



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

June 12, 2008

MCPB
Item # 9
6-19-2008

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Gwen Wright, Chief *GW*
County-wide Planning Division

Dan Hardy, Acting Chief *DKH*
Transportation Planning

FROM: Larry Cole: 301-495-4528, *LC*
for the Montgomery County Planning Department

DISCUSSION: State Transportation Priority List

BACKGROUND: Every year, the County Executive and County Council jointly transmit a letter to the Montgomery County Delegation outlining our priorities. (Attachment 1 is the last joint letter, dated February 6, 2007.) The purpose of the letter is to put forth the County's priorities prior to the creation of the draft CTP the following fall.

This memorandum contains our recommendations for State transportation priorities in Montgomery County, to be considered for adoption by the Planning Board and forwarding to the Council and Executive. These recommendations would be considered for the draft FY2009-2014 CTP to be distributed this fall.

RECOMMENDATIONS

Staff recommends that the Board forward their recommendations for the new priority list (shown as Attachment 2) to the County Council. To ensure that the State continues to hear a consistent message from the County, we have minimized the recommended changes to the existing priority list, and have coordinated the new list with Executive and Council staffs. We have also considered the effectiveness of new projects as related to Policy Area Mobility Review (PAMR), as described in Attachment 3. The summary of the changes and staff's rationale are shown below.

Overall County Priorities

1. BRAC should be added as a fifth item of Countywide importance (along with CCT, Purple Line, I-270, and I-495).

Construction Program

1. Georgia Avenue (MD97)/Randolph Road interchange has been at the top of our list for several years and should now be removed as it's been funded in the latest CTP.
2. I-270/Watkins Mill interchange should be split into two projects. The bridge across I-270 should stay at the top of the list since development is proceeding to build the road up to the interchange. We believe the ramps should be a lesser priority that can wait until the I-270 widening study is completed and decisions are made regarding interim and ultimate multimodal access to the Metropolitan Grove MARC/CCT station, an important intermodal connection that will affect the Watkins Mill Road interchange design.
3. Woodfield Road Widening from Midcounty Highway to Snouffer School Road still has value in enabling Montgomery Village/Airpark to improve its PAMR standing but is far less important than the segment that is now under construction and should be moved down the list.
4. Rockville Town Center should be moved from the Construction Program back to the D&E list per the City decision not to pursue interchanges, but to continue to study.

Development & Evaluation (D&E) Program for Non-Transit Projects

1. Georgia Avenue (MD97)/Montgomery Hills should be removed from the list since it's now under study.
2. Rockville Pike (MD 355)/Cedar Lane should remain on the list despite the BRAC study as BRAC won't look at the grade separation at Cedar so it's still an unmet need.
3. MD 355/Nicholson interchange should drop to the end of the list since we will recommend its removal from the master plan as part of the White Flint Sector Plan.

Development & Evaluation (D&E) Program for Transit Projects

1. The Council added the Purple Line Connector, Langley Park to White Oak to the priority list of transit projects after the Board's review two years ago. The Board recommended last year that this study not be included on the list because it is not a Master Plan-recommended facility.

Since this line would run along New Hampshire Avenue from the Purple Line Station at University Boulevard to White Oak, about one-third of the line would be in Prince George's County. As such, the State would need to coordinate this study with Prince George's County. The two counties should also clarify the range of transit services envisioned. The Planning Board's 2002 Transportation Policy Report (TPR) recommended a light-rail line, which would require a Master Plan Amendment. The concept as currently described could perhaps be more flexibly implemented, but the State would benefit from greater direction from local governments as to the nature of the recommendation.

TRANSPORTATION POLICY CONSIDERATIONS

Staff conducted a review of year forecasted 2015 transportation conditions and the findings most pertinent to the priorities discussion are:

- The state's largest project planning studies for the CCT, Purple Line, I-270, and I-495 should remain our highest priority. However, due to the complexity of these projects and the past history of their planning studies, we should not count on any of these projects being implemented by 2015.
- No other state projects on the County's 2007 priorities list warrant acceleration based on their likely ability to both advance and materially affect PAMR conditions in 2015.

Further information on our review is shown as Attachment 3.



Montgomery County Government

ROCKVILLE, MARYLAND 20850

February 6, 2007

The Honorable Patrick J. Hogan, Chair
Montgomery County Senate Delegation
422 Miller Senate Office Building
Annapolis, Maryland 21401

The Honorable Charles Barkley, Chair
Montgomery County House Delegation
222 Lowe Office Building
Annapolis, Maryland 21401

Dear Senator Hogan and Delegate Barkley:

We have recently updated the State transportation priorities we transmitted to you on November 2, 2005. This letter describes our latest sets of priorities for currently unfunded State transportation projects and planning studies.

With respect to the unfunded projects of regional and statewide significance, Montgomery County is guided by its commitment to sustainable development and smart growth. Accordingly, the two major transitways (listed alphabetically), the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Langley Park, extending east in Prince George's County to New Carrollton, receive our highest priority. Funding of federal and state mega-road projects must not delay these urgently needed mass transportation projects. Other regionally significant projects with high priority are the I-270 widening for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove, and the I-495 widening for HOT or HOV lanes between the I-270 West Spur and Virginia. While there are issues to be worked out on important aspects of some of these projects, decisions must be made and funding must be identified promptly to move them forward to completion.

There are many projects of local importance which require significant changes from what is shown in the Draft 2007-2012 Consolidated Transportation Program (CTP). These are high priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. We have already taken the unusual step of dedicating millions of dollars in County funds to keep several of these projects on schedule, including:

- \$22,375,000 in FY07 thru FY09 to construct a 1,200-space garage at the Glenmont Metro Station.
- \$8,239,000 in FY07 towards design and right-of-way acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange.
- \$5,000,000 in FY07 towards the design of a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line.
- \$2,400,000 in FY07 towards the design of the I-270/Watkins Mill Road interchange.

Furthermore, we expect to act in the next several weeks to approve about \$14.4 million to forward fund the MD 355/Montrose interchange (to be reimbursed by the State in FY11 and FY12) and another \$6.1 million in FY08—to be matched by another \$6.1 million from the State—towards right-of-way acquisition and utility relocation for the Georgia Avenue/Randolph Road interchange. We have programmed yet an additional \$75 million of County funds which may be used for cost-sharing with the State to accelerate projects on our priority list.

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Our priority rankings for projects that will be ready for construction funding during the next six years and are currently in the design or project-planning stages are listed below. The funding to be programmed to complete each project is indicated as well.

1	Georgia Avenue/Randolph Road: build grade-separated interchange	\$58M
2	I-270/Watkins Mill Road Extended (Phase 1): build grade-separated interchange*	\$124M
3	Woodfield Road: widen to 6 lanes. Midcounty Hwy to Snouffer School Road**	\$65M
4	Georgia Avenue: build 2-lane bypass around Brookeville	\$21M
5	Georgia Avenue/Norbeck Road: build grade-separated interchange	\$87M
6	Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$42M
7	Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29	\$35M
8	Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$94M
9	Rockville Pike/Montrose Parkway (Phase 2): build bridge over CSX Railroad***	\$109M
10	I-270/Newcut Road: build grade separated interchange	\$77M
11	Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road**	(see #3)
12	US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$78M
13	MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike	\$134M
14	Rockville Town Center intersection improvements	\$85M

* Significant savings may be obtained by dedication of right-of-way by new development.

** The total cost of #3 and #11 is \$65M. Segmented cost estimates are not yet available.

*** Significant savings may be obtained by coordination with the County's Montrose Parkway East project.

The total funding that needs to be programmed to complete these 14 projects is \$1.009 billion. MDOT is already investing over \$46 million to plan, design and buy land for these projects.

Our priority rankings for highway and bikeway projects to be added to the Development & Evaluation (D&E) Program are:

1. Georgia Avenue (MD 97): reconstruction in Montgomery Hills, from 16th Street to north of Forest Glen Road
2. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
3. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
4. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
5. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
6. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
7. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
8. Rockville Pike (MD 355)/Nicholson Lane: grade-separated interchange
9. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
10. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
11. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
12. I-270/Gude Drive: grade-separated interchange
13. MD 108 Bypass around Laytonsville

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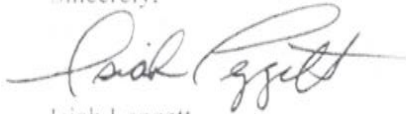
Our priority rankings for transit projects to be added to the D&E Program are:

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Forest Glen Metro Station pedestrian tunnel under Georgia Avenue
3. Georgia Avenue (MD 97) Busway: Glenmont to Olney
4. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langlely Park
5. North Bethesda Transitway: Grosvenor to Montgomery Mall
6. Purple Line Connector: Langlely Park to White Oak

Studies #1, #3 and #4 in this list would be coordinated between the State Highway Administration and the Maryland Transit Administration. For these studies, we also request that a continuous bikeway be planned throughout their entire lengths.

If you need any clarifications about our recommendations, please contact us.

Sincerely,



Isiah Leggett
County Executive



Marilyn J. Prajsner, President
County Council

HL:MJP:pn

cc: The Honorable Martin O'Malley, Governor, State of Maryland
John Porcari, Secretary, Maryland Department of Transportation
Royce Hanson, Chair, Montgomery County Planning Board

**STAFF- RECOMMENDED STATE PRIORITY LIST
For the Planning Board's consideration on 6/19/08**

Overall County Priorities

1. Corridor Cities Transitway
2. Purple Line from Bethesda to Langley Park
3. I-270 Widening north of Shady Grove
4. I-270 & I-495 Widening from the I-270 West Spur to Virginia
5. BRAC
6. WMATA funding

Construction Program

1. I-270/Watkins Mill Road Extended (Phase 1): build bridge over I-270 to complete the arterial connection between MD 117 and MD 355
2. Georgia Avenue: build 2-lane bypass around Brookeville
3. Georgia Avenue/Norbeck Road: build grade-separated interchange
4. Clopper Road: improve intersections from I-270 to Seneca Creek State Park
5. Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29
6. Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road
7. I-270/Watkins Mill Road Extended (Phase 2): build ramps for grade-separated interchange
8. Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road
9. Rockville Pike/Montrose Parkway (Phase 2): build bridge over CSX Railroad
10. I-270/Newcut Road: build grade separated interchange
11. Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and From Fieldcrest Road to Warfield Road
12. US 29/Fairfield Road/Musgrove Road: build grade-separated interchange
13. MD 28/198: widen to 4 lanes from Layhill Road to Old Columbia Pike

Development & Evaluation (D&E) Program for Non-Transit Projects

1. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove
3. Frederick Road (MD 355)/Gude Drive: grade separated interchange
4. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince Georges County
5. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
6. Frederick Road (MD355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
7. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
8. Veirs Mill Road (MD 586)/Randolph Road: grade separated interchange
9. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road

10. I-270/Gude Drive: grade-separated interchange
11. Rockville Town Center intersection improvements
12. MD 108 Bypass around Laytonsville
13. Rockville Pike (MD 355)/Nicholson Lane: grade-separated interchange

Development & Evaluation (D&E) Program for Transit Projects

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Forest Glen Metro Station pedestrian tunnel under Georgia Avenue
3. Georgia Avenue (MD 97) Busway: Glenmont to Olney
4. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langley Park
5. North Bethesda Transitway: Grosvenor to Montgomery Mall
6. Purple Line Connector: Langley Park to White Oak



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

June 12, 2008

MEMORANDUM

TO: Larry Cole, Planning Coordinator
County-wide Planning Division

FROM: Eric Graye, Planning Supervisor *EG*
County-wide Planning Division

RE: Year 2015 Policy Area Mobility Review (PAMR) Analysis

SUMMARY

Staff conducted a review of year forecasted 2015 transportation conditions to examine the likelihood that conditions in the four policy areas that are only acceptable with full mitigation for subdivision applications submitted during FY 2009 could be improved by the implementation of the next series of candidate projects on either state or County planning lists. We have five primary conclusions:

- The state's largest project planning studies for the CCT, Purple Line, I-270, and I-495 should remain our highest priority. However, due to the complexity of these projects and the past history of their planning studies, we should not count on any of these projects being implemented by 2015. These projects remain instrumental in achieving the improvements we have forecasted for year 2030 in other venues (including last year's Growth Policy efforts and current master plan analyses).
- No other state projects on the County's 2007 priorities list warrant acceleration based on their likely ability to both advance and materially affect PAMR conditions in 2015.
- Four sets of County projects would provide notable improvement in the corridor. Consideration of their acceleration should be discussed during the next round of County CIP priority setting, recognizing that environmental impact avoidance and mitigation may ultimately preclude some segments from being constructed;
 - the extension of Observation Drive into Clarksburg and Dorsey Mill Road across I-270
 - the extension of Midcounty Highway and widening of Middlebrook Road between Clarksburg and Germantown
 - the widening of Goshen Road south in Montgomery Village
- The 2015 accelerated network scenario does not entirely resolve the PAMR performance problems but yields four key findings:

- The Montgomery Village/Airpark Policy Area is improved beyond the “acceptable with full mitigation” category to the “acceptable with partial mitigation” category
- The Germantown East Policy Area is substantially improved and nearly out of the “acceptable with full mitigation” category
- The North Potomac Policy Area is not greatly affected and remains at the edge of the “acceptable with full mitigation” category
- The fact that the City of Gaithersburg policy area remains in the “acceptable with full mitigation” category is of lesser concern as the City controls nearly all development approvals within the Gaithersburg City Policy Area.
- As discussed during Growth Policy worksessions in 2007, we believe that an expectation that all Policy Areas will ever achieve the “acceptable” category is unsustainable and we look forward to continuing the discussion of PAMR refinements with the County Council during the fall session.

BACKGROUND

In response to concerns raised earlier this year by Councilmember Nancy Floreen regarding the year 2011 transportation system adequacy status of the Germantown East and Gaithersburg City Policy Areas reported in Policy Area Mobility Review (PAMR) analysis for the 2007-2009 Growth Policy, our staff conducted a PAMR analysis that considers a year 2015 time horizon. This analysis was done to evaluate the effectiveness of projects that could be added to the County’s Capital Improvement Program (CIP) or the state’s Consolidated Transportation Program in order to help address this concern.

This analysis assumed the same Montgomery County land use assumptions used in this year’s 2012 PAMR test (i.e., existing plus pipeline of approved development as of January 1, 2008). With respect to transportation capacity, this analysis assumed two (2) alternative transportation networks based on those Montgomery County and regional transportation projects identified in the Constrained Long-Range Plan (CLRP) as being planned to be built by the year 2015: (1) a “base” 2015 network of transportation facility improvements and (2) an “accelerated” network that, relative to the “base” 2015 network, assumes a more aggressive implementation schedule for transportation projects anticipated to be completed by 2015. The transportation projects assumed in both alternative 2015 networks reflect a consensus reached by staff representing our Department, DPWT and the County Council. By assuming a year 2015 timeframe, both networks assume transportation capacity beyond that assumed in this year’s 2012 PAMR test. For the remainder of the Washington metropolitan area, the MWCOG Round 7.1 land use forecast for 2015 was used.

This memorandum reports the results of the year 2015 PAMR analysis described above.

DISCUSSION

A list (and brief description) of the relevant transportation projects added to the two alternative year 2015 networks is provided in the table shown as Exhibit 1. A review of this table shows that no segments of the Corridor Cities Transitway (CCT) or the Purple Line were assumed in

any test. This decision was largely based on the recognition of statewide competition for federal funding. Therefore, rather than have this analysis focus on mode and phasing for the CCT and the Purple Line, the consensus was not to assume either project as implemented by 2015. It should also be noted that neither the I-270/Watkins Mill Road interchange nor the I-270/Newcut Road interchange were included in either network. These assumptions recognize SHA's interest in building these new interchanges only after all the mainline widening details tied down. If desired, future PAMR analyses could include selected elements of these transportation projects, as well as other projects that appear on the list but were not assumed in any network alternative.

Three projects account for the difference in mobility improvement between the 2015 "base" and 2015 "accelerated" networks:

- The widening of MD 117 to six lanes from I-270 to Game Preserve Road
- The construction of the MD 97 @ MD 28 interchange
- The construction of Observation Drive from Waters Discovery Lane in Germantown to Stringtown Road in Clarksburg

The resultant PAMR charts and supporting data for the year 2012 PAMR test, as well as both 2015 network scenarios, are shown as Exhibits 2 through 7. Observation of the year 2012 PAMR chart shows four (4) policy areas, Germantown East, Gaithersburg City, North Potomac and Montgomery Village/Airpark in the "acceptable with full mitigation" area. A review of both year 2015 PAMR charts shows the Montgomery Village/Airpark policy area moving to the "acceptable with partial mitigation" area. The 2015 PAMR results for the three other policy areas improve relative to the 2012 test. However, these policy areas remain in the "acceptable with full mitigation" area in both year 2015 tests.

The correspondence between Councilmember Floreen and Chairman Hanson is attached as Exhibits 8 and 9.

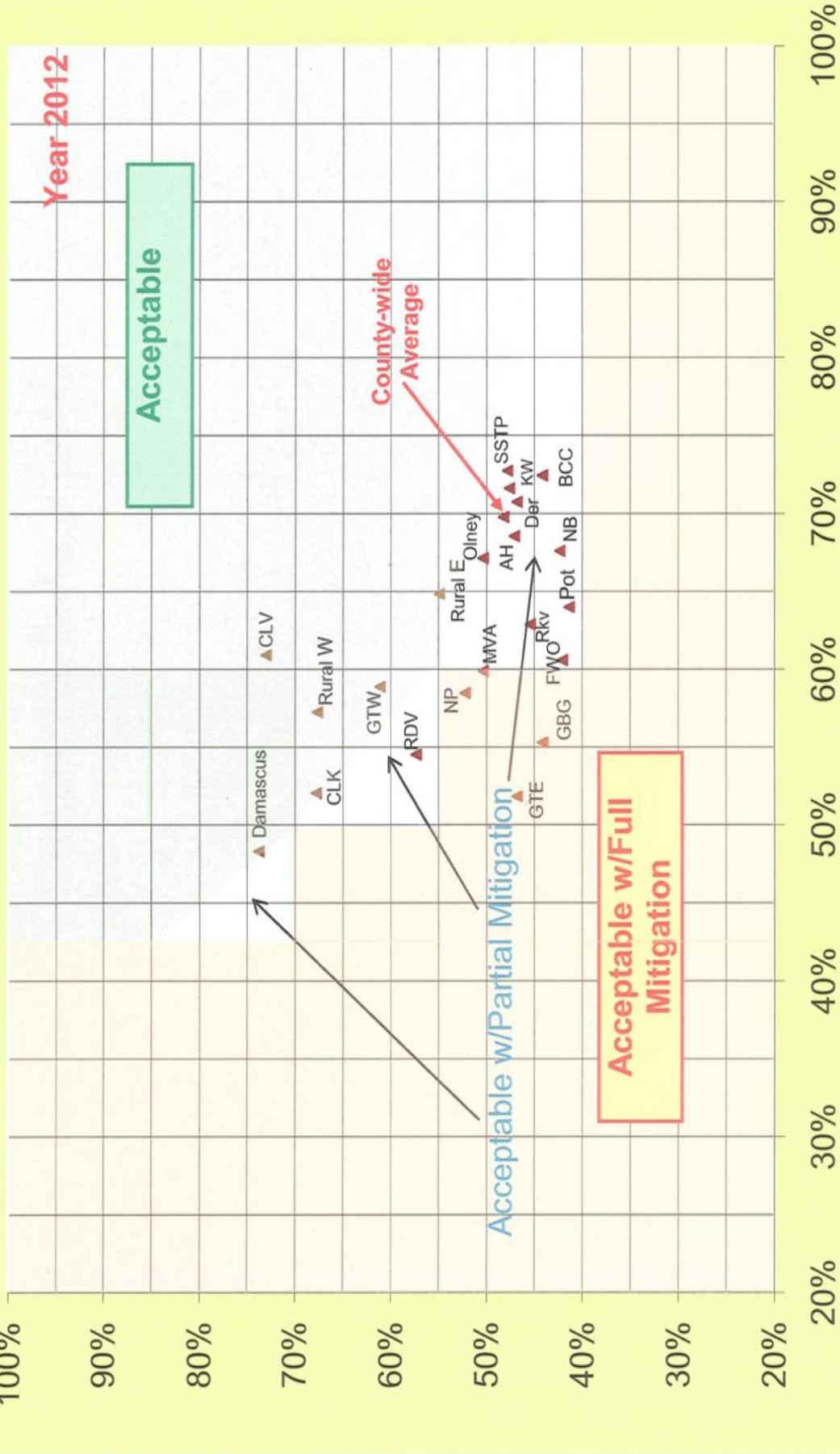
Exhibits (9)

Exhibit 1: 2015 Policy Area Mobility Review Transportation Network Capacity added to 2012 Network

	Limits	Completion date described in			Base 2015 PAMR	Accelerated 2015 PAMR
		CIP Jan 2008	CTP Jan 2008	CLRP Jan 2008		
MDOT Projects						
MD 117 - Clopper Road widening	I-270 to Game Preserve Road			2010		X
MD 124 - Woodfield Road widening	Warfield to Fieldcrest			2015		X
MD 124 - Woodfield Road widening	Fieldcrest to Airpark	2011		2010	X	X
MD 124 - Woodfield Road widening	Airpark to Snouffer School			2015	X	X
MD 124 - Woodfield Road widening	Snouffer School to Midcounty			2015		
US 29 / Fairland / Musgrove interchange				2010		
MD 97 / Randolph interchange				2010	X	X
MD 97 / MD 28 interchange				2010		X
DPWT Projects						
Dorsey Mill Road Extended	Crystal Rock to Observation (I-270 Overpass)			n/a	X	X
Goshen Road South widening	Warfield to Odendhal			2015	X	X
Longdraft Road widening	MD 117 to MD 124			2015	X	X
Midcounty Highway	Montgomery Village to Middlebrook			2020		
Midcounty Highway	Middlebrook to MD 27			2020	X	X
Middlebrook Road Extended	MD 355 to Midcounty			2010	X	X
Montrose Parkway East	Old Old Georgetown to Veirs Mill			2015	X	X
Observation Drive	End of road to Stringtown			2020	X	X
Watkins Mill Road Extended (w/o interchange @ I-270)	Connect road on both sides of I-270	2009			X	X
Regional Projects						
I-495 High Occupancy/Toll (HOT) lanes	I-495 (Virginia portion of Beltway)			2010	X	X
I-66 Widening	Virginia (inside Beltway)			2013	X	X
I-95/I-395 HOT lanes	Virginia (I-95/I-395 Corridor)			2010	X	X
Dulles Corridor Rapid Transit	Virginia (Dulles Corridor)			2015	X	X
Anacostia Street Car Project, Phase I	District of Columbia (MLK Avenue)			2015	X	X

Year 2012 PAMR Chart

Relative Arterial Mobility: (Congested Arterial Speed Relative to Arterial Free Flow Speed)



Relative Transit Mobility: (Overall Transit Speed Relative to Overall Speed Using Arterials)

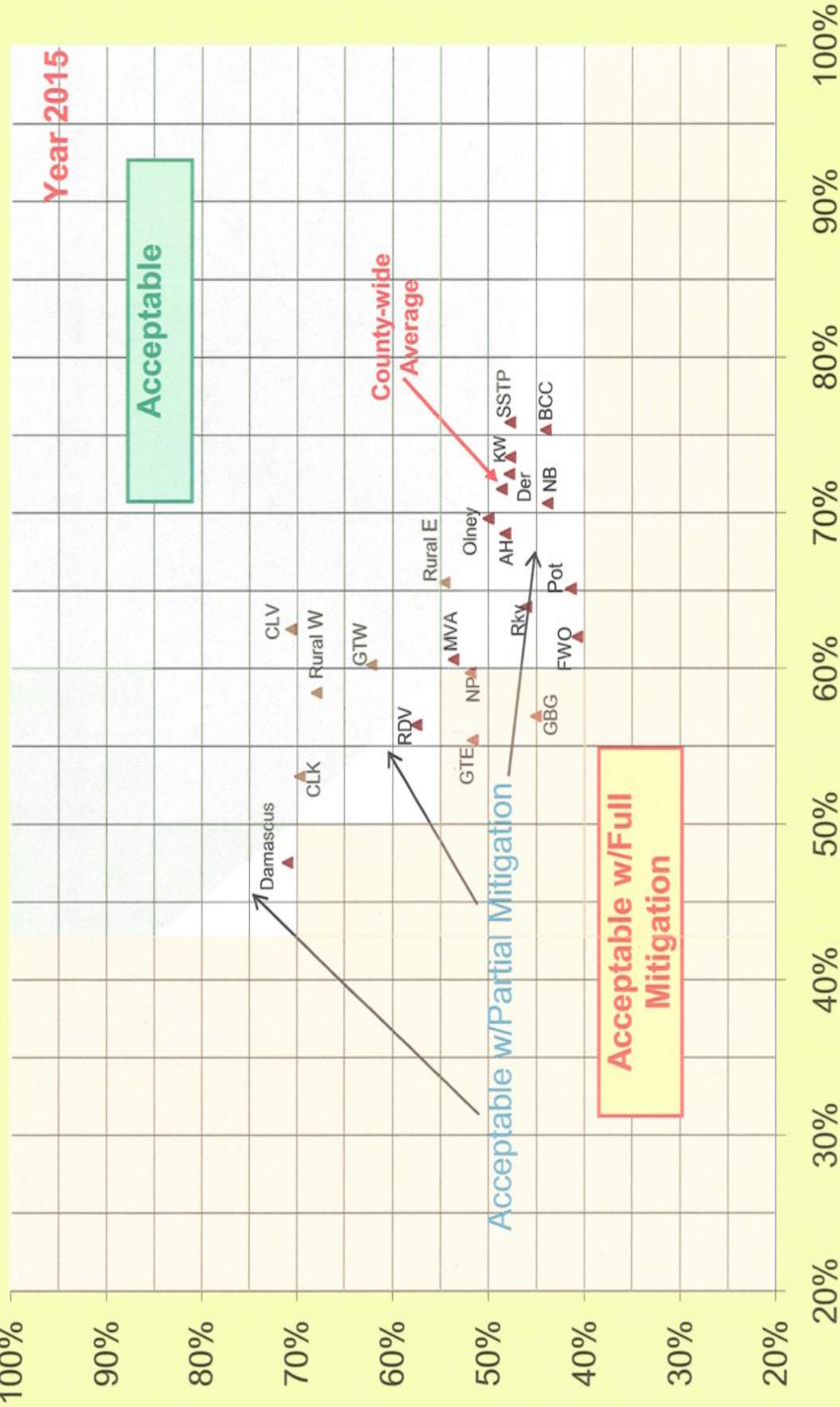
Derivation of Year 2012 PAMR Results by Policy Area

Policy Area	Relative Arterial Mobility				Relative Transit Mobility				
	VMT	VHT (free-flow)	VHT (congested)	Free-Flow Speeds	Congested Speeds	Relative Arterial Mobility	Average Arterial Travel Time	Average Transit Travel Time	Relative Transit Mobility
Aspen Hill	161,213	4,817	10,223	33.5	15.8	47%	35.9	52.4	69%
Bethesda/Cherry Chase	376,903	14,428	32,661	26.1	11.5	44%	26.1	36.0	73%
Clarksburg	89,934	2,823	4,162	31.9	21.6	68%	38.2	73.3	52%
Cloverly	67,482	1,711	2,342	39.4	28.8	73%	38.2	62.8	61%
Damascus	69,936	1,679	2,275	41.7	30.7	74%	44.8	92.7	48%
Derwood	124,044	4,305	9,192	28.8	13.5	47%	33.5	47.3	71%
Fairland/White Oak	350,177	9,312	22,124	37.6	15.8	42%	35.3	58.3	61%
Gaithersburg City	222,111	8,005	18,137	27.7	12.2	44%	29.4	53.1	55%
Germentown East	94,819	3,189	6,812	29.7	13.9	47%	33.7	65.1	52%
Germentown West	125,987	4,296	7,022	29.3	17.9	61%	34.4	58.4	59%
Kensington/Wheaton	417,941	13,091	27,484	31.9	15.2	48%	32.0	44.7	72%
Montgomery Village/Airpark	105,663	3,539	7,022	29.9	15.0	50%	36.6	61.1	60%
North Bethesda	210,721	8,815	20,816	23.9	10.1	42%	25.7	38.0	68%
North Potomac	58,199	2,095	4,010	27.8	14.5	52%	35.5	60.7	58%
Olney	144,206	3,985	7,909	36.2	18.2	50%	41.7	62.2	67%
Potomac	189,873	5,613	13,564	33.8	14.0	41%	32.6	50.9	64%
R & D Village	59,491	2,385	4,157	24.9	14.3	57%	27.1	49.7	55%
Rockville City	263,083	10,857	23,895	24.2	11.0	45%	27.5	43.8	63%
Silver Spring/Takoma Park	229,564	9,063	18,939	25.3	12.1	48%	28.3	38.9	73%
Rural East	475,864	12,139	22,097	39.2	21.5	55%	43.0	66.3	65%
Rural West	212,900	5,703	8,425	37.3	25.3	68%	42.5	74.2	57%
Montgomery County Total	4,050,111	131,850	273,268	30.7	14.8	48%	33.5	48.0	70%

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area
 Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area
 VMT = Vehicle Miles of Travel
 VHT = Vehicle Hours of Travel

Year 2015 "Base Scenario" PAMR Chart

Relative Arterial Mobility: (Congested Arterial Speed Relative to Arterial Free Flow Speed)



Relative Transit Mobility: (Overall Transit Speed Relative to Overall Speed Using Arterials)

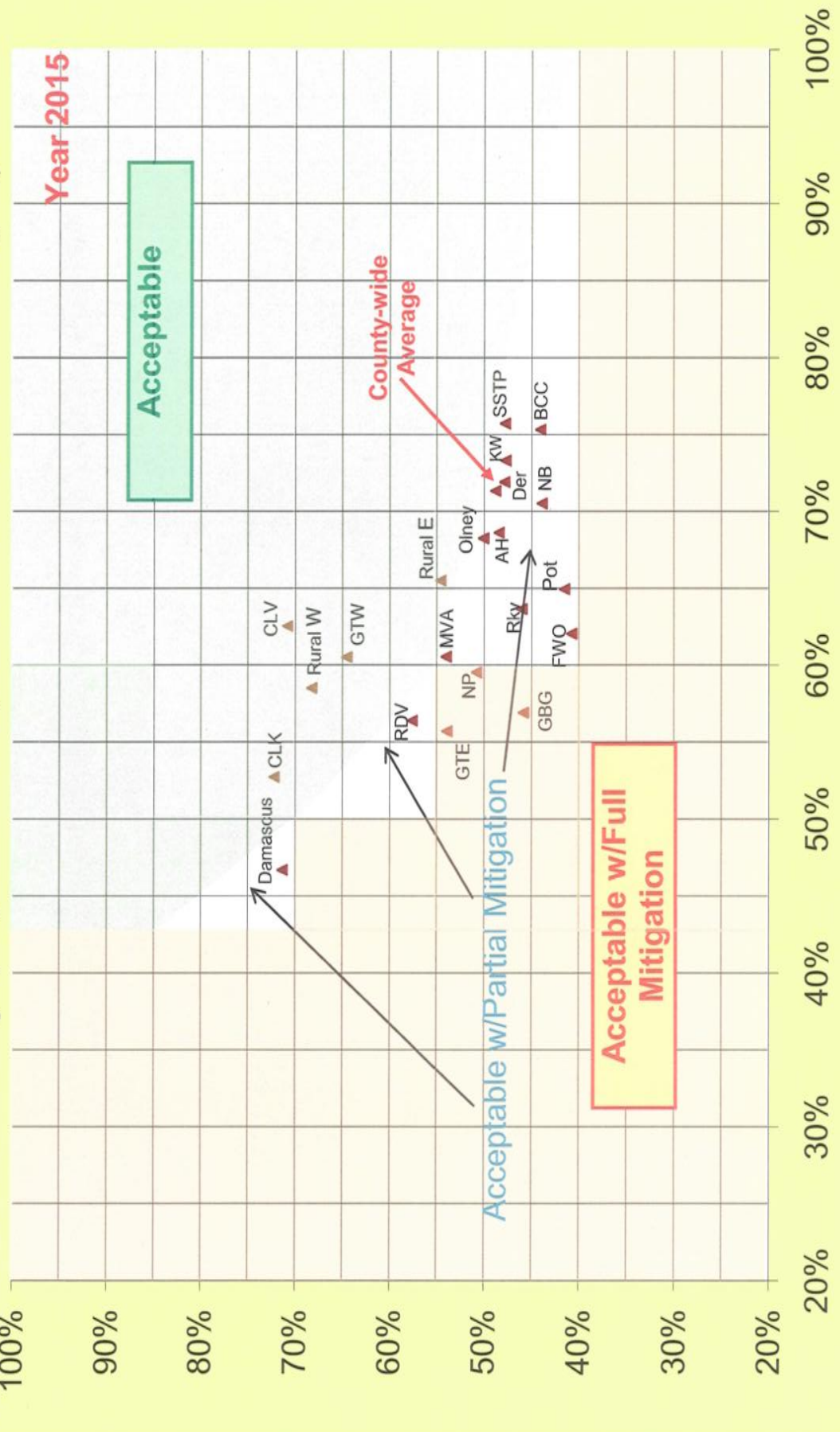
Derivation of Year 2015 "Base Scenario" PAMR Results by Policy Area

Policy Area	Relative Arterial Mobility				Relative Transit Mobility				
	VMT	VHT (free-flow)	VHT (congested)	Free-Flow Speeds	Congested Speeds	Relative Arterial Mobility	Average Arterial Travel Time	Average Transit Travel Time	Relative Transit Mobility
Aspen Hill	165,735	5,030	10,419	32.9	15.9	48%	35.6	51.9	69%
Bethesda/Chewy Chase	379,780	14,542	33,016	26.1	11.5	44%	27.1	36.0	75%
Clarksburg	90,542	2,834	4,065	31.9	22.3	70%	37.5	70.6	53%
Cloverly	69,780	1,768	2,501	39.5	27.9	71%	38.6	61.7	63%
Damascus	75,083	1,815	2,557	41.4	29.4	71%	44.4	93.5	47%
Derwood	123,285	4,286	8,957	28.8	13.8	48%	34.2	47.2	72%
Fairland/White Oak	360,006	9,574	23,480	37.6	15.3	41%	35.6	57.4	62%
Gaithersburg City	222,974	8,090	17,952	27.6	12.4	45%	30.4	53.5	57%
Germentown East	105,478	3,214	6,224	32.8	16.9	52%	35.0	63.2	55%
Germentown West	120,972	4,111	6,603	29.4	18.3	62%	35.4	58.9	60%
Kensington/Wheaton	419,172	13,116	27,475	32.0	15.3	48%	32.6	44.3	74%
Montgomery Village/Airpark	121,451	3,927	7,318	30.9	16.6	54%	37.1	61.3	61%
North Bethesda	217,171	9,010	20,537	24.1	10.6	44%	26.8	38.0	71%
North Potomac	59,083	2,131	4,109	27.7	14.4	52%	36.4	61.0	60%
Olney	147,382	4,082	8,163	36.1	18.1	50%	43.2	62.1	70%
Potomac	191,484	5,658	13,649	33.8	14.0	41%	33.7	51.7	65%
R & D Village	59,473	2,385	4,146	24.9	14.3	58%	28.1	49.8	56%
Rockville City	261,711	10,794	23,412	24.2	11.2	46%	28.1	44.0	64%
Silver Spring/Takoma Park	231,579	9,147	19,160	25.3	12.1	48%	29.4	38.8	76%
Rural East	483,835	12,296	22,525	39.3	21.5	55%	42.7	65.2	65%
Rural West	213,343	5,717	8,412	37.3	25.4	68%	43.3	74.1	58%
Montgomery County Total	4,119,319	133,527	274,680	30.9	15.0	49%	34.1	47.7	71%

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area
 Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area
 VMT = Vehicle Miles of Travel
 VHT = Vehicle Hours of Travel

Year 2015 "Accelerated Scenario" PAMR Chart

Relative Arterial Mobility: (Congested Arterial Speed Relative to Arterial Free Flow Speed)



Relative Transit Mobility: (Overall Transit Speed Relative to Overall Speed Using Arterials)

Derivation of Year 2015 "Accelerated Scenario" PAMR Results by Policy Area

Policy Area	Relative Arterial Mobility				Relative Transit Mobility				
	VMT	VHT (free-flow)	VHT (congested)	Free-Flow Speeds	Congested Speeds	Relative Arterial Mobility	Average Arterial Travel Time	Average Transit Travel Time	Relative Transit Mobility
Aspen Hill	164,683	4,997	10,313	33.0	16.0	48%	35.6	51.9	69%
Bethesda/Chevy Chase	379,597	14,533	32,973	26.1	11.5	44%	27.1	36.0	75%
Clarksburg	90,304	2,836	3,926	31.8	23.0	72%	36.9	70.1	53%
Cloverly	69,781	1,766	2,493	39.5	28.0	71%	38.5	61.7	62%
Damascus	74,603	1,805	2,530	41.3	29.5	71%	44.1	94.4	47%
Derwood	123,358	4,287	8,957	28.8	13.8	48%	34.1	47.4	72%
Fairland/White Oak	359,887	9,569	23,459	37.6	15.3	41%	35.6	57.4	62%
Gaithersburg City	222,176	8,041	17,535	27.6	12.7	46%	30.5	53.5	57%
Germentown East	109,215	3,373	6,256	32.4	17.5	54%	35.1	63.0	56%
Germentown West	124,374	4,266	6,607	29.2	18.8	65%	35.7	59.0	61%
Kensington/Wheaton	418,863	13,104	27,456	32.0	15.3	48%	32.6	44.5	73%
Montgomery Village/Airpark	120,898	3,908	7,235	30.9	16.7	54%	37.2	61.4	61%
North Bethesda	217,084	9,006	20,505	24.1	10.6	44%	26.8	38.0	71%
North Potomac	59,262	2,139	4,208	27.7	14.1	51%	36.4	61.1	60%
Oliney	147,468	4,081	8,150	36.1	18.1	50%	42.4	62.2	68%
Potomac	191,492	5,659	13,627	33.8	14.1	42%	33.6	51.8	65%
R & D Village	59,502	2,387	4,145	24.9	14.4	58%	28.0	49.7	56%
Rockville City	261,877	10,798	23,450	24.3	11.2	46%	28.1	44.1	64%
Silver Spring/Takoma Park	231,558	9,145	19,138	25.3	12.1	48%	29.4	38.8	76%
Rural East	482,434	12,253	22,447	39.4	21.5	55%	42.5	64.9	65%
Rural West	211,000	5,662	8,293	37.3	25.4	68%	43.1	73.8	58%
Montgomery County Total	4,119,416	133,615	273,703	30.8	15.1	49%	34.1	47.8	71%

Relative Arterial Mobility measures total PM Peak Period vehicular travel on arterial roadways within each policy area

Relative Transit Mobility measures AM Peak Period travel times for journey-to-work trips originating within each policy area

VMT = Vehicle Miles of Travel

VHT = Vehicle Hours of Travel



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

RECEIVED
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FEB 20 2008

NANCY FLOREEN
COUNCILMEMBER AT-LARGE

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

MEMORANDUM

February 12, 2008

TO: Royce Hanson, Chair, Montgomery County Planning Board

FROM: Nancy Floreen, Councilmember

RE: Germantown East and Non-municipal Gaithersburg Planning Areas

As a result of the County Council's recent Growth Policy decisions, Germantown East and Non-municipal Gaithersburg are now in moratorium. The residents and businesses in these communities, as well as the Council, need to understand how to address the gaps in the transportation infrastructure in those areas so that congestion can be relieved and projects can move forward.

As you know, these areas are the only two under the "stair steps". What will be needed to move Germantown East and Gaithersburg out of moratorium? I am requesting a list of the transportation projects, transit and road, which must be completed to move each of these two planning areas forward. I know certain projects will move them incrementally into the next step on the PAMR chart. To see this happen, it is incumbent upon us to help them understand in detail which projects would move them into each of the growth policy phases.

cc: Glenn Orlin



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

OFFICE OF THE CHAIRMAN

February 25, 2008

Nancy Floreen
Council Office Building
100 Maryland Ave, 6th Floor
Rockville, MD 20850

Dear *Nancy* ~~Ms. Floreen~~

Thank you for your February 12 correspondence regarding the Policy Area Mobility Review status for the Germantown and Gaithersburg East Policy Areas. I share your concern for achieving transportation system adequacy and offer the following ideas for your consideration.

First, as you know, these two policy areas are not in "moratorium" and development can proceed by mitigating 100% of their new trips using any combination of the four mitigation approaches defined in the Growth Policy. Applicants may also propose to take existing trips off the road. For instance, if Montgomery College proposed a 10% site expansion, they could mitigate the PAMR impact with a campus-wide program that reduced all vehicle trips by 10%.

I agree with you that the public sector needs to fully participate in improving transportation conditions in these policy areas. The "heavy lifting", of course, will be done by major state investments, including the **Corridor Cities Transitway** and the **widening of I-270**. We are encouraging the speedy completion of both the needed planning studies and implementation plans for these two projects. We appreciate the shared interest and participation of the many stakeholders in the corridor in these efforts. All stakeholders will need to consider funding and implementation factors as we develop a locally preferred alternative on the preferred mode (rail or bus) for the CCT.

Other projects within the state system that should be considered include:

- **Watkins Mill Road Extended** and its interchange with I-270
- **Clopper Road (MD 117) widening** between Germantown and Gaithersburg
- **Frederick Road (MD 355) widening** between Clarksburg Town Center and Ridge Road (MD 27), including the planned interchange at Ridge Road

During the next three months, we will be developing both our biennial Highway Mobility Report and our annual Policy Area Mobility Review analysis for FY 09 (that will consider year 2012 conditions). These reports will be prepared for the Planning Board in May and will be useful for defining priorities for the next state Consolidated Transportation Program. As part of that effort,

we will quantify changes to the mitigation requirements associated with revised demographic and transportation funding assumptions.

In the interim, I suggest four categories where we might focus our efforts on County projects and services. The challenge in each category is that any feasible short term improvements will not have nearly the positive impact of those larger projects that will not be implemented by 2012.

Improved Transit Service

The development of the Ride-On Route 100 service has improved the transit connection between the Germantown Town Center and the Shady Grove Metrorail station. I would encourage consideration of similar **transit service improvements in the corridor**, recognizing that no net increase in the Ride-On fleet will be available in the next four years.

Should the County find this need to be a short-term priority, we may want to consider innovative stopgap measures such as funding of private sector bus services. In terms of influencing the current Policy Area Mobility Review test, however, this short-term option may not be very effective in solving the problem in Germantown East, where the policy area performance is much closer to meeting the arterial mobility minimum than it is the transit mobility minimum.

Acceleration of County Roadway Projects in the Planning Stage

The County is already studying the addition of several projects in Germantown and Gaithersburg that would improve transportation capacity. The largest of these projects, the **extension of Midcounty Highway**, is a project of sufficient complexity and controversy that it would be inappropriate to accelerate. The **extension of Observation Drive into Clarksburg** and the **Dorsey Mill Road overpass of I-270** are not as controversial. While neither could be expected to be built by 2012, we should still consider whether they could be accelerated.

Three projects are currently in project planning in the Gaithersburg City policy area and could potentially be accelerated: **Goshen Road South, Longdraft Road, and the Deer Park Bridge**. However, these projects are improvements that, for the short term at least, are generally more related to safety, operations, and/or maintenance than congestion relief, and would not likely contribute greatly to PAMR findings. The latter two projects also face substantial civic and municipal challenges.

Consideration of New, Short Term, Capacity Enhancing Projects

There are two categories of projects that the Council might consider initiating in the short term. The first category consists of roadway restriping projects to add master planned capacity. As discussed in the growth policy discussions last summer, **portions of MD 355, Shakespeare Boulevard, and Watkins Mill Road** are already constructed to full width but striped for fewer lanes than contained in the master plan. These roadways could be candidates for either private or public sector action at fairly low cost. However, the Council would need to carefully consider

the very small incremental value of capacity in the PAMR system against the civic concerns about increasing off-peak travel speeds and removing parking, particularly on the two County roads that are classified as four-lane arterials but viewed by the communities they serve as local residential streets.

Germantown Master Plan Amendments

The staff draft of the Germantown Master Plan may include three new planned roadway network improvements; the first of which could possibly be implemented in a fairly expedited manner:

A southerly extension of Observation Drive across Montgomery College Campus to Middlebrook Road would provide a new radial connection to both enhance college access and improve the arterial roadway grid. We are also considering a potential connection eastward to MD 355.

Accessibility across I-270 would be improved by adding an arterial roadway connection to the already master planned **eastern CCT spur across I-270 between Century Boulevard and Seneca Meadows Drive.**

Access to the Far North Village would be improved by a **partial interchange (ramps to and from the north only) at the Dorsey Mill Road crossing of I-270.**

All three of these projects first require thorough consideration in the master plan adoption process prior to implementation. We see some potential, however, to expedite the Observation Drive connection, in conjunction with Montgomery College expansion proposals as a new access roadway is incorporated within the Bioscience Education Center PDF.

I trust this information is helpful in framing the discussions to occur regarding both state and county transportation projects this spring. Please feel free to contact Dan Hardy at 301-495-4530 if you would like to discuss these matters further in the interim.

Sincerely,



Royce Hanson
Chairman