



Briefing on the Dale Drive Pedestrian Facility Improvement Project – Facility Design Study

SA | Stephen Aldrich, Master Planner, Stephen.Aldrich@montgomeryplanning.org, 301-495-4528

JS | Jason Sartori, Acting Chief, FP&P, Jason.Sartori@montgomeryplanning.org, 301-495-2172

Completed: 05-02-19

Description

Construction of pedestrian facility improvements along a one-mile segment of Dale Drive between Georgia Avenue (MD 97) and Colesville Road (US 29) in Silver Spring, Maryland.

- Applicant: Montgomery County Department of Transportation
- North and West Silver Spring Master Plan/Bicycle Master Plan

Staff Recommendation: NA

Summary

The Montgomery County Department of Transportation (MCDOT) is proposing pedestrian facility improvements along a one-mile segment of Dale Drive between Georgia Avenue (MD 97) and Colesville Road (US 29) in Silver Spring, Maryland. The project location is displayed in Figure 1. The project is being conducted as part of the Facility Planning Phase 1 Capital Improvement Program budget. The applicant will provide a presentation to the Planning Board and be available to respond to questions from the Planning Board. The MCDOT presentation is attached with this staff report. Staff has been working with the applicant in reviewing the concept plans and we will share initial discussions on that review after the Presentation.

This is a briefing to present a summary of design efforts conducted, alternatives considered, technical findings, and public comments received. The project has assessed pedestrian and bicycle needs along Dale Drive and has developed two sidewalk concepts, two sidepath concepts, and three intersection improvement concepts for the intersection of Dale Drive with Columbia Boulevard.

The corridor pedestrian and bicycle alternatives are as follows:

1. Sidewalk along the north side of Dale Drive
2. Sidewalk along the south side of Dale Drive
3. Sidepath along the north side of Dale Drive
4. Sidepath along the south side of Dale Drive

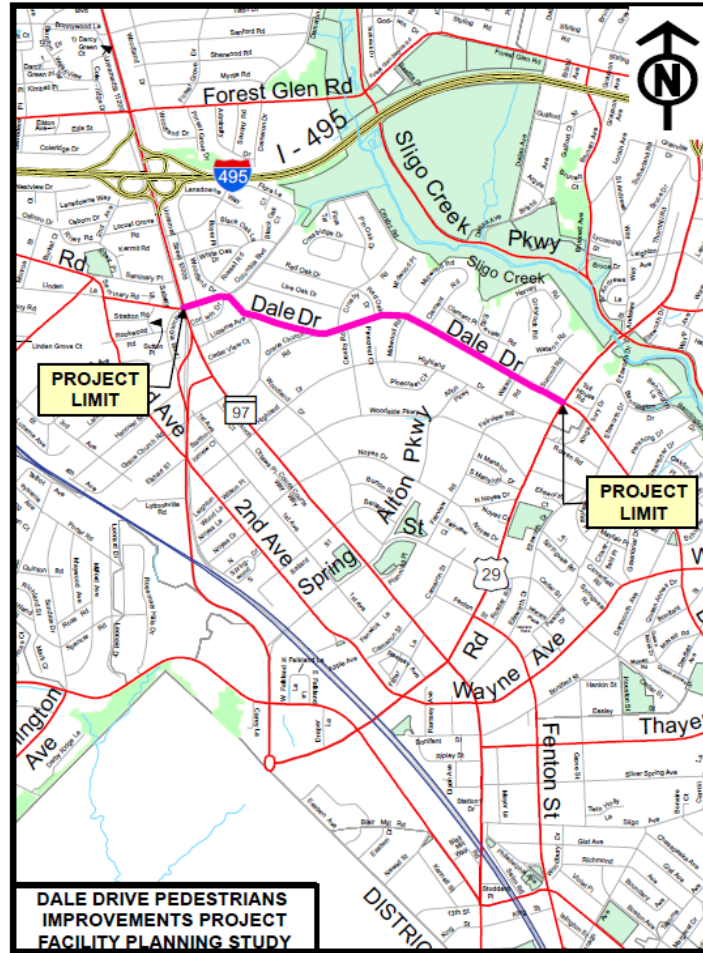


Figure 1 – Site Location Map

The intersection improvement alternatives for the intersection of Dale Drive with Columbia Boulevard are as follows:

1. Realignment of Columbia Boulevard intersection to align with Corman Drive,
2. Dualization of Columbia Boulevard approach and departure to create separate intersections on Dale Drive, and
3. Construction of a roundabout intersection to serve Dale Drive, Corman Drive, Columbia Boulevard, and Woodland Drive (north leg)

It is anticipated that this project will continue to Facility Planning Phase 2 and 35 percent design, and as a result, this project will require a Mandatory Referral, which is expected to occur following a Fall/Winter 2019 Public meeting for the 35% design. There has been significant public outreach as part of this project, including a field walk in September 2018, a community survey, and a community meeting held in November 2018.

DALE DRIVE PEDESTRIAN FACILITY IMPROVEMENT PROJECT

PLANNING BOARD BRIEFING

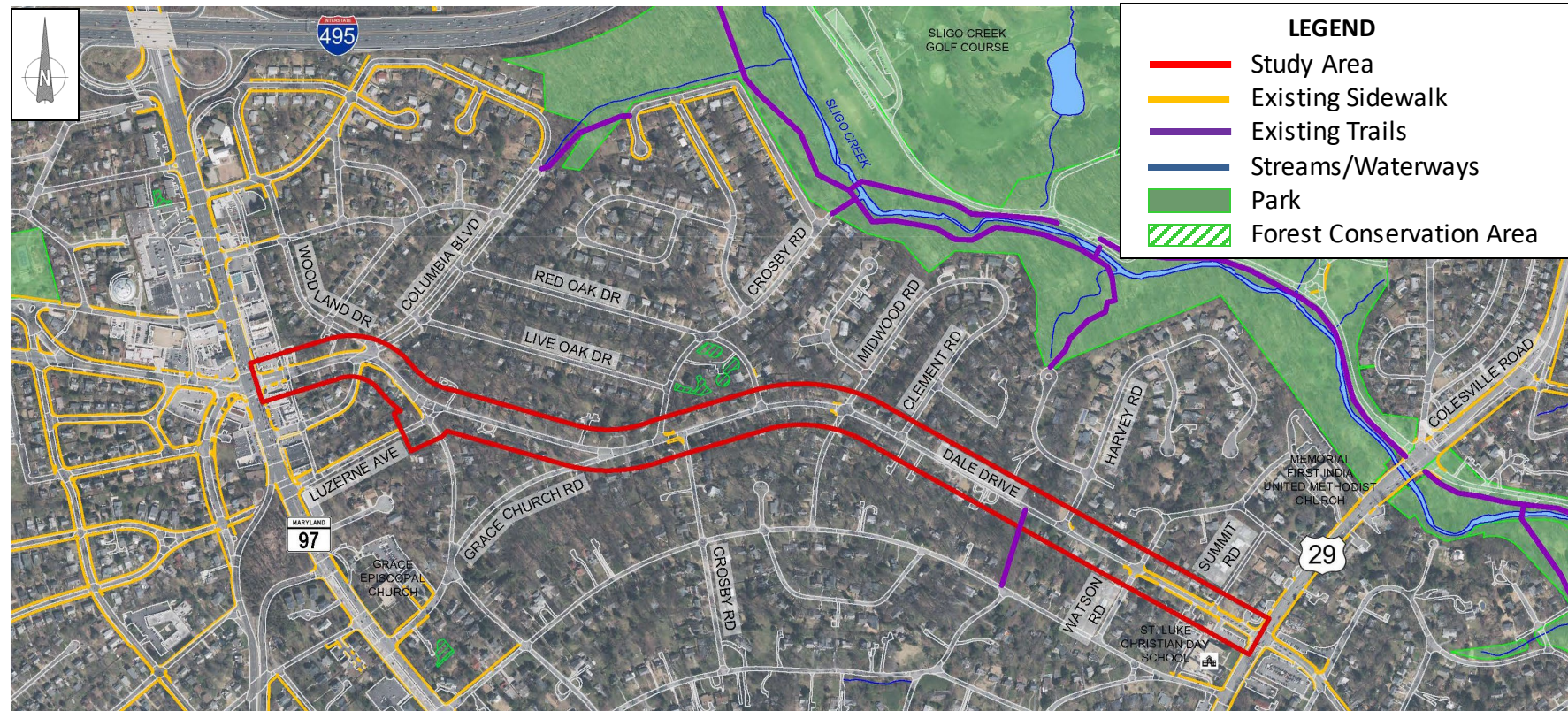
MAY 9, 2019



Project Overview

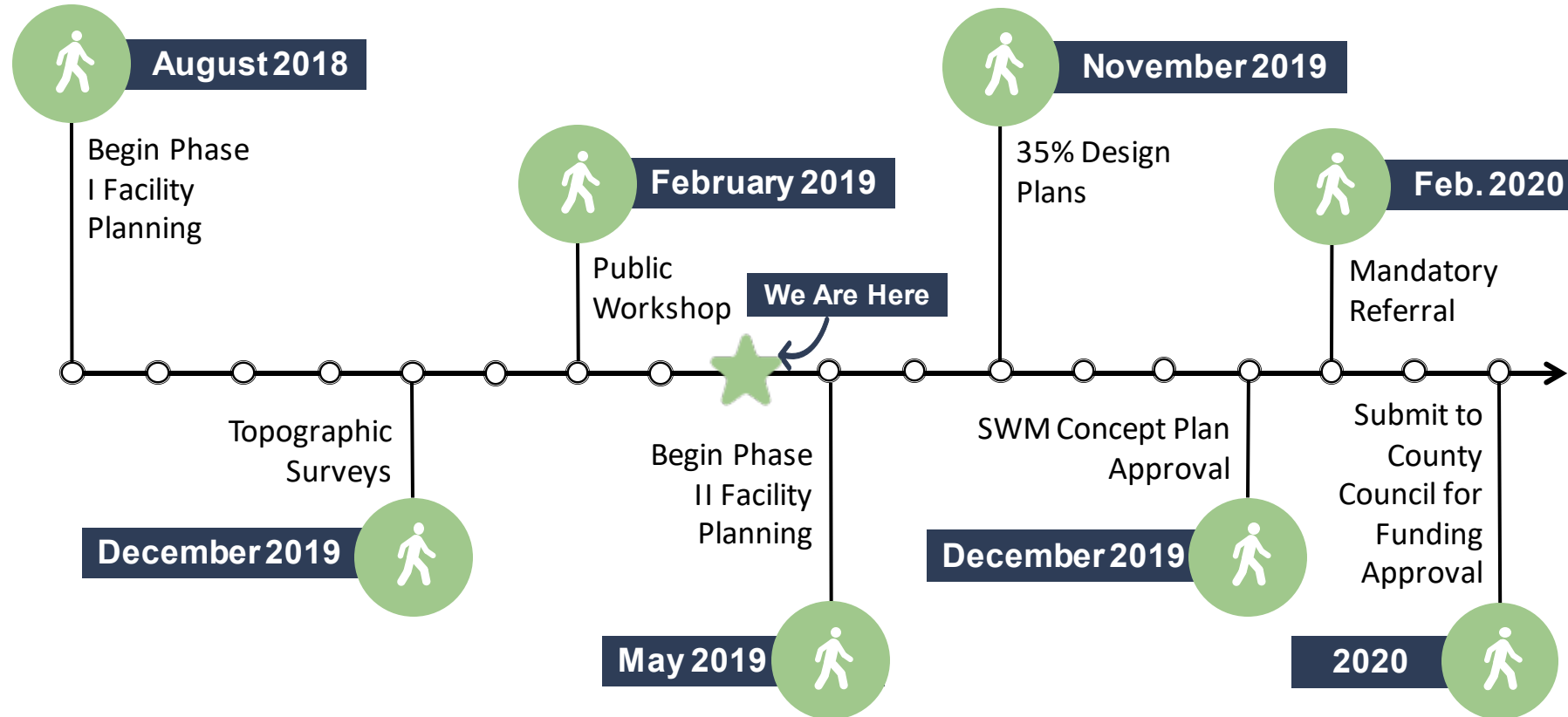
Pedestrian Facility on Dale Drive – Facility Planning Study (Accelerated Track)

Georgia Avenue to Colesville Road



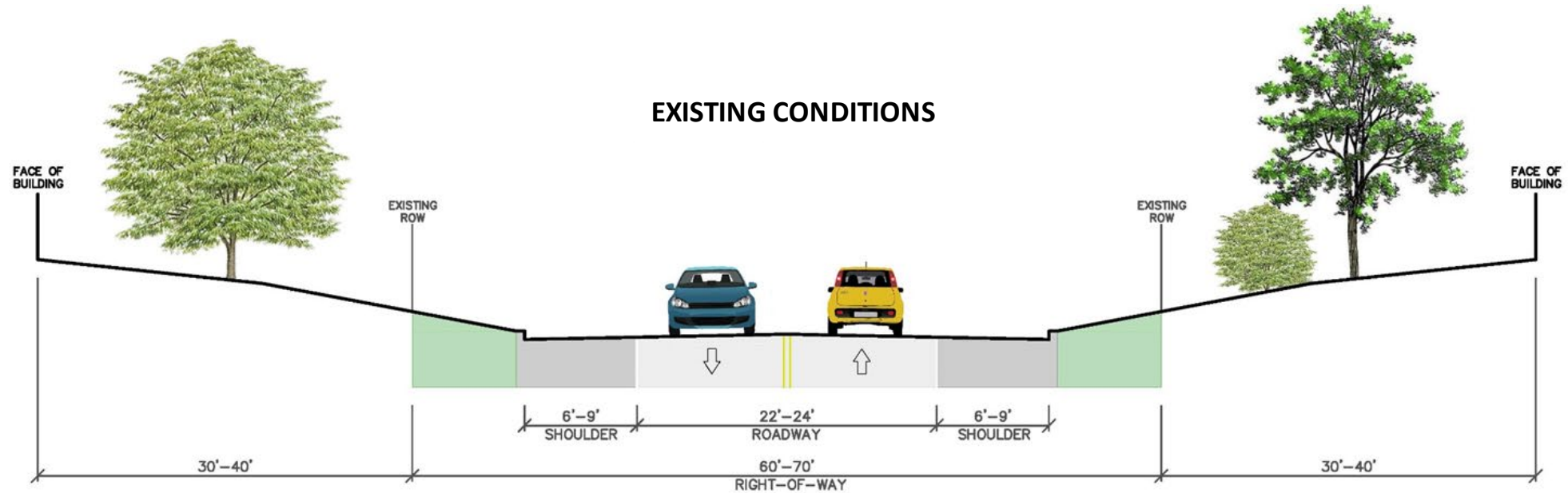
Project Overview

Current Project Milestone Schedule



Corridor Pedestrian Facilities Improvements

Existing Conditions on Dale Drive

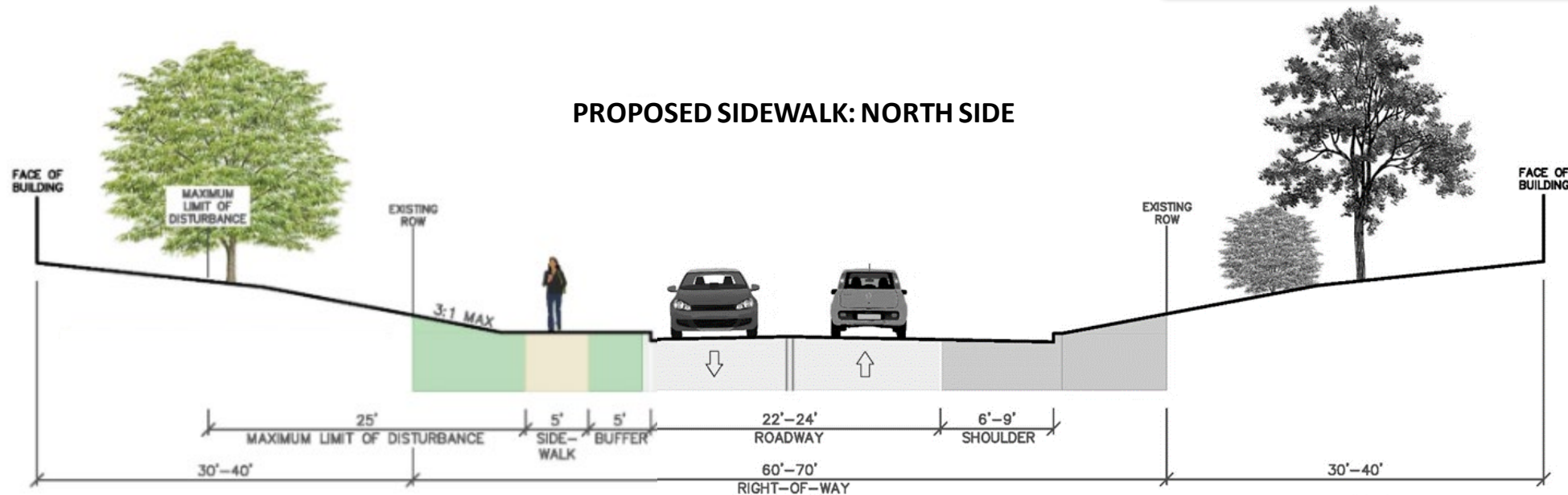


Corridor Pedestrian Facilities Improvements

Proposed Sidewalk: North Side of Dale Drive

Proposed Sidewalk: North Side

- Potential Utility Poles Impacts: 13
- Preliminary Utility Relocation Cost: \$354k
- # of Properties Affected¹: 43
- Max. ROW Impacts (Ac.)²: 1.44
- Feasibility Cost Estimate³: \$1.55 – 1.8M



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² Right-of-way impacts include both temporary and permanent impacts. Final right-of-way impacts will be determined through the design process and will be minimized through design considerations, such as slope tie-ins and landscape wall.

³ The feasibility cost estimate does not include the intersection alternative costs, right-of-way, or SWM facilities.

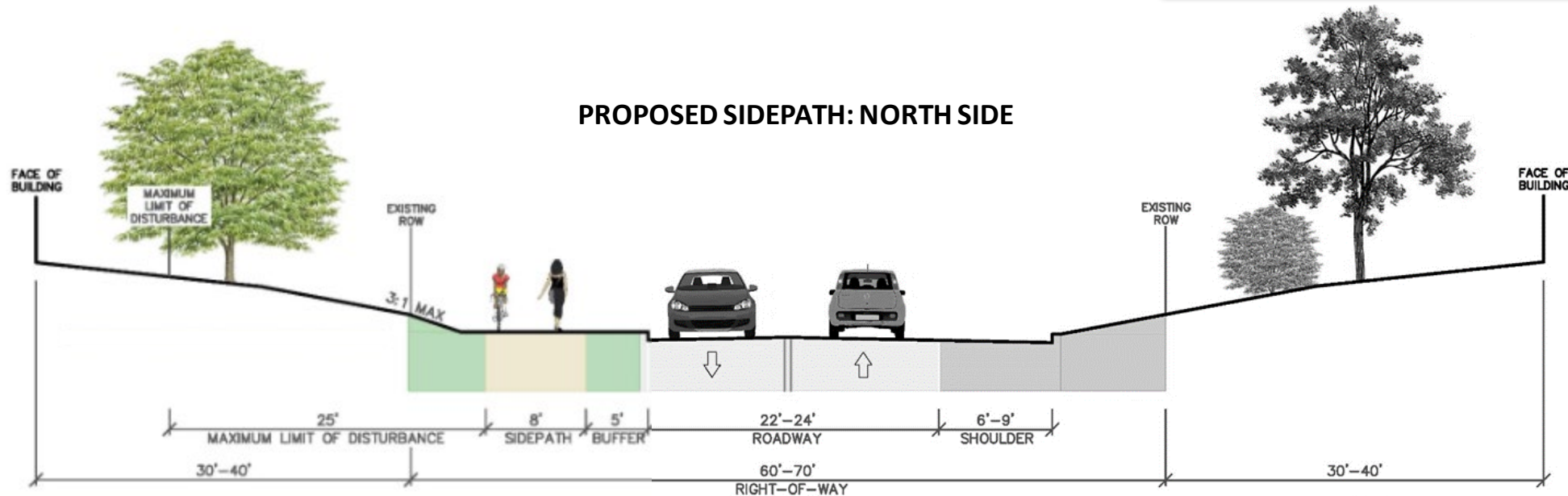


Corridor Pedestrian Facilities Improvements

Proposed Shared Use Path: North Side of Dale Drive

Proposed Shared Use Path: North Side

- Potential Utility Poles Impacts: 18
- Preliminary Utility Relocation Cost: \$463k
- # of Properties Affected¹: 55
- Max. ROW Impacts (Ac.)²: 2.10
- Feasibility Cost Estimate³: \$2.0 – 2.2M



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² Right-of-way impacts include both temporary and permanent impacts. Final right-of-way impacts will be determined through the design process and will be minimized through design considerations, such as slope tie-ins and landscape wall.

³ The feasibility cost estimate does not include the intersection alternative costs, right-of-way, or SWM facilities.

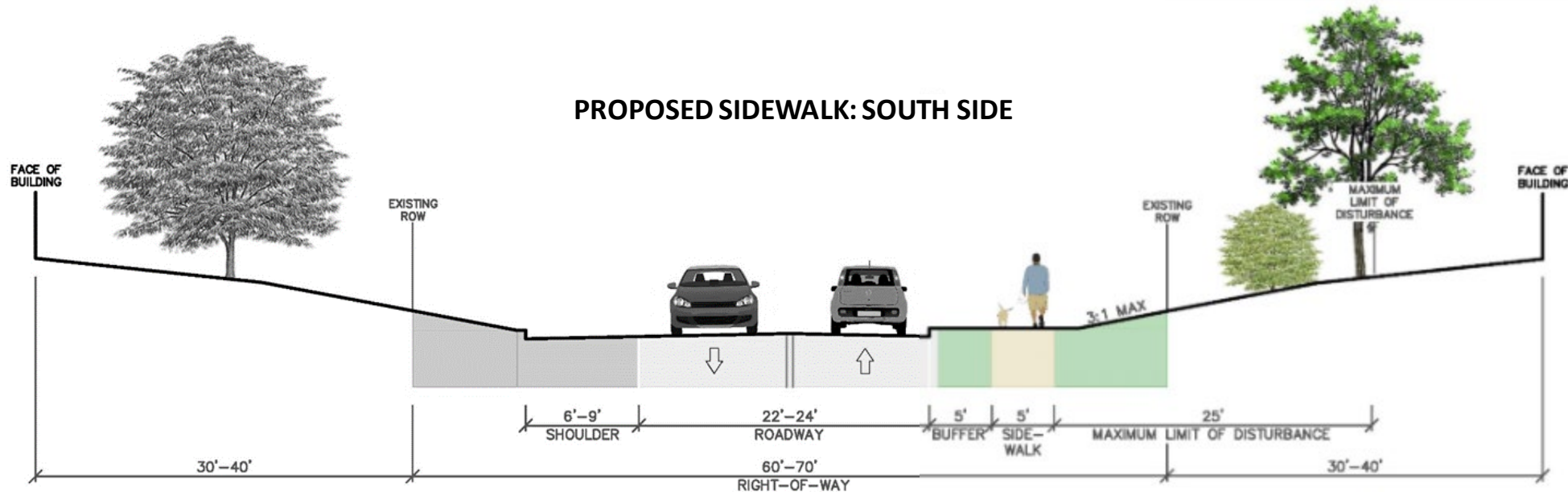


Corridor Pedestrian Facilities Improvements

Proposed Sidewalk: South Side of Dale Drive

Proposed Sidewalk: South Side

- Potential Utility Poles Impacts: 30
- Preliminary Utility Relocation Cost: \$614k
- # of Properties Affected¹: 47
- Max. ROW Impacts (Ac.)²: 1.20
- Feasibility Cost Estimate³: \$2.0 – 2.3M



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² Right-of-way impacts include both temporary and permanent impacts. Final right-of-way impacts will be determined through the design process and will be minimized through design considerations, such as slope tie-ins and landscape wall.

³ The feasibility cost estimate does not include the intersection alternative costs, right-of-way, or SWM facilities.

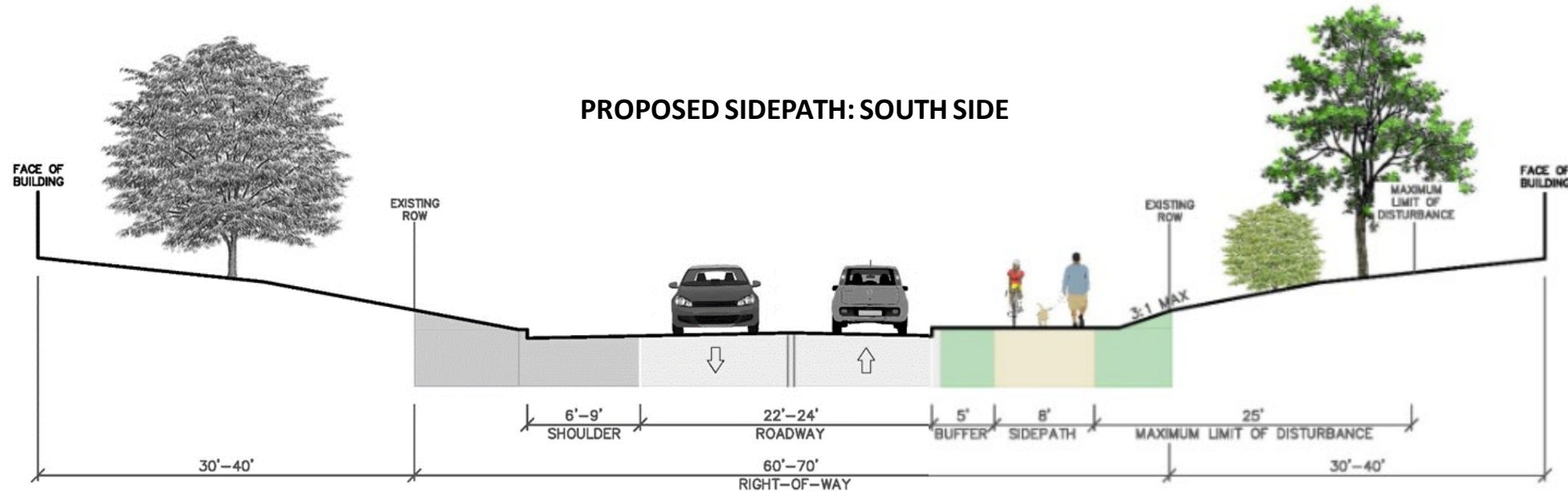


Corridor Pedestrian Facilities Improvements

Proposed Shared Use Path: South Side of Dale Drive

Proposed Sidewalk: South Side

- Potential Utility Poles Impacts: 38
- Preliminary Utility Relocation Cost: \$766k
- # of Properties Affected¹: 53
- Max. ROW Impacts (Ac.)²: 1.77
- Feasibility Cost Estimate³: \$2.4 – 2.6M



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² Right-of-way impacts include both temporary and permanent impacts. Final right-of-way impacts will be determined through the design process and will be minimized through design considerations, such as slope tie-ins and landscape wall.

³ The feasibility cost estimate does not include the intersection alternative costs, right-of-way, or SWM facilities.



Corridor Pedestrian Facilities Improvements

Alternatives Summary

| Corridor Alternatives | Potential Utility Poles Impacts | Preliminary Utility Relocation Cost | # Properties Affected ¹ | Max. ROW Impacts (Ac.) ² | Feasibility Cost Estimate ³ |
|------------------------|---------------------------------|-------------------------------------|------------------------------------|-------------------------------------|--|
| Sidewalk, North | 13 | \$354k | 43 | 1.44 | \$ 1.55 – 1.8M |
| Shared Use Path, North | 18 | \$463k | 55 | 2.10 | \$ 2.0 – 2.2M |
| Sidewalk, South | 30 | \$614k | 47 | 1.20 | \$ 2.0 – 2.3M |
| Shared Use Path, South | 38 | \$766k | 53 | 1.77 | \$ 2.4 – 2.6M |

Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² Right-of-way impacts include both temporary and permanent impacts. Final right-of-way impacts will be determined through the design process and will be minimized through design considerations, such as slope tie-ins and landscape wall.

³ The feasibility cost estimate does not include the intersection alternative costs, right-of-way, or SWM facilities.



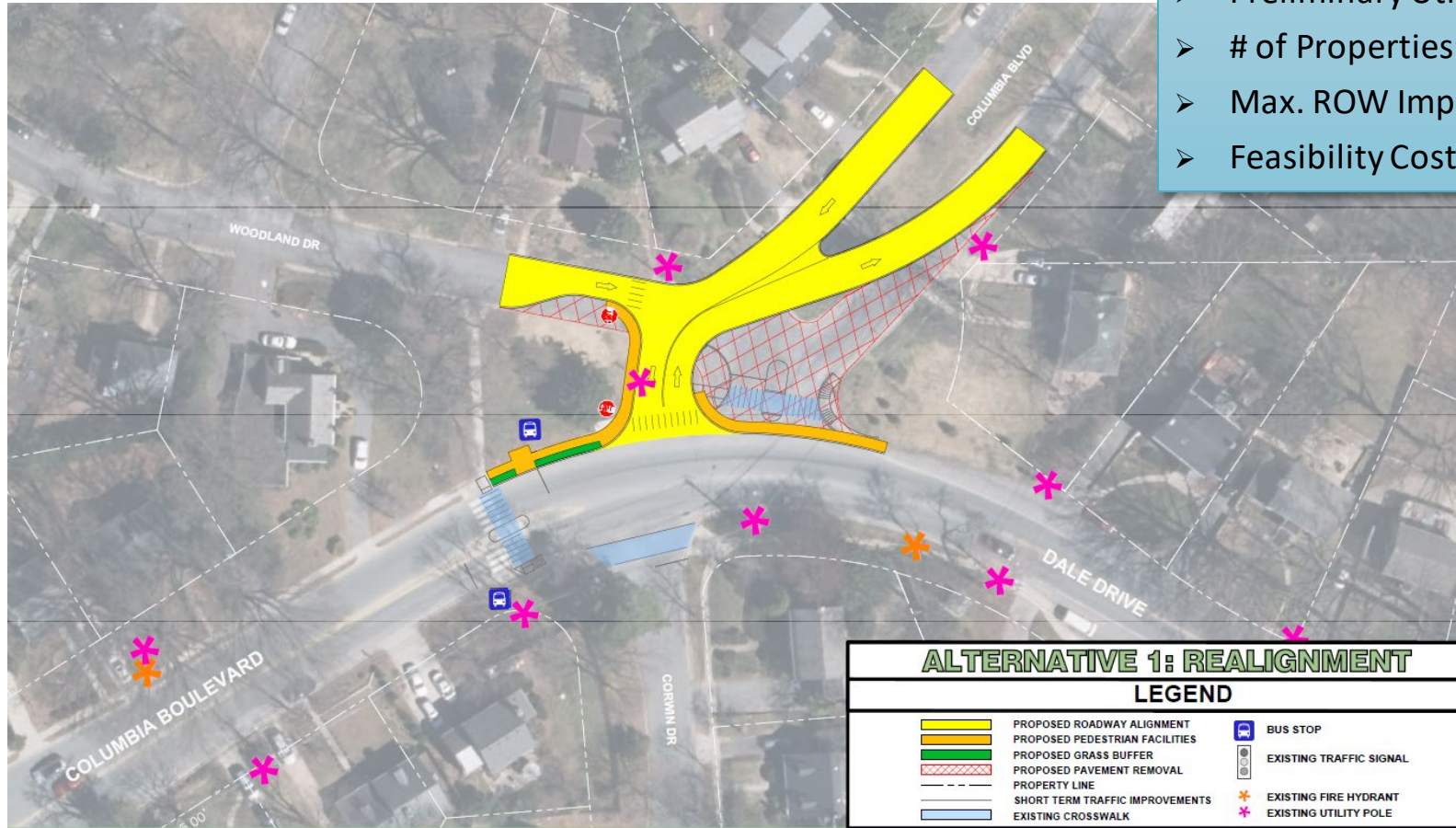
Intersection Improvements at Dale Drive and Columbia Boulevard



Alternative 1 - Realignment

Alternative 1 - Realignment

- Potential Utility Poles Impacts: 1
- Preliminary Utility Relocation Cost: \$47.5k
- # of Properties Affected¹: 4
- Max. ROW Impacts (Ac.): 0
- Feasibility Cost Estimate²: \$323 – 373k



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² The feasibility cost estimate does not include the corridor alternative costs, right-of-way, or SWM facilities.



Alternative 2 - Dualization

Alternative 2 - Dualization

- Potential Utility Poles Impacts: 1
- Preliminary Utility Relocation Cost: \$35.5k
- # of Properties Affected: 2
- Max. ROW Impacts (Ac.): 0
- Feasibility Cost Estimate: \$206 – 256k



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

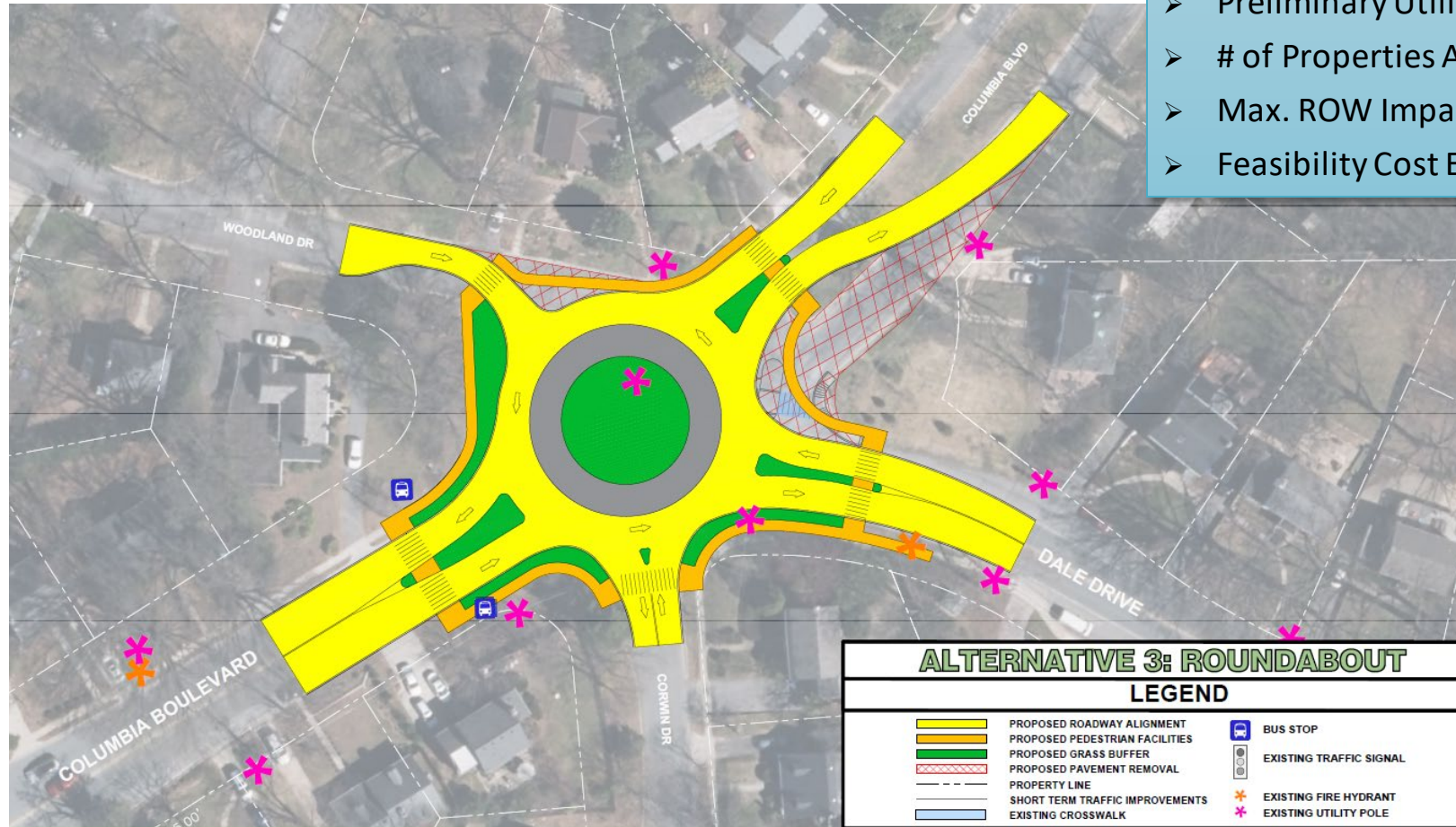
² The feasibility cost estimate does not include the corridor alternative costs, right-of-way, or SWM facilities.



Alternative 3 - Roundabout

Alternative 3 - Roundabout

- Potential Utility Poles Impacts: 1
- Preliminary Utility Relocation Cost: \$125k
- # of Properties Affected: 7
- Max. ROW Impacts (Ac.): 0
- Feasibility Cost Estimate: \$815 – 865k



Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² The feasibility cost estimate does not include the corridor alternative costs, right-of-way, or SWM facilities.



Intersection Improvements at Dale Drive and Columbia Boulevard

Alternatives Summary

| Intersection Alternatives | Potential Utility Poles Impacts | Preliminary Utility Relocation Cost | # Properties To be Affected ¹ | Max. ROW Impacts (Ac.) | Feasibility Cost Estimate ² |
|---------------------------|---------------------------------|-------------------------------------|--|------------------------|--|
| Alt 1 – Realignment | 1 | \$47.5k | 4 | 0 | \$ 323 – 373k |
| Alt 2 – Dualization | 1 | \$35.5k | 2 | 0 | \$ 206 – 256k |
| Alt 3 – Roundabout | 1 | \$125k | 7 | 0 | \$ 815 – 865k |

Notes:

¹ Properties could be affected in the form of temporary construction impacts, permanent impacts, easement establishment, utility pole relocations, driveway crossings, shoulder pavement removal at the frontage of the houses, etc.

² The feasibility cost estimate does not include the proposed corridor alternative costs, right-of-way or SWM facilities.



Public Outreach Efforts

Fall 2018

- September – Field walk with civic associations leaders
- Through November – Community survey on pedestrian facilities needs ([379](#) responses received)
- November – Attended community meeting

Winter 2018/2019

- February – Public workshop ([32](#) attended in person)

Spring 2019

- Through March – Collected comments on preferred alternatives ([147](#) responses received)

Summer/Fall 2019 (planned)

- Newsletter on a selected alternative
- Public Meeting for 35% design milestone

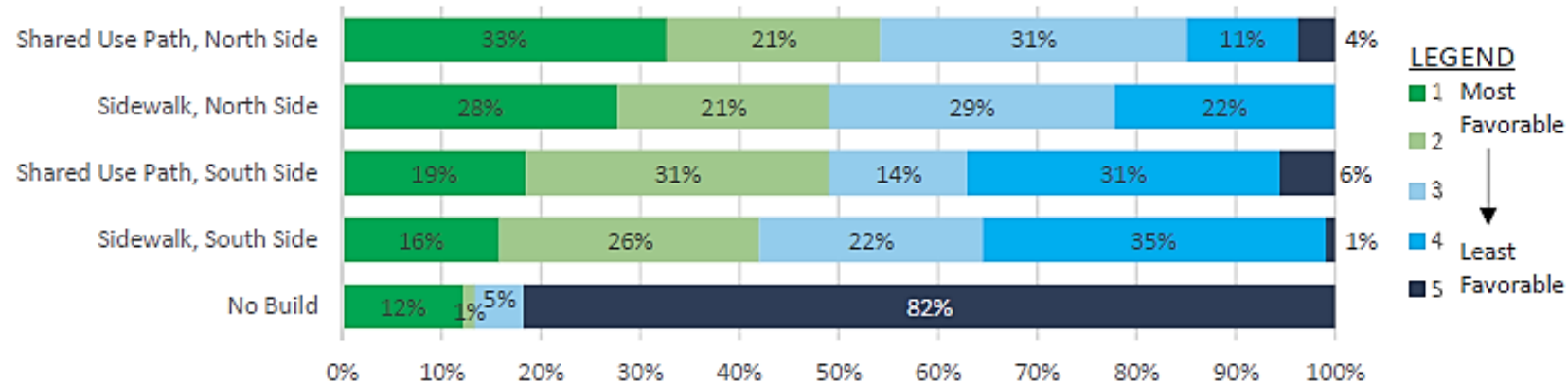


Public Feedbacks on Alternatives

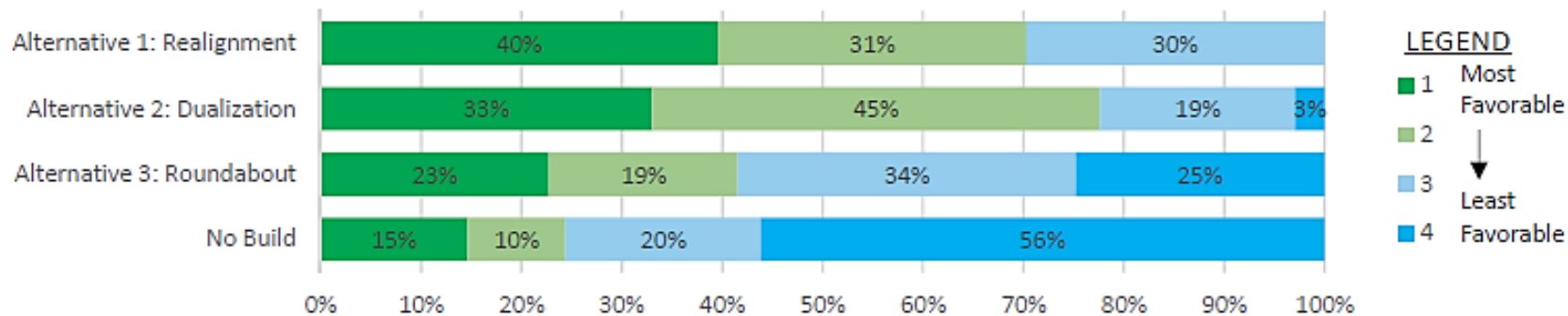
Total Responses Received: 147

- Write-In Comment Cards: 10
- Email Comments: 11
- Online Comment Collector: 126

Corridor Alternative Rankings



Intersection Alternative Rankings



Public Feedbacks On Alternatives

Other Common Reponses

- Drainage and SWM concerns along the corridor
- Maintain on-street parking on Dale Drive
- Concerns about visibility for vehicles entering and exiting driveways
- Reduce speed on Dale Drive
- Maintain characters of Dale Drive
- Intersection improvements at Dale Drive and Grace Church Road



Next Steps

Spring 2019

- MCDOT Director's Review
- T&E Committee Review
- Select a preferred alternative to move toward 35% design

Summer through Winter 2019

- Develop 35% design plan and cost estimate
 - SWM concept development and submission
- NRI/FSD Coordination with MNCPPC
- Continuation of public engagement throughout design

