typical roadway section, the Board recommended in their Mandatory Referral comments on Phase 1 that MCDOT consider building only the four travel lanes recommended in the master plan without the proposed left turn lane, and instead allocating the space for the turn lane – along with the space gained from implementing the

narrower travel lane widths called for in the recent Urban Road Code bill – to provide separated bike lanes.

The proposed 57-foot curb-to-curb pavement width could thereby be reallocated to achieve four ten-foot-wide travel lanes with six-foot-wide bike lanes separated by 2.5-foot buffers (see graphic on following page). MCDOT has responded that the separated bike lanes would not be provided due to impacts on off-peak parking. We believe that the Board should restate their earlier comment and that MCDOT should reconsider their response given the need for a comprehensive bike network in White Flint.

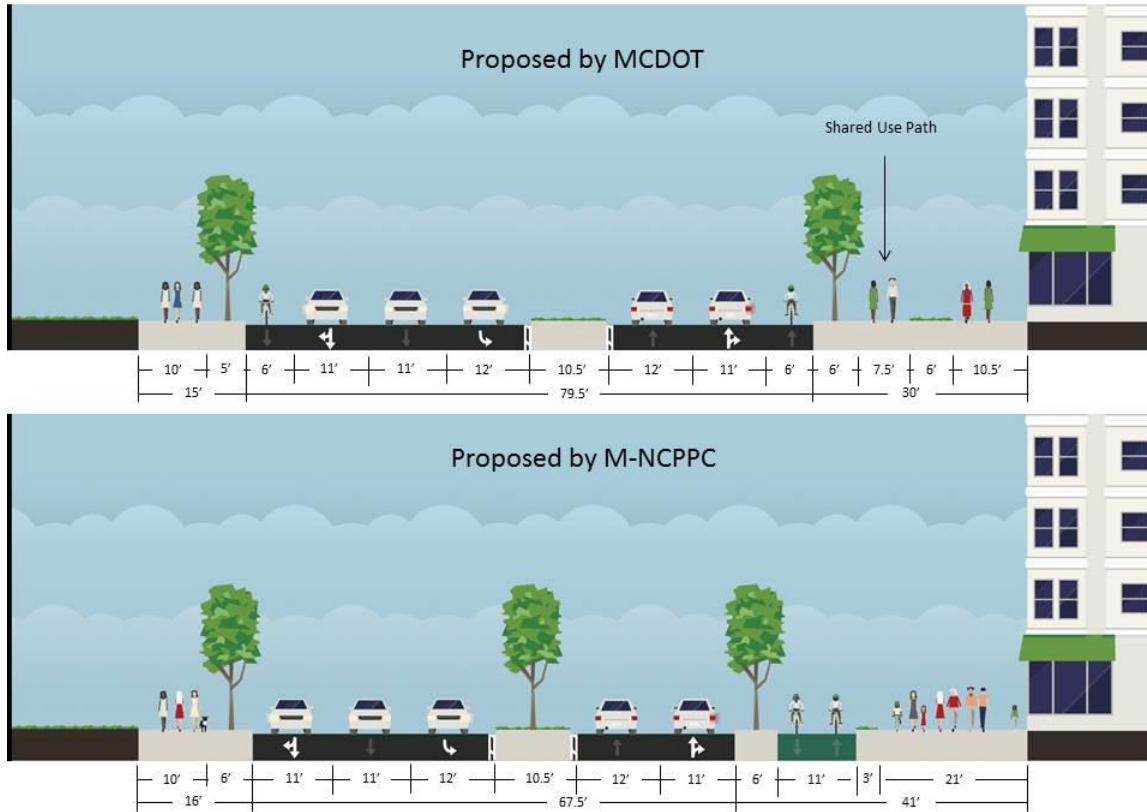
***Recommendation:***

- Reconsider building separated bike lanes on Executive Boulevard Extended from 300 feet south of Marinelli Road to Old Georgetown Road (east leg), which could be accomplished by eliminating the proposed center turn lane, as well as reducing the width of the travel lanes to ten feet. If the center turn lane cannot be eliminated, consider other modifications to the typical section to achieve the separated bike lanes.

**Hoya Street:** The Sector Plan classifies this road as a major highway (M-4a) and recommends it as a four-lane road in a 120-foot right-of-way roadway, using MC standard 2008.02 modified. It also recommends a shared use path.

**Bike Accommodation:** While the White Flint Sector Plan recommends a shared use path along Hoya Street, separated bike lanes are more appropriate in urban areas with high pedestrian activity. We therefore recommend replacing the standard bike lanes with two-way separated bike lanes on the east side of Hoya Street where most of the land use will be located. Shifting the bike lanes outside of the curb has the effect of improving the bicycling experience, while narrowing the curb-to-curb distance by 12 feet, which reduces pedestrian exposure to traffic and can improve traffic signal operations. Since separated bike lanes capture most (if not all) cyclists that will use a shared use path, the shared use path can be removed and the space can be used to widen the sidewalks on the east side of Hoya Street. The graphic below shows typical sections proposed by MCDOT and M-NCPPC to illustrate how our recommendations could be accomplished to achieve the desired facilities.

Figure 4: Typical Sections for Hoya Street as Proposed by MCDOT and M-NCPPC staff



Hoya Street/Montrose Parkway intersection: Only three crosswalks would be provided; no crosswalk would be striped on the east leg of the intersection, which is used heavily by southbound trucks turning east onto the parkway because no trucks are permitted east of this intersection. Given the balance of demands here, we do not believe that providing this fourth crosswalk is a critical need. However, this makes it more important that the other crosswalks are optimized.

The median on the south leg of Hoya Street is only two feet wide and pulled back from the crosswalk. This is a less than optimal treatment when it is part of the connection between the path on the east side of Hoya Street and the path on the north side of Montrose Parkway.

**Recommendations:**

- Widen the median on the south leg of Hoya Street at Montrose Parkway to six feet and provide a median refuge.
- Convert the shared use path to two-way separated bike lanes on the east side of Hoya Street with a pavement width of eleven feet.



## **Environment**

A Forest Conservation Exemption was granted for Phase I of this project on July 30, 2014. However, Phase II includes roadway sections and limits of disturbance not included in the approved Forest Conservation Exemption. The project does not disturb streams or their buffers, wetlands or their buffers, 100-year floodplains or significant steep slope areas. Shared use paths and sidewalks would be constructed of pervious concrete to minimize stormwater runoff.

### ***Recommendation:***

- Obtain a new Forest Conservation Exemption under Forest Conservation Law section 22A-5(e) for Phase II to include all segments of Phase II.

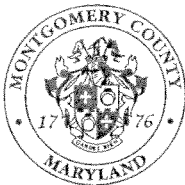
### **Outreach**

A notice of the Mandatory Referral was sent to area citizens associations. In addition, MCDOT has undertaken:

- Presentations of the project to the White Flint advisory committee
- Periodic updates at the monthly White Flint Downtown advisory committee meetings and coordination meetings with MNCPPC staff to modify the typical section per input from advisory committee.
- Coordination meetings with Montgomery County Department of Economic Development, Office of Special Projects and Maryland Stadium Authority – Conference Center parking garage project, as well as adjacent property owners.

### **Conclusion**

This project is critical to the success of the White Flint area and, by extension, to the future economic health of Montgomery County. Its current design however does not meet the intent of the many guidelines and requirements that the County has put in place to ensure the creation of a transit-oriented development area that promotes bicycle and pedestrian accessibility and safety. We believe that the design is not sufficiently focused on the needs of bicyclists and pedestrians and should be redesigned in line with the comments enumerated above.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

July 17, 2015

Al R. Roshdich  
Acting Director

Mr. Casey Anderson, Chair  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: White Flint West Transportation, Phase I  
CIP No. 501116-1  
Mandatory Referral No. 2015005


Dear Mr. Anderson:

Thank you for the review and comments on the White Flint West Transportation Phase I Mandatory Referral. The following comments were received.

1. Consider providing separated bike lanes on the realigned segment of Executive Boulevard, which could be accomplished by eliminating the proposed left turn lane in addition to reducing the proposed travel lane widths to meet the requirements of the recent Urban Road Code changes.
2. Provide curb extensions on Market Street to meet the requirements of the recent Urban Road Code changes and provide handicap ramps to cross all four legs of the Executive Boulevard/Market Street intersection. Locate the proposed handicap ramps to minimize pedestrian crossing distances.
3. All handicap ramps that accommodate bicyclists on shared use paths should be widened to ten feet wide (min.), including the handicap ramp in the proposed traffic island at the conference center driveway on the east side of Executive Boulevard.

Montgomery County Department of Transportation considered all of the comments. The design for the White Flint West Phase 1 project will be modified to incorporate the requests in comments 2 and 3 above. The first comment will not be incorporated into the design due to impacts to off-peak street parking.

Sincerely,

*for*   
Bruce E. Johnston, P.E.  
Chief

BEJ:gl

Division of Transportation Engineering

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878 • 240-777-7220 • 240-777-7277  
www.montgomerycountymd.gov

## Bicycle-Pedestrian Priority Areas

Section 2-604 of the Annotated Code of Maryland allows the designation of Bicycle-Pedestrian Priority Areas (BPPAs) in the State's *Bicycle-Pedestrian Master Plan*, if jointly agreed to by the State and local jurisdiction. BPPAs are defined in Section 8-101(d): "Bicycle and pedestrian priority area" means a geographical area where the enhancement of bicycle and pedestrian traffic is a priority.

The legislation is intended to promote better pedestrian and bicyclist accommodation in these priority areas. The White Flint and Wheaton CBD Sector Plan areas have been designated as BPPAs and White Flint has been confirmed by the State.

The Maryland Department of Transportation is currently updating the State's Bicycle-Pedestrian Master Plan and is expected to include recommendations for plans of improvement for BPPAs. In the interim, listed below are a number of elements that should be included in a plan of improvements for BPPAs. These improvements should also be considered for any area where pedestrians and bicyclists are a significant proportion of the traveling public. These elements are structured into a baseline condition for all areas where pedestrians and bicyclists are permitted, for Business and Urban Districts as defined by the Maryland Vehicle Law, and for BPPAs.

### Baseline Improvements for Bicyclists and Pedestrians

**Accommodation during construction:** Strict adherence to the Maryland *Manual on Uniform Traffic Control Devices* (MD-MUTCD) recommendations for minimizing pedestrian and bicyclist inconvenience during construction should be made an explicit part of the plan. Sidewalks and bike facilities should be closed only as a last resort.

In addition to the normal maintenance-of-traffic issues, the construction sequencing of work should be addressed in the plan. For example, curb ramp relocations should only be done when the adjacent crosswalks can be striped in the new location within the next week.

**Lane striping:** Lane striping should reflect the guidance of the MD-MUTCD rather than repeating the existing lane striping pattern. Often the normal lane striping on State highways is extended through unsignalized intersections in Montgomery County, but this practice is not in conformance with MD-MUTCD Section 3B.08:

"Where highway design or reduced visibility conditions make it desirable to provide control or to guide vehicles through an intersection or interchange, such as at offset, skewed, complex, or multilegged intersections, or where multiple turn lanes are used, dotted lane markings should be used to extend longitudinal line markings through an intersection or interchange area."

The extension of normal lane striping often occurs even on straight, flat roads that are not complex in any way that would warrant lane extensions per guidance in the MD-MUTCD. In locations where extensions are needed, the different pattern presented by dotted lane markings would more clearly alert drivers to the presence of an intersection.

Using normal lane striping for this purpose obscures the presence of intersections, making drivers entering the roadway from a side street an unexpected occurrence. Pedestrians crossing from these streets also may appear to the driver as a surprise, or even that they're not supposed to be crossing at

that location even though pedestrians have the right-of-way at unsignalized intersections. A break in the normal striping pattern at intersections, as recommended by the MD-MUTCD, alerts drivers on the main road and improves safety. Transit patrons and other pedestrians in areas along State highways would benefit from closer adherence to MD-MUTCD guidance in this regard.

**Bus stops:** Bus stops within the project limits should be shown in the contract documents of every project. Safe ADA-accessible crossings should be provided to all bus stops and wherever possible, and median refuges should be provided at intersections and mid-block bus stop locations that are to be retained.

**Sidewalks:** Sidewalks should be constructed or reconstructed to standard where appropriate as part of all access permits.

#### **Additional Improvements for Bicyclists and Pedestrians in Business and Urban Districts**

**SHA's Bicycle Pedestrian Design Guidelines:** SHA should adopt its guidelines as SHA policy in areas where pedestrians and bicyclists are a significant proportion of the traveling public. These guidelines were created in 2006 as a very progressive document intended to promote bicycle and pedestrian access and safety. Because of their status as guidelines however, their use has been limited, missing the opportunity to create roadway designs that better accommodate pedestrians and bicyclists at little or no additional cost. This best practice document should become part of the engineer's standard toolbox, promoting the goal of safely and efficiently accommodating all users of the public right-of-way.

**ADA accommodation:** Crosswalks, marked or unmarked, exist at the intersection of all public streets per Maryland Vehicle Law. Therefore, all intersections, including unsignalized and T-intersections, and intersections on divided roadways where the median is not broken for vehicular movement, should be made ADA-accessible. Where an ADA-accessible crossing cannot be provided, the crossing should be posted to prohibit the crossing to everyone.

ADA best practices should be used to provide the best accommodation for all users, including the provision of dual directional curb ramps at corners and a straight, level sidewalk that is not interrupted by driveway slopes. Where this cannot be achieved, the reasons should be documented.

**Accommodation during construction:** Signs should be posted at worksites with contact information for the inspector who can then be quickly and easily notified of any problems. Special attention should be paid to winter closures where work may be left unfinished for perhaps months at a time. A month in advance of the normal winter closure period, a shutdown plan should be created for all work in progress and open worksites minimized.

**Resurfacing projects:** Resurfacing projects should include a safety evaluation of the locations of all curb ramps and crosswalks, which should be relocated and reconstructed as necessary to conform to SHA's Bicycle-Pedestrian Design Guidelines and ADA best practices.

**Re-evaluation of speed limits:** While Montgomery County continues to urbanize, the posted speeds of adjacent roadways are often not reassessed unless the roadway is being rebuilt. Posted speed limits in BPPAs and other Business and Urban Districts should be re-evaluated and waivers documented for limits in excess of the statutory speed limits. Design speeds for projects in these areas should not exceed the approved posted speed.

**Pedestrian crossings of commercial driveways:** A level sidewalk should be maintained across commercial driveways. Where this cannot be achieved and ramps must be provided, detectable warnings should be provided at the bottom of the ramps to alert blind pedestrians to potential vehicular conflicts. Detectable warnings should also be provided at all signalized commercial driveway crossings.

#### **Further Improvements in Bicycle-Pedestrian Priority Areas**

**Prohibiting right-turn on red.** Within BPPAs, right-turn on red signal phases should be prohibited, unless for safety reasons this is not feasible.

**Pedestrian signal phases.** Within BPPAs, all traffic signals should be timed so that there is adequate time for slower-moving pedestrians to cross a street during a single phase. The assumption should be that pedestrians will walk at a pace no faster than 3.5 feet per second.

**Minimizing disruption to pedestrian travel:** SHA should ensure that construction affecting pedestrian and bike accessibility in BPPAs be expedited to the extent practicable. For example, utility work in BPPAs, such as pole relocations and valve adjustments, should be prioritized so that the utility companies know that these work items are more important than those outside BPPAs.

**Access for during snow emergencies:** A definite timeline should be set for curb ramps at intersections to be cleared of snow after a snowstorm. When roadways get plowed on intersecting streets, the area in front of the circular curb—where most curb ramps are—are often blocked with snow, reducing access for persons least likely to be able to climb over the resulting snow mounds.

An extra pass by a snowplow around the corner in priority areas would greatly improve pedestrian accessibility and winter safety, as well as providing basic accommodation for all users. While property owners in Montgomery County are required to clear the snow from sidewalks within 24 hours after a snow storm, there is no requirement for them to shovel snow in the street, particularly the large mounds of snow that end up in front of the circular curb. While this is a problem with both County and State roads, the majority of our transit routes are on State roads, increasing the need to correct this problem.

**Signing and striping:** Crosswalk striping in BPPAs should be inspected quarterly to ensure that they are in good condition. Where these crosswalks are impacted by utility work, they should be inspected upon completion of the work to ensure that they remain in good condition.

**Intersections:** Where an intersection in a BPPA meets any traffic signal warrant, a traffic signal should be provided to facilitate safe pedestrian and bicyclist movement. Signalized intersections should have marked crosswalks on each leg of the intersection, per SHA's Bicycle-Pedestrian Design Guidelines. Curb ramp designs in BPPAs should be coordinated with pedestrian access points to adjacent properties to facilitate travel to, through, and around the ramps.

All projects along State highways in BPPAs should be reviewed by SHA's Office of Environmental Design to address the higher level of urban design that is required in these areas. One example is a coordinated and consolidated design of traffic signal poles, signs, lights, and other equipment at intersections near curb ramps. These facilities should be combined where possible and use the fewest number of poles to minimize obstructions where the greatest number of pedestrians congregate. Also, the bases of the

poles, including Audible Pedestrian Signal poles, should be countersunk where possible to minimize the footprint of these obstructions, thereby maximizing the pedestrian circulation area.

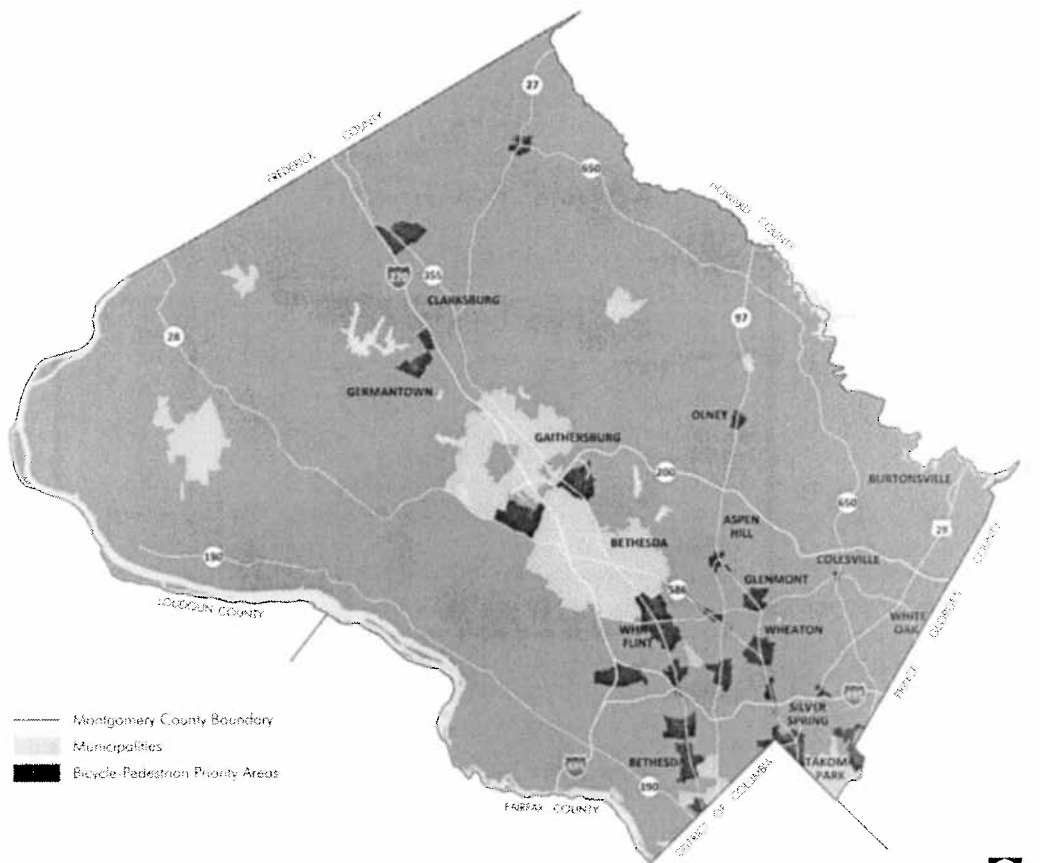
**Lighting:** Lighting in BPPAs should meet AASHTO standards; this is particularly true for intersections. Care should be taken to locate lighting fixtures at crosswalks so that the light source is between the vehicle and the pedestrian wherever possible, maximizing contrast. Increasing the contrast between pedestrians and the road ahead has been shown to provide a general benefit to drivers but most particularly to elderly drivers, an increasing percentage of the population. Requiring developers to bring adjacent intersections to current lighting standards should be a requirement of their access permit.

**Optimize traffic signal timing for pedestrians:** There are many places where pedestrians are unnecessarily prevented from crossing the roadway because the “DON’T WALK” light is on when it doesn’t need to be. The traffic signal timing and phasing in BPPAs should be reviewed and revised as necessary to maximize pedestrian mobility.

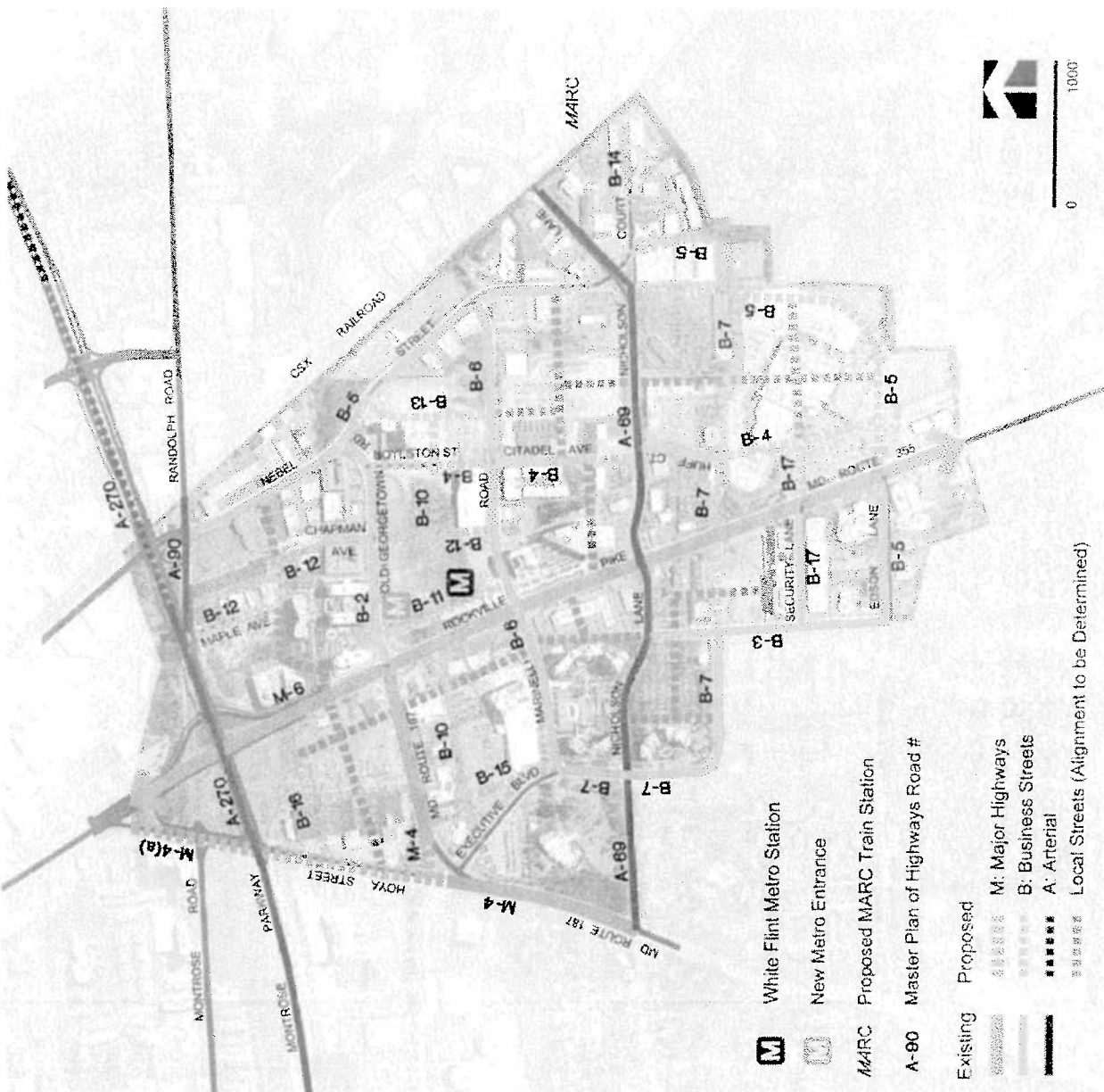
**Curb height:** Curb height on State highways in BPPAs should be six inches rather than the SHA standard eight inches to reduce the required curb ramp length. In addition to making it easier for all users to navigate in more urban areas, a shorter ramp length ensures a greater level area behind the ramp so that pedestrians not crossing are not unnecessarily required to traverse the ramp and negotiate that grade.

**Area-specific BPPA plans:** BPPA plans should include all master or sector plan-recommended pedestrian and bike improvements within the BPPA.

**Map 13 Recommended Bicycle-Pedestrian Priority Areas**



Map 46: Existing and Proposed Street Network



### Street Network

- Implement the master planned street network (Map 46). Sector Plan area streets should adhere to the design standards of the County Road Code. Nebel Street is to have a three-lane cross section to allow for a southbound travel lane and continuous left turn lane. Pedestrian refuge islands can be provided where Nebel Street forms a T intersection with B-2, B-13 and B-6, because there is no left turn lane.
- Implement non-master planned street and alley connections in conformance with the Montgomery County Zoning Ordinance, White Flint Urban Design Guidelines, and the County Road Code. These streets may be public or private and provide flexibility for operational functions including property access, loading, and parking.

- Target speeds for the Sector Plan area roadways are 25 miles per hour except for Montrose Parkway, which has a target speed of 35 miles per hour.

### Privatization of Traffic-Carrying Streets

Four proposed street segments in the Sector Plan area are classified as master-planned business streets, based on their need to carry traffic as part of the determination of master plan transportation system adequacy:

Resolution: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

---

By: Councilmembers Berliner, Riemer, Navarro, Elrich, Leventhal, Andrews, and Branson

---

SUBJECT: Amendment to the FY15-20 Capital Improvements Program, White Flint West Workaround (No. 501506)

Background

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
2. This amendment conforms to the design configuration of Old Georgetown Road as dictated in the approved White Flint Sector Plan.
3. Passage of this amendment would result in cross section(s) of Old Georgetown Road being rebuilt only once, conserving and saving taxpayer dollars.
4. This amendment reflects the vision for pedestrian and bicyclist accessibility called for in the White Flint Sector Plan in order to help meet the aggressive mode-share goals of the Plan.
5. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY15-20 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form.

This is a correct copy of Council action.

---

Linda M. Lauer, Clerk of the Council



## White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY13	Est FY14	Total 8 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	6,421	0	0	6,421	300	837	2,057	2,313	744	170	0
Land	600	0	0	600	0	600	0	0	0	0	0
Site Improvements and Utilities	26,423	0	0	26,423	0	6,245	12,526	6,689	950	0	0
Construction	29,245	0	0	29,245	0	0	8,978	13,897	5,120	1,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>62,689</b>	<b>0</b>	<b>0</b>	<b>62,689</b>	<b>300</b>	<b>7,682</b>	<b>23,584</b>	<b>22,909</b>	<b>6,814</b>	<b>1,420</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
White Flint - Special Tax District	62,689	0	0	62,689	300	7,682	23,584	22,909	6,814	1,420	0
<b>Total</b>	<b>62,689</b>	<b>0</b>	<b>0</b>	<b>62,689</b>	<b>300</b>	<b>7,682</b>	<b>23,584</b>	<b>22,909</b>	<b>6,814</b>	<b>1,420</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	300
Appropriation Request Est.	FY 16	7,682
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 62,689
Last FY's Cost Estimate	0

### Description

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116).

The proposed projects for construction are:

1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglen Drive – new two-lane 1,200-foot roadway.
2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglen Drive – new 1,200-foot bikeway.
3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187) – 900 feet of relocated four-lane roadway.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development.\*
5. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed 4-lane roadway.

### Estimated Schedule

1. Main Street/Market Street (B-10) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 and FY18.
2. Main Street/Market Street (LB-1) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 and FY18.
3. Executive Boulevard Extended (B-15) - Design in FY14 through FY15, SI&U and construction in FY16 through FY20.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 through FY19.
5. Hoya Street (M-4A) - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 through FY18.

The schedule assumes that all land needed for road construction will be dedicated by the major developers in a timely manner. The schedule also assumes the construction of conference center replacement parking will take place prior to the start of the roadway construction.

### Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

### Fiscal Note

\*[Insert] The cross section of Old Georgetown Road between Relocated Executive Boulevard (Grand Park Avenue) and Hoya Street (Towne Road) will consist of: four 11'-wide through lanes, a 6'-wide median, two 6'-wide bike lanes and, on the approaches to Grand Park Avenue and Towne Road, a 12.5'-wide left-turn lane, for a total curb-to-curb distance of 76'. The cross section will also include a 10'-wide shared use path on the north side and a 6'-wide landscaped strip on each side.

## White Flint West Workaround (P501506)

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt insurance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

### **Disclosures**

A pedestrian impact analysis has been completed for this project.

### **Coordination**

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers