



MCPB
Item #2
2/7/02

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

February 1, 2002

MEMORANDUM

TO: Montgomery County Planning Board

FROM: John A. Carter, Chief *JAC*
Community-Based Planning Division

Larry Cole, Highway Coordinator *LC*
Transportation Planning Unit, Countywide Planning Division

Margaret Kaii-Ziegler, Planner Coordinator *MKZ*
Bethesda-Chevy Chase\North Bethesda Team

SUBJECT: Comments on the FY03-08 Montgomery County Capital Improvements Program (CIP)

The purpose of this report is to provide comments on the FY03-08 Capital Improvements Program (CIP) recommended by the County Executive. The comments do not address park projects including the Legacy Open Space Program.

During each CIP cycle, the Planning Board identifies priority projects prior to the preparation of the CIP by the County Executive. The Planning Board recommended priority projects on July 26, 2001. These comments were transmitted to the County Executive for use in the preparation of the recommended FY03-08 CIP. This year, a majority of the CIP priorities identified by the Planning Board were included in the recommended CIP prepared by the County Executive. The County Executive has done a thorough job in responding to all of the comments of the Planning Board regarding the FY03-08 CIP. This CIP contains a chapter that reviews each Planning Board recommendation (see enclosure).

RECOMMENDATIONS

After review of the recommended FY03-08 CIP, the following comments are recommended to be included in the Capital Improvements Program.

PRIORITY THEMES AND PROJECTS

During the discussion of the priority projects on July 26, 2001, the Planning Board emphasized the importance of the following themes:

1. **Pedestrian Safety** - The Planning Board recommended that the CIP place special emphasis on pedestrian safety including augmenting the sidewalk program and improving the design of intersections. The proposed CIP has responded to this priority by providing general funds for pedestrian safety. Priority locations for pedestrian safety improvements should include the following:
 - a. Across Georgia Avenue between the Discovery Communications Headquarters Building and Downtown Silver Spring
 - b. Across East West Highway between the Blair Shopping Center and NOAA in Silver Spring
 - c. Woodmont Avenue at the intersection of the Capital Crescent Trail in Bethesda
 - d. North Bethesda across several intersections with Rockville Pike
 - e. Intersection of Reedy Drive and Veirs Mill Road
 - f. Sligo Creek Trail at Forest Glen Road and Dennis Avenue
 - g. Access improvements across Democracy Boulevard to Walter Johnson High School

Sidewalks Along Mid-County Highway - Funds for pedestrian safety are also needed for sidewalks to improve pedestrian safety along Mid-County Highway and to connect to Shady Grove Middle School. These funds should be added to this project as part of the priority for pedestrian safety.

Pedestrian Safety in the CBD's No. 500333 - Funds have already been included to provide for the review and analysis of physical structures and traffic controls in the CBD's for the purpose of making pedestrian safety and accessibility improvements. The cost of this project is \$1.2 million. Construction funds should be added in this project.

2. **Transportation Management** - The Planning Board also identified transportation management as critical to the long-term success of our major employment centers. Funding for this effort is intended to augment the efforts by the private sector required by the Planning Board during the regulatory review process. The funds for this item are not included in the CIP, but they should be included in the operating budget.
3. **Community Centers** - The Planning Board identified the need to improve community centers for the Scotland, Friendship Heights, Wheaton, and Tobeytown areas. Limited funds have been included for each of these community centers with the exception of the Friendship Heights Center. The Executive should explore providing operating funds for the Friendship Heights Center to be constructed by the private sector (New England Development Company).

SPECIFIC PROJECTS

This portion of the report provides comments and recommendations on specific projects. For transportation projects, the FY03-08 Capital Improvements Program includes \$391.8 million for the six-year period, a decrease of \$56.8 million from the amended FY01-06 budget of \$448.6 million. The biggest new transportation project in the recommended CIP is the western portion of Montrose Parkway West, with a cost of \$57.6 million.

New projects (in addition to projects identified in the FY01-06 CIP) and those with significant changes are highlighted. In general, pedestrian and bike projects have been emphasized in the proposed budget. In addition to increasing the general levels of funding for these improvements, accommodation for pedestrians and bicyclists, and ADA-accessibility have been included in ongoing traffic improvement projects.

Revisions for Specific Projects

The following items include the recommended revisions for specific projects.

1. **Silver Spring Transit Center** - This project was included in recommendations of the Planning Board. Additional funds are needed to compensate for the loss of Metro Urban Park. Funds to construct the elevated portion of the Capital Crescent Trail through the site are also needed to complete the Silver Spring Transit Center.
2. **Capital Crescent/Metropolitan Branch Trail** - Additional funds are needed for the final design and construction of this trail from the new Fire Station No.1 and Police Substation to the District Line. This portion of the trail is not affected by the alignment of the Purple Line.
3. **Silver Spring Streetscaping** - Funds have been allocated to construct streetscape along Fenton Street between Wayne Avenue and Bonifant Street as requested by the Planning Board. Separate funds may not be needed for streetscape improvements along Blair Mill Road since private streetscape funds may be incorporated in the Silver Spring Innovations Center.
4. **North Bethesda Transportation Improvements** - Facility planning funds are needed for a portion of Citadel/Chapman Avenue between Randolph Road and Old Georgetown Road. This section of road is not included in the CIP and facility planning should begin. This project should be coordinated with the planning for Chapman Avenue, Montrose Parkway, intersection improvements along Rockville Pike, and transportation demand management as part of a comprehensive response to concerns for traffic congestion and the need for improved access to transit in the North Bethesda area.
5. **Montrose Parkway West Improvements No. 500311** - This project would complete the design and construct Montrose Parkway from east of Tildenwood

Drive to Old Georgetown Road. The project cost is \$57.6 million. When this project was reviewed as a Mandatory Referral last year, the Planning Board made several major comments that would affect the project cost. None of those changes are mentioned in the project description in the Executive's recommended CIP. Staff recommends that the Board reiterate the following comments.

- a. The entire 300-foot Master Plan right-of-way for Montrose Parkway should be obtained for this project, except at the Wilgus East parcel.
- b. Landscaping plans for this project should include a high level of trees and other plantings beyond the standard to achieve the "parkway" quality envisioned in the Master Plan. Streetscaping for the segment of Montrose Parkway from the East Jefferson Street intersection to the eastern limit of the project should include ornamental street lighting and different paving materials.
- c. The proposed bikeway Old Farm Creek should be built as part of the Montrose Parkway project on the Master Plan alignment in the former Rockville Facility right-of-way.

6. **Stringtown Road Extended Between MD355 and I-270 No. 50937** - Funds for facility planning have been included in the CIP. Private projects have been submitted that will require the construction of this portion of Stringtown Road. Without construction funds these private projects should not be approved. The majority of roads contained in the Clarksburg Master Plan are being funded by the private sector or through development districts. The use of development district funds could be an alternative source of funding for this project after facility planning is complete.
7. **Bus Stop Improvements No. 507658** - The cost of this project would be increased from \$829,000 to \$939,000. This project provides various improvements for transit riders, including pedestrian access to bus stops. The Blue Ribbon Panel on Pedestrian and Traffic Safety has found that there are deficiencies in safe access to many of the County's bus stops, such as the lack of nearby crosswalks, and has recommended an accelerated schedule to eliminate these problems. ***Staff recommends that the funds in FY03 and FY04 be significantly increased to implement the recommendations of the Blue Ribbon Panel.***
8. **Shady Grove Road, Six Lanes No. 509967** - This project would widen Shady Grove Road from four lanes to six lanes from I-370 to Muncaster Mill Road. The project's cost would be increased from \$4,550,000 to \$4,822,000 to reflect the addition of pavement milling and pavement overlay for the existing lanes. Although a sidewalk along the northbound lanes is included in the project scope, DPWT's project status report states that the sidewalk may be bid as a contingent item. Currently, pedestrian access to the Shady Grove Station is poor and this

sidewalk is very much needed. In addition, when the Planning Board reviewed this project as a Mandatory Referral, they recommended that a sidewalk be built along the southbound lanes also. **Staff recommends that funding be included to build sidewalks along both sides of Shady Grove Road within the project limits.**

9. **Redland Road from Crabbs Branch Way to Needwood Road No. 500010** - This project would construct a reversible lane on Redland Road within the project limits and would construct associated improvements on both Crabbs Branch Way and Needwood Road. The project description should note that the project would also construct sidewalks where needed. While it is possible that the existing roadway could be restriped to accommodate on-road bike lanes, once the reversible lane is implemented, that possibility will be foreclosed and it will be highly unlikely that a separate bike project will be constructed over the dam. **Staff recommends that the project description and cost be amended to include the Master Plan recommended bike accommodation along both Redland Road and Needwood Road.**

Support for Specific New Projects

Funds for the following **new projects** have been added to the FY03-08 CIP. They have not been included in the CIP previously. The staff supports the addition of these new projects.

10. **Bridge Preservation Program No. 500313** - This is a **new project** to remove corrosion and install protective coatings on existing County bridges. The staff supports funding of \$4,967,000 for this project for the six-year period.
11. **Facility Planning: Bridges No. 509132** - **Five new candidates** have been added to this on-going project: Nicholson Lane Bridge over CSX, Deer Park Drive Bridge over CSX, Inwood Avenue Bridge over Sligo Creek Tributary, White Ground Road Bridge over Bucklodge Branch, and Brink Road Bridge over Goshen Branch.
12. **Resurfacing: Primary/Arterial No. 508527** - This item covers the resurfacing and revitalization of the County's 906 miles of primary and arterial roadways. The cost of this item is recommended for an increase from \$11,293,000 to \$19,628,000. The scope of this item has been expanded to include safety improvements for pedestrians and bicyclists and ensuring ADA compliance. The proposed funding will reduce the backlog of road repairs. The staff supports the additional funding for maintenance.
13. **Annual Bikeway Program No. 507596, and Facility Planning Pedestrian/Bikeways No. 500346** - The facility planning item is a **new project** to develop designs for pedestrian and bike facilities to a sufficient level that would be eligible for outside funding sources, such as TEA-21 Enhancement Grants. The two candidates listed for this project are a sidewalk on Greentree Road

between Old Georgetown Road and Fernwood Road, and a realignment of the MacArthur Boulevard bikeway to improve safety. The combined total of these two projects over the six-year period would be \$2,578,000, an increase of about 50% over the last CIP's total for the Annual Bikeway Program alone. Staff supports the additional funding for this project.

14. **North Bethesda Trail Bridges No. 509587** - The project cost for these two bike bridges over I-270 (East Spur) and I-495 have increased due to problems with steel shortages affecting the bid on the I-270 bridge and causing that bridge to be re-bid twice. The project cost has increased from \$4,477,000 to \$5,313,000. This is a TEA-21 Enhancement Project. Staff supports the additional funding for this project.
15. **Bordly Drive Extended No. 509924** - This **new project** would construct an extension of Bordly Drive to Georgia Avenue to provide emergency access to a residential area which is now isolated during flooding events. The cost has increased from \$1.6 million to \$3.1 million due to design changes required by PEPCO and MSHA and the project will be delayed by one year.
16. **Facility Planning: Transportation No. 509337** - The following **five new roadway candidates** have been added to this project: Century Boulevard/Crystal Rock Drive, Deer Park Drive (including the bridge over CSX and possibly Oakmont Avenue), Dorsey Mill Drive/I-270 Bridge, Redland Road North, and Mid-County Highway (Middlebrook Road to MD27). The TPR recommends that the last project be removed from the Master Plan, but this study would be useful in producing the Master Plan Amendment. The Executive notes in the responses to Planning Board comments that the Father Hurley Bridge over Railroad Tracks is not included in the CIP, however it has been included in this project.

Transit Center Projects - Three **new mass transit** candidates have also been added to the CIP: Four Corners Transit Center, Kensington Transit Center, and bus operational enhancements at intersections. Staff supports the additional funding for these projects.

17. **Highway Noise Abatement No. 500338** - This **new project** would provide funds for the study, design and construction of noise walls in accordance with the County's recently adopted Noise Abatement Policy. The cost would be \$2.5 million.
18. **Muncaster Road Improvements No. 509943** - This **new project** would replace the superstructure of the existing Muncaster Road Bridge over Rock Creek. The road, which is bordered by the Agricultural History Farm Park through much of the project length, is to be closed during construction. The project cost estimate has now been increased from \$1.67 million to \$2.88 million to cover the cost of more extensive bridge superstructure replacement and higher than anticipated

costs for design, land, site improvements, utilities and construction. Staff supports the additional funding for this project.

19. **Friendship Heights Pedestrian-Transit Enhancement No. 500322** - This *new project* would reconstruct the median on Wisconsin Avenue between Willard and Western Avenues to provide a separate left-turn lane southbound at Western Avenue. Other pedestrian and streetscape improvements would be constructed. This project would be undertaken in conjunction with developer-funded projects on both sides of Wisconsin Avenue. The project cost would be \$1.15 million. This project, if completed, should be funded by the SHA and the adjacent development.
20. **Major Development Streetlights No. 500332 and Streetlighting No. 507055** - The Major Development Streetlights is a *new project* that would install streetlights in various residential and commercial areas of the County where none now exist. Staff believes that these are important projects to improve roadway safety for all users. The combined six-year cost total for the new project and the existing project to upgrade and infill existing lighting is \$9,072,000, an increase of \$3,576,000 over the previous budget for the existing project of \$5,496,000. Staff supports the funding for this project.
21. **Transportation Management Center (TMC) No. 500323** - This *new project* would relocate the Transportation Management Center, which controls traffic operations, from its current location in the Executive Office Building to the Emergency Communications Center in Gaithersburg. Staff supports the funding for this project.

CONCLUSION

The staff recognizes that balancing the needs of several projects with scarce resources is a difficult challenge. In addition to the comments on the Capital Improvements Program, the staff continues to pursue methods to reduce the cost of providing public infrastructure. These methods include requiring appropriate dedications for public school sites, dedication and construction of roads, dedication of parkland, and identification of transportation demand management requirements. We look forward in the next fiscal year to continue these efforts in partnership with other public agencies and the private sector. These efforts will help to efficiently use scarce public funds and create better communities.

JAC:ha: a:\carter1\cip 2002.doc

Attachment:

Priority Projects for Addition to the Capital Improvements Program
Response by the Executive to the Planning Board List of Priorities

**PRIORITY PROJECTS FOR
ADDITION TO THE
CAPITAL IMPROVEMENTS
PROGRAM FY03-08**

Response by the County Executive to
the Planning Board List of Priorities



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Douglas M. Duncan
County Executive

January 23, 2002

Mr. Arthur Holmes Jr., Chairman
Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RECEIVED
020107
JAN 24 2002

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Mr.  Holmes:

I want to take this opportunity to thank you for providing your list of recommended capital projects during the County's FY03-08 capital improvements program development process. The information you provided is an invaluable tool for prioritizing the needs and concerns of residents.

I am pleased to inform you that my Recommended FY03 Capital Budget and FY03-08 Capital Improvements Program (CIP) is now available. Copies of the complete published document are available at all public libraries. The document is also available via the Internet. Internet users can access CIP information by logging onto the County's homepage (<http://www.co.mo.md.us>), clicking on Budget, and then clicking on CIP/Capital Budget.

Attached is a portion of the Community Focus Section of my recommended CIP. This listing includes the recommended capital projects you sent to me last summer. Please note that the status for each project is as of January 15, 2002, reflecting my recommendations for the full FY03-08 (CIP).

Once again, thank you for your participation in the CIP process. I look forward to working with you this spring as the County Council begins its review of the Recommended FY03-08 CIP.

Sincerely,



Douglas M. Duncan
County Executive

DMD:bh

Enclosure

Status: The Rock Creek Civic Association requested a water fountain, shelter, and lighting. Improvements are programmed in FY04. The playground was renovated in 1988 and is not planned for replacement at this time.

FY03-08 PRIORITIES RECOMMENDED BY MONTGOMERY COUNTY PLANNING BOARD

The Planning Board has five general Countywide priorities which emphasize: pedestrian safety improvements, community center projects, recreation and open space, transportation management, and sustainable building technologies. Specific project priorities are arranged by geographic areas.

GENERAL COUNTYWIDE AREA

Pedestrian Safety Improvements: Sidewalks

Supplementing the existing sidewalk program is necessary to improve connections to transit and improve pedestrian safety. A general fund for the construction of pedestrian refuge islands at road intersections, sidewalks, and trails is needed throughout Montgomery County. Priority locations for pedestrian safety improvements include:

- a. Across Georgia Avenue between the Discovery Communications Headquarters and the Downtown Silver Spring project
- b. East West Highway at the Blair Shopping Center near Colesville Road
- c. Woodmont Avenue at the intersection of the Capital Crescent Trail in Bethesda
- d. North Bethesda at several intersections with Rockville Pike
- e. Intersection of Reddie Drive and Veirs Mill Road
- f. Sligo Creek Trail at Forest Glen Road and Dennis Avenue
- g. Access improvements across Democracy Boulevard to Walter Johnson High School.

Project:

ADA Compliance: Transportation
 Annual Bikeway Program
 Annual Sidewalk Program
 Bus Stop Improvements
 Intersection and Spot Improvements
 Neighborhood Traffic Calming
 Pedestrian Safety Program
 Resurfacing: Primary/Arterial
 Sidewalk and Infrastructure Revitalization
 Streetlighting
 Traffic Improvements For New Schools
 Traffic Signals
 Operating Budget and PSP

Status: Transportation management and pedestrian safety improvements Countywide are funded from a number of different capital projects and the Operating Budget and PSP. The projects listed above will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance. In addition, the recommended new Pedestrian Safety Program will enhance and/or add to the County's existing infrastructure in the CBDs to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to mass transit.

Street Tree Program

A general fund is needed to supplement the existing street tree planting and maintenance program. Street trees are a factor

in improving the character of pedestrian walkways and roadways in Montgomery County. A general fund would reinforce the regulatory standards required by the private sector, and supplement the existing Montgomery County program.

Project:

Operating Budget and PSP
Multiple Roads Projects
Advance Reforestation

Status: Street tree maintenance and the planting of a limited number of new street trees is currently provided in the General Fund. Maintenance includes tree removal, pruning and stump removal. Individual road construction projects also include street trees and landscaping as appropriate. The Advance Reforestation CIP project scope is also expanded to become an ongoing program with funding provided in the outyears. It supports future areas suitable for reforestation that are not usually within typical roadway project limits, and provides for the maintenance of the trees for three years after planting is completed.

Community Center Projects

A general facility planning project is needed for community centers. This project 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. Priority centers include the Scotland Community Center in Potomac, the Friendship Heights Community Center, and the Wheaton Community Center.

Projects: Facility Planning: MCG

Status: Facility Planning for all County government facilities, including recreation centers and community centers, is handled in the Facility Planning: MCG project.

Recreation and Open Space (Retention of Existing Open Space and Public School Sites)

Several existing school sites are owned by Montgomery County and used by private schools. Many of these sites (e.g. Brookmont Elementary School) are located in existing communities where open space is limited. These sites should be considered for retention as recreation and open space if the existing leases expire.

Status: The Board of Education has no immediate plans to reuse this facility; however, the County will retain its current inventory of properties.

Transportation Management

A general fund for transportation management is needed to address traffic concerns in the major employment centers. Providing options to the single occupant vehicle is the primary goal of transportation management. Creating highly efficient transportation management systems to help address traffic concerns is crucial to the long-term success of our major employment centers. This goal is partially implemented by the private sector through the regulatory process. As an example, all of the recently approved projects in Friendship Heights are required to establish rigorous transportation management programs. Funding for transportation management to augment the efforts of the private sector is needed throughout Montgomery County. The major employment centers in Silver Spring, Friendship Heights, Bethesda, North Bethesda, and Shady Grove represent some of the priority areas for transportation management.

Project: DPWT Operating Budget and PSP

Status: The Division of Transit Services, Commuter Services Section runs a number of programs to encourage transit and other alternatives to Single Occupancy Vehicle use Countywide. Funding for these operating budget programs comes from many sources, such as General Fund operating revenue, Parking District charges, Private Parking Reduction agreements, and Developer Impact fees. Transportation Management Districts (TMDs) also exist in Silver Spring, Friendship Heights, Bethesda, and North Bethesda and are being considered for Shady Grove, Germantown, Glenmont, Clarksburg, and Rockville.

Sustainable Building Technologies

The County builds many facilities every year. Most incorporate standard environmental protection through the Planning Board's Environmental Guidelines for wetlands, stream buffers and forest conservation. Further steps toward sustainability can be taken through the use of "green" building technologies including environmentally sensitive site design, water efficiency, energy efficiency, material reuse, and improved indoor environment. These technologies potentially result in significant cost savings, especially in life cycle and operating costs. The Planning Board recommends that a specific facility be selected as a demonstration project in Montgomery County.

Project:

Operating Budget and PSP
Multiple projects

Status: The DPWT Division of Facilities and Services incorporates "green" building technologies in its new and retrofit building construction projects. Facilities such as recreation centers, swimming pools, and libraries all incorporate energy planning in their architectural designs. Key evaluation criteria include construction feasibility, ease of building maintenance, initial cost, annual operating cost, and total building life cycle costs. The newest example of a highly specialized, energy efficient project, is the Montgomery County Correctional Facility.

SILVER SPRING/TAKOMA PARK AREA**Silver Spring Streetscaping Program**

This project is intended to fill gaps that currently exist in the streetscape for the Silver Spring CBD. The improvements include special paving, street lighting, street trees, and street furniture in accordance with the Silver Spring Streetscape Guidelines and recent approvals of private sector projects. Completing both sides of Fenton Street between Wayne Avenue and Bonifant Street is the most critical need. This will complete streetscape between the approved Town Center and the remaining streetscape of Fenton Street.

Project: Fenton Street Village, Silver Spring Redevelopment

Status: The specific streetscape segment mentioned, Fenton Street between Wayne Avenue and Bonifant Street may be addressed in a number of ways. The decision as to how to close this streetscaping "gap" is not yet made.

Silver Spring CBD Ripley District Road Improvements

This project would fund and implement the extension of Ripley Street and Dixon Avenue in the Ripley District. These improvements are intended to improve access to the transit center, support redevelopment of the Ripley District, and facilitate important bikeway connections.

Project: Facility Planning: Transportation

Status: A study is ongoing.

Capital Crescent and Metropolitan Branch Trails

This regional trail serves pedestrians and bicyclists. It is both a transportation and recreation facility. Facility planning funds have already been allocated. Construction funds should also be allocated.

Status: M-NCPPC completed a facility plan for design and construction by DPWT. The Capital Crescent and Metropolitan Branch Trail stand-alone construction projects have not yet been initiated. Specific portions will be programmed once trail alignments and the proposed Purple Line are coordinated.

BETHESDA CHEVY CHASE/NORTH BETHESDA AREA

North Bethesda Transportation Improvements

The following projects identified in the North Bethesda Master Plan are needed to improve transportation capacity in the North Bethesda area:

- a. Citadel/Chapman Avenue: Facility planning funds are needed to complete the extension of this road from Randolph Road to Old Georgetown Road. This extension is a critical feature of the transportation network for the North Bethesda area. This road will parallel Rockville Pike and provide local circulation.
- b. Nebel Street: This Street is already under facility planning. Additional funds should be provided for construction of this four-lane business district street parallel to Rockville Pike.
- c. Woodglen Avenue Extended: Facility planning funds are needed to extend this road from Nicholson Lane to Marinelli Road. This project also provides a road parallel to Rockville Pike, and a network to serve local traffic.
- d. Eastern Portion of Montrose Parkway: Facility Planning funds are needed to provide an appropriate design for the eastern portion of Montrose Parkway. This project would provide critical coordination with the western portion of Montrose Parkway presently under facility planning by State Highway Administration and Montgomery County.

Project:

Facility Planning: Transportation
Citadel Avenue Extended

Status:

Citadel/Chapman Avenue: Preliminary design is complete and now recommended as a stand alone project.

Nebel Street: Facility Planning Phase I is complete. A consultant is being sought to begin Phase II.

Woodglen Avenue Extended: Facility Planning Phase I study will be initiated in FY02.

Eastern Portion of Montrose Parkway: Facility Planning Phase I study will be initiated in FY02.

The general funds for transportation management and pedestrian safety improvements along Rockville Pike should also be considered a priority. All of these projects should be examined in a coordinated manner to determine the appropriate construction timing and priorities.

Status: MD 355 (Rockville Pike) is a State Road intersecting with County roads, and for the most part, within the City limits of the City of Rockville. The City is proactive toward setting their own initiatives and implementing them.

Friendship Heights Community Center

This community center will be constructed primarily by New England Development as part of the recent approval of Friendship Place. Funds may be needed to support limited construction and operation of this proposed community center. The priority for this project should be compared with the countywide needs for other community centers in Montgomery County.

Status: Pre-design coordination meetings are taking place with the Rock Spring Center developers to enable design and construction of a new community center to be phased with the larger development. Construction is expected to occur in the FY04-05 timeframe.

I-270 CORRIDOR AREA**Interim Transit Service to the Shady Grove Study Area**

As development in the Shady Grove Life Sciences Center vicinity (e.g. Falls Grove, Traville, Life Sciences Center projects) begins to meet the limits of transportation capacity, additional traffic mitigation is needed. In the coming year, the Department of Economic Development will propose amending the existing Life Sciences Center Development Plan to increase allowable density from 0.3 to 0.5 FAR. Transit is such an essential element of the Shady Grove Study Area Master Plan that it forms the basis for land use and zoning recommendations. Additional transit options become critical

components to future development in the Life Sciences Center vicinity.

The Gaithersburg Vicinity-Shady Grove Master Plan Amendment (November 1996) directs that interim transit facilities be constructed to provide a unified bus transfer location off Key West Avenue and Belward Campus Drive. A strong public-private funding commitment to the Study Area Master Plan must occur. In the absence of such commitments, the land use intensity anticipated in the master plan cannot be achieved.

The "Thomas Triangle" property offers a timely opportunity to secure land for a critical bus transfer facility, as planned in the Shady Grove Study Area Master Plan, while preserving options for joint development. Any capital project at this location should include facility design and construction for bus bays, pedestrian facilities, landscaping, and parking.

Status: DPWT supports the use of this site for a permanent Transit Center and will refund M-NCPPC ALARF funds at the appropriate time. This is because the Thomas Triangle parcel needs to be purchased to make a permanent Transit Center feasible at this location.

In the meantime, DTS has and will continue to enhance transit service in the Shady Grove area. Recent and future bus routes include the 54, 56, 74, and 76. These service improvements provide more evening and weekend service to meet commuter demand.

Streetscape Completion in the Shady Grove and Germantown Planning Areas

Construction of major roadways in these communities was completed many years ago with intended streetscape elements to be supplied at a later date. Critical areas for streetscaping include:

- a. Key West Avenue and Shady Grove Road through the Life Sciences Center
- b. Great Seneca Highway from Middlebrook Road to the Germantown planning area southern boundary.

Project: Shady Grove Life Sciences Center (SGLSC)

Status: The SGLSC scope includes streetscaping which was completed in 2000.

Completion of Main Street (Century Boulevard) Through the Germantown Town Center

Facility planning for the public library and park parcel in the Germantown Town Center is proceeding. A short segment of this business district street (approximately 400 feet in length) is incomplete. The road completion project should proceed independent of library design and construction in order to unify the Town Center and assure the circulation pattern intended by the Germantown Master Plan.

Project: Public Facilities Roads

Status: Construction is recommended to begin in FY03, with the road opening in FY04.

Father Hurley Bridge Over Railroad Tracks

This project is needed to span the existing CSX/MARC railroad tracks via Father Hurley Boulevard (unconstructed) between Wisteria Drive and Dawson Farm Road. Development projects (approved) to the east of the railroad and west of the railroad (planned) are responsible for dedication and construction of multiple travel lanes with pedestrian facilities and landscaping. The bridge connection is not included as developer improvements.

Status: Conceptual planning for this bridge is not programmed.

Stringtown Road Between MD 355 and I-270

The Clarksburg Master Plan calls for an extension of the existing Stringtown Road to provide an important connection to I-270. Due to the amount of approved development in Clarksburg, the roadway needs to be funded for construction in the next five years in order to relieve congestion along MD 355 and provide a more direct access to I-270.

Project: Facility Planning: Transportation

Status: Preliminary design is ongoing. Future construction funding may be proposed as part of the Clarksburg Development District.

Watkins Mill Traffic Calming Measures

This traffic calming project will reduce the travel speed of vehicles along Watkins Mill Road. This project is required by the County Council before construction of a new interchange at I-270.

Project:

Draft Maryland Consolidated Transportation Plan (CTP) for FYs 2002-2007
I-270/Watkins Mill Road Extended

Status: Conceptual planning for the provision of traffic calming measures along Watkins Mill Road is not programmed by DPWT. This requires coordination with the State as construction of a new Watkins Mill Road Extended interchange at I-270 is a State project. The State's project is currently in preliminary design, and construction funding has not yet been programmed.

Mid-County Highway Sidewalk and Bikeway

Facility Planning for construction of a sidewalk and off-road bikeway is needed along Mid-County Highway from Montgomery Village Avenue to Shady Grove Road.

Project: Annual Sidewalk Program

Status: This construction request is added to the DPWT design/construction evaluation list. This three-mile length section will need to be executed as a stand-alone PDF.

POTOMAC AREA

The Final Draft of the Potomac Master Plan is presently being completed. Additional CIP projects were not identified for this area.

Scotland Community Center

The existing Scotland center was constructed in the mid 1970's. The present facility is undersized and inadequate for the diverse social and recreational needs of the area. Expansion is needed. This project should be examined with the other recommended community centers, and the priorities established.

Status: Renovation of the existing prefabricated section of the Scotland center is not programmed due to fiscal considerations.

GEORGIA AVENUE CORRIDOR AREA

Infrastructure for Bus Service: Veirs Mill Road and University Boulevard

Facility planning funds for bus priority treatments along Veirs Mill Road and University Boulevard are needed.

Project: Facility Planning: Transportation

Status: The Veirs Mill Bus Enhancements initiative is included as a facility planning study candidate project in the FY03-04 timeframe.

Green Corridors Policy Implementation Along Georgia Avenue

This project is a high priority in the approved and adopted master plans for the Kensington/Wheaton and the Aspen Hill areas. Several locations in the Georgia Avenue area have wide medians that could be improved. Trees should be provided to improve the physical environment of these areas.

Status: This proposal will need to be completed as a public-private venture coordinated with DPWT, the Maryland State Highway Administration (SHA), and M-NCPPC.

Summit Avenue and Plyers Mill Road Intersection Improvements

This project provides curbs and sidewalks along Summit Avenue and Plyers Mill Road. These improvements will help these roads to serve as a relief valve for a very congested portion of Connecticut Avenue.

Project:

Draft Maryland Consolidated Transportation Plan (CTP) for FYs 2002-2007
MD 192 Metropolitan Avenue – Kensington Pkwy.

Status: MD 192 (Metropolitan Avenue) is a State Road. The Draft CTP System Preservation Program (Neighborhood Conservation) includes work on Metropolitan Avenue and Plyers Mill Road to Kensington Parkway in Kensington. The scope of work includes roadway reconstruction, sidewalks and landscaping. Construction is programmed in the FY02-03 timeframe.

Rock Creek Trail Bridge Over Veirs Mill Road

Replacement of the existing at grade crossing of Veirs Mill Road is needed. A grade separated crossing will greatly improve the Rock Creek trail system. Matching funds are available to assist in the funding for this project.

Status: No design work is in progress. Due to cost considerations this project will have to be executed as a stand-alone PDF. DPWT plans to apply for State Transportation Enhancement Program construction funds.

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. This center should be examined with the Friendship Heights and Scotland Community Centers, and priorities established.

Project: Wheaton Redevelopment Office

Status: The Wheaton Redevelopment Office is studying a variety of potential sites for a Wheaton Recreation Center, as well as a variety of potential users and uses for the Good Counsel High School site.

EASTERN COUNTY AREA**Burtonsville Local Access Road**

This project would construct a local access road north and parallel to MD 198. This road would be located between the access road to the Burtonsville Elementary School, and the Burtonsville Shopping Center. This road would provide an important alternative access for existing businesses located north of MD 198.

Project: Facility Planning: Transportation

Status: A facility planning study is in progress.

THE RURAL AREA

The present Capital Improvements Program includes the necessary projects for this area.

[User Rights & Responsibilities](#) | [Privacy Policy](#) | [Disclaimer](#)



[County Home](#) | [OMB Home](#) | [About the County](#) | [County Government](#) | [Services](#) | [News](#) | [Phone Book](#) |
[Business Development](#) | [Council](#) | [Related Resources](#)