

MCP-Chair

From: Lawrence Cole <lhcoleus@yahoo.com>
Sent: Tuesday, July 28, 2020 1:47 PM
To: MCP-Chair; Aldrich, Stephen
Subject: 7/30/20 Board agenda item #17, Dale Drive Pedestrian Facility
Attachments: Dale Drive sidewalk project.docx

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My comments on the Dale Drive Pedestrian Facility project, Item #17 on the Board's agenda for 7/30/20, are attached. - Larry

July 28, 2020

Chairman Casey Anderson
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Chairman Anderson,

I strongly support the construction of the Dale Drive Pedestrian Facility as a long-needed improvement. I concur with staff's recommendations to improve the safety of this road for pedestrians and bicyclists but would like to take this opportunity to make some additional comments.

Greater use of the existing right-of-way would improve comfort and safety: One overall deficiency with the proposed project is that the design appears to have started solely with the existing condition and a desired improvement without reference to the Master Plan right-of-way (ROW) or trying to achieve the dimensions in applicable County road standards. The proposed typical sections, shown as Figures 6 and 7 on page 9 of the staff report, would result in a total graded width of about 41'-51', far less than either the 80' Master Plan-recommended ROW or the 60'-70' existing ROW. The accommodation of pedestrians and bicyclists would be improved by making better use of the public ROW that we already have.

Better accommodation is needed in the first block off Georgia Avenue and Colesville Road: The turning movements and standing traffic associated with major roadway intersections require better accommodation for pedestrians and bicyclists rather than less. Other than the short segment of sidepath adjacent to parking bays on Dale Drive, the only proposed sidepath segments that are adjacent to the curb are right at these two intersections. While the existing ROW at Colesville Road is narrow, a much greater ROW width is available in the block between Georgia Avenue and Corwin Drive/Columbia Blvd to provide an appropriate offset and/or a greater sidepath width.

Safe accommodation for pedestrians should be provided on the south side of Dale Drive between Georgia Avenue and Corwin Drive: A sidewalk exists along the Exxon gas station frontage in this segment and its extension down to Corwin Drive would be very beneficial to pedestrians, especially since, unlike most of Dale Drive, there is no marked shoulder in this block of Dale. If a sidewalk extension is not provided, a marked shoulder should be.

A sidewalk segment should be provided along the east side of Columbia Blvd from the intersection with Dale Drive to tie into the shoulder of Columbia beyond the proposed bumpout. Staff's recommendation #8 to provide a crosswalk on the east side of this intersection is correct but pedestrian travel along Columbia Blvd to get to this intersection would be made more difficult by the proposed narrowing of Columbia at this intersection. A segment of sidewalk should be provided from the recommended eastern crosswalk to tie into the roadway beyond the proposed bumpout. Alternatively, Columbia Blvd could remain wide enough at the intersection to accommodate two-way vehicular traffic and shoulders for pedestrians and bicyclists.

A sidewalk segment should be provided along the south side of Grace Church Road from the intersection with Dale Drive to tie into the shoulder of Grace Church beyond the proposed bumpout. The issue here is almost identical to the Columbia Blvd situation discussed above.

Street trees should be included in this project: MCDOT has installed traffic-calming devices along Dale Drive in the project area because of existing speeding problems. While Dale Drive is generally lined with attractive homes and landscaped yards, the edge of the roadway is very irregular and unattractive. Including street trees in this project would improve the look of the roadway as well as help reinforce the County's efforts to slow traffic down and better achieve the staff-recommended 25 mph posted speed, which is not only appropriate for this roadway's abutting development but would also be more appropriate for its horizontal and vertical alignment.

Thank you for the opportunity to provide comments on the Dale Drive Pedestrian and Safety Improvements project.

Sincerely,

Lawrence Cole

1228 Dale Drive

Silver Spring, MD 20190

lhcoleus@yahoo.com

MCP-Chair

From: Alain N <globalalain2@gmail.com>
Sent: Tuesday, July 28, 2020 1:07 PM
To: MCP-Chair
Cc: Aldrich, Stephen; Mencarini, Katherine; Glazier, Eli; Councilmember.Hucker@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; Councilmember.Riemer@montgomerycountymd.gov; Cheng, Angel; Paylor, Michael L.; Corinne Hart; Daniel Hattis; L. Adriana Gonzalez; Michelle Desiderio
Subject: Support for a Multi-Use Path on Dale Drive
Attachments: Dale Dr. Bike Lane - Mo. Co. Master Plan (2020).png; Letter to County Executive Leggett (Jan. 29, 2018).pdf; FY2021-2026-Capital-Improvements-Program-Priorities_MR2019023-final_09-19-19.pdf; Dale Drive Multi-use Path - Planning Board letter (July 2020).docx

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairman Anderson,

Please find attached a letter supporting the approval, at the upcoming July 30 meeting of the Montgomery County Planning Board, of the planned Dale Drive Pedestrian Facility.

Should the Planning Board provide its approval for a multi-use path along Dale, the safety and quality of life of people in the community will be improved, once that facility is installed.

Please find attached my letter and what I trust will be helpful supporting documents for the consideration of the Board. I would appreciate it if this email, my letter, and the attachments, are entered into the record of the written comments the Board is receiving prior to said July 30 meeting.

Please do not hesitate to let me know if you have any questions.

Thank you in advance.

Best regards,

Alain Norman
Dale Drive
Silver Spring, MD

July 28, 2020

Dear Chairman Anderson and Planning Board Members,

I write to urge you to approve, at your July 30, 2020 meeting, the completion of the design for, and subsequent installation of, a multi-use path along Dale Drive (from Georgia Avenue to Colesville Road), Silver Spring. The plan has already been completed up to the 35% design stage, and the County Council has voted funding for completion of the project. The community backs this important project.

As you are probably aware, the lack of a continuous sidewalk or path on Dale Drive makes it dangerous for pedestrians and bicyclists to move along that road. The community has long sought safety improvements (e.g., see attached letter). The installation of a multi-use path will facilitate safe access to local businesses and amenities by pedestrians and bicyclists, as well as by parents with children in strollers – of whom there is a growing number in our community.

At the same time, installation of the multi-use path will fulfill several plans and goals of Montgomery County itself: A bicycle path on Dale is already in the Bicycle Master Plan (see attached) and a Dale Drive sidewalk is now in the top 1/3 of the Montgomery County Planning Department's "Capital Improvements Program Priorities – Transportation and School Facilities" (see page 13 of the attached document). Accordingly, a multi-use path, by helping both pedestrians and bicyclists, would meet the objectives of both County documents.

A multi-use path will also specifically support the County's Vision Zero policy, i.e., the goal of reducing accidents or deaths from vehicular crashes. People trying to move along Dale, or kids waiting at bus stops along Dale, will no longer be as endangered by passing – often speeding – cars or trucks that move on Dale's hilly and winding roadway.

Finally, the environment and economy will be helped by facilitating the ability of people to reach local businesses on foot or by bicycle. Maryland's legislature has voiced its desire for greenhouse gas (GHG) reductions, and the plan before the Planning Board would contribute to doing so by encouraging people not to use cars so often, and by ensuring that a continuous and safe path exists to public transport stops (notably existing Metro, and planned Purple Line, stops in the Silver Spring/Forest Glenn area), and to an improved business area on Georgia Avenue.

Thank you in advance for giving the green light for completion of the design and the future installation of this long-awaited and quality-of-life enhancing project that will also advance the County's plans and goals.

Sincerely,

Alain G. Norman
Founder and Co-Chair, Dale Drive Safety Coalition

cc:

Montgomery Planning Department:

Stephen.aldrich@montgomeryplanning.org

Katherine.mencarini@montgomeryplanning.org

Eli.glazier@montgomeryplanning.org

Montgomery County Council Transportation & Environment Committee Members:

councilmember.hucker@montgomerycountymd.gov

councilmember.glass@montgomerycountymd.gov

councilmember.riemer@montgomerycountymd.gov

Montgomery County Department of Transportation:

angel.cheng@montgomerycountymd.gov

Michael.Paylor@montgomerycountymd.gov

Community Leaders:

hart.corinne@gmail.com

danhattis@gmail.com

laqp10@gmail.com

mjdesiderio@gmail.com

daledrivesafety@gmail.com

Dale Drive Safety Coalition

January 29, 2018

County Executive Ike Leggett
Executive Office Building
101 Monroe Street, 2nd Floor
Rockville, MD 20850

Dear County Executive Leggett,

We are writing to request that you incorporate funding for Dale Drive as a project in your proposed 2019 Capital Improvement Program (CIP). This funding would be used for safety and traffic calming measures on Dale Drive between Georgia Avenue and Colesville Road and would complete the Dale Drive CIP implemented several years ago on other sections of the road. The successful comprehensive traffic calming project to ensure pedestrian, bicyclist, and motorist safety on Dale Drive between Colesville and Wayne was funded and overseen under your leadership. Allocating funding to complete it so that it extends to Georgia Avenue would greatly contribute to your legacy as a leader of road and pedestrian safety.

The enclosed letter to you from Councilmember Valerie Ervin, dated June 29, 2009, outlines the community's long-standing concerns and requests. The project between Colesville Road and Wayne Avenue successfully reduced speeding through the implementation of a range of traffic calming measures that protect pedestrians and bicyclists. We believe that the safety of those living on or using the remainder of the road should be prioritized in the upcoming budget.

This part of Dale Drive is a completely residential road, but frequent speeding, as well its very hilly and winding nature, combine to create a serious, persistent danger to pedestrians, bicyclists, residents, and other law-abiding drivers using Dale Drive. The lack of adequate traffic calming and safety measures could be corrected with FY19 funding.

As it stands, people trying to walk or bike to nearby churches, parks, playgrounds, the synagogue, daycare, or various local businesses are at risk. Frequently, residents are forced to use their cars to access nearby services, the metro, and downtown Silver Spring, which adds to congestion in our area. Additionally, children gather along Dale Drive in the morning to board school buses, putting them in danger. Thus, the lack of adequate traffic calming measures

The Dale Drive Safety Coalition is a group of Montgomery County residents working to ensure the safety of all pedestrians, cyclists, and motorists using Dale Drive.

Email: DaleDriveSafety@gmail.com | [Dale Drive Safety Coalition Facebook Group](#) | Twitter: [@DaleDriveSafety](#)

seriously impacts the safety and wellbeing of many Montgomery County residents, as well as serves as an obstacle to the growth of community businesses.

Last year, there were eleven accidents on this stretch of Dale. These were serious accidents - people were hospitalized, cars were towed, and airbags were deployed. The majority of these accidents involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. While there is very little enforcement on this road, when past tickets have been issued, drivers have been cited for going over 50 mph and passing into oncoming traffic.

To ensure the safety that residents have sought for more than twenty years, we request that you restore funding for Dale Drive safety measures and increased enforcement of traffic laws. This could build on findings from CIP #509337.

Finally, please note that over the last year, the community reached out to the County at least fifteen separate times to report accidents and request safety measures. We have received several case log numbers (notably #42731, #48093, and #484113) from Montgomery County officials and TrafficOps in reply to our concerns. However, real action and tangible solutions will depend on securing funding and the County's willingness to take action

Thank you in advance for your attention and consideration to fund the completion of safety measures along this particularly dangerous section of Dale Drive.

Sincerely,

Alain Norman
Co-Chair, Dale Drive Safety Coalition

Corinne Hart
Co-Chair, Dale Drive Safety Coalition

cc:

Councilmember Tom Hucker
Councilmember Marc Elrich
Councilmember Nancy Floreen
Councilmember Hans Riemer
Councilmember George Leventhal

Al Roshdieh, Director, MCDOT
Bruce Johnston, Division Chief, MCDOT
Richard Dorsey, Division Chief, MCDOT
Chris Conklin, Acting Division Chief, MCDOT

Captain Thomas Didone, Director, Traffic Division, MC Police Department

Attachments:

Letter from Councilmember Ervin, 2009
Letter from WPCA, 2018



Capital Improvements Program Priorities – Transportation and School Facilities

 Steve Aldrich, Transportation Master Planner, FP&P, stephen.aldrich@montgomeryplanning.org, 301-495-4528

 Jason Sartori, Chief, FP&P, jason.sartori@montgomeryplanning.org, 301-495-2172

Completed: 09/12/19

Recommendation

Staff recommends transmitting a list of transportation project priorities and school facility recommendations to the County Executive for consideration by County agencies for inclusion in the FY2021-2026 Capital Improvements Program (CIP). We also recommend that the County Executive improve the accountability of Vision Zero-related efforts by creating dedicated Vision Zero CIP projects.

Background

This memorandum provides staff recommendations on priorities to forward to the County Executive as he prepares his biennial CIP for transportation and school investments. Each is presented separately. The transportation related recommendations are the result of staff's ongoing effort to maintain an updated compilation of capital improvement projects recommended in approved and adopted master plans. Prioritization is based on a desire to keep capital projects in step with the development these plans engender. On the school front, the recommendations are similarly based on ensuring that implementation of recently adopted plans are not hindered by residential development moratoria.

The purpose of this process is to provide a way to objectively prioritize different types of projects as to how they best achieve the County's objectives as outlined in the Subdivision Staging Policy and other county policy documents, including the Vision Zero Action Plan. This list is intended to be a resource for the County in selecting projects to be included in the County's CIP program. Projects that are expected to be the State's responsibility are also included because the County has contributed significant funds to such projects in recent years. A project is removed from this list once it is either under construction or fully funded and in the Right of Way acquisition process.

In previous biennial reviews, the transportation projects were evaluated using a quantitative scoring system. For this review, this methodology was replaced with a more flexible experiential methodology as follows:

- 1) We started with the 2017 Transportation Priorities list as approved by the Planning Board and eliminated projects that were under construction/constructed.

- 2) Bicycle-related projects were removed from the 2017 list (with the exception of projects that are already funded as stand-alone CIP projects), to be replaced with more up-to-date recommendations from the approved Bicycle Master Plan.¹ We then identified all Tier 0.5 (programmed bikeways) and Tier 1 (near term bikeways) projects from that plan and added them into the recommended 2019 list.
- 3) We adjusted a project's ranking based on how well it addressed the County's Vision Zero goals and the extent to which it would improve safety within the County's High Injury Network (part of the Vision Zero Action Plan).
- 4) We adjusted a project's ranking if it was located in or planned to provide transportation benefits to Equity Emphasis Areas (EEAs) as designated by the Metropolitan Washington Council of Governments.
- 5) We adjusted a project's ranking if it addressed the needs/capital improvement implementation plans in an adopted master plan.

New Master Plans Since Last Review

The Board last reviewed this priority list in September 2017. The list has been updated to reflect the addition of facilities recommended in master plans that have been approved and adopted since the Board's last review:

- White Flint 2 Sector Plan (2018)
- Grosvenor-Strathmore Minor Master Plan Amendment (2018)
- Master Plan of Highways and Transitways Technical Update (2018)
- Bicycle Master Plan (2018)
- Veirs Mill Corridor Master Plan (2019)
- MARC Rail Communities Plan (2019)

Transportation CIP Evaluation – Top 100 Project Priorities

The transportation candidates have been ranked in a matrix that is attached with this memo as Attachment A. For each project, the following information is provided:

- 2019 Priority Ranking
- 2017 Priority Ranking (if applicable)
- Improvement Category (road, transit, bikeway, pedestrian, etc.)
- Project Name, Description and Limits
- Relevant Master Plan(s)
- Positive contribution to an Equity Emphasis Area (yes/no)

¹ The Montgomery County Bicycle Master Plan, Approved and Adopted December 2018, Implementing the Vision, p154.

- Positive contribution to roads located on the High Injury Network (HIN) in support of the Vision Zero Action Plan (yes/no)

Staff recommends that the Planning Board transmit the list of the top 100 transportation project priorities (see Attachment A) to the County Executive to provide guidance to Executive Branch agencies as projects are considered for inclusion in the FY2021-2026 Capital Improvements Program. This list (with any changes requested by the Board at the meeting) will show the County Executive where the Board believes capital resources for transportation purposes should be devoted to support implementation of master plan recommendations. The large number of projects, however, should not be understood to mean that all of these projects need to be included in the CIP at this time.

NOTE: The ranking does not include programmatic CIP projects that are ongoing efforts/services provided by the Montgomery County Department of Transportation (including traffic engineering, traffic signal maintenance and operation, streetlighting, and many others).

Planning staff also recommends that the County Executive improve the accountability of Vision Zero-related efforts by creating dedicated Vision Zero CIP projects, including recommendation #5 to conduct corridor assessments of the High Injury Network.

Summary of the Top 100 Priorities

The top 100 transportation project priorities for 2019 represent significant changes from 2017, with 59 of the 100 projects being new to the list. This is reflective of several significant master planning efforts accomplished over the past two years, including the Bicycle Master Plan, as well as the beginning of design projects in support of the Bethesda Downtown Plan.

The projects present a wide diversity of transportation projects, fully consistent with current County policies. Figure 1 below shows the breakdown of top 100 transportation priorities by project type. The largest share of projects is the bikeways/bicycle facilities category (44 projects). The second highest category is transit (17 projects), followed by pedestrian (10 projects). Road-related projects are shown in several categories, but overall account for 28 of the 100 recommended projects.

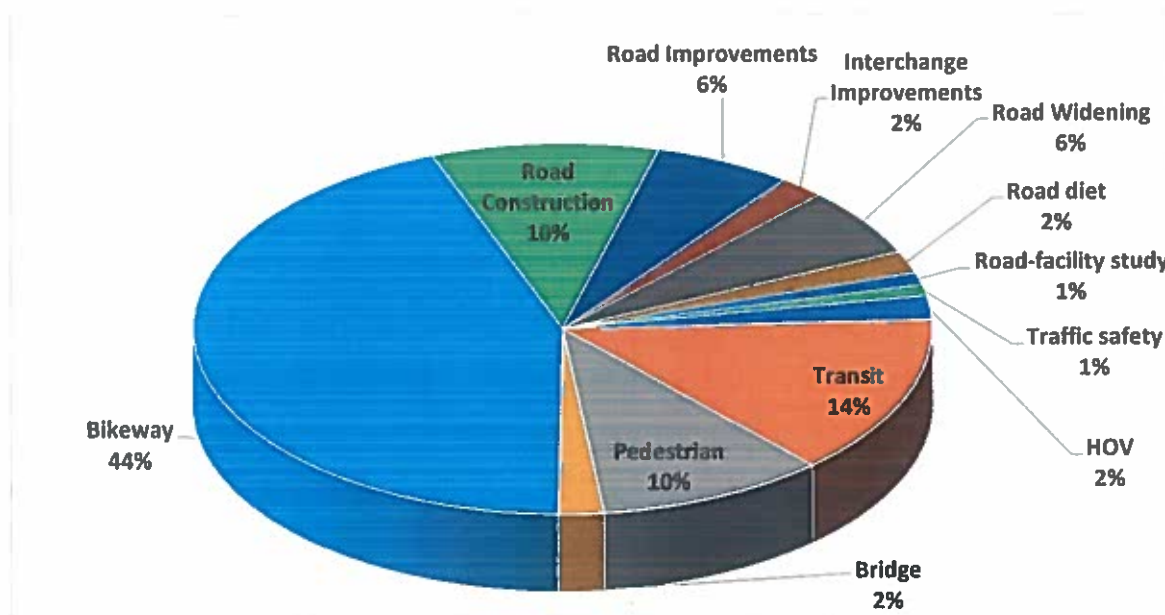


Figure 1 Top 100 Transportation Project Priorities by Type

Bicycle projects are typically programmed in three different methods by the Montgomery County Department of Transportation (MCDOT):

- 1) As part of a Bicycle-Pedestrian Priority Area (CIP item),
- 2) As a stand-alone CIP project,
- 3) As part of the Bicycle Program Minor Projects - CIP Project (P507596).

Of the 44 bicycle projects identified, the vast majority are located primarily within BPPA boundaries of already funded BPPA CIP projects. The CIP budget, however, may not be adequate to accommodate the addition of these recommended projects. MCDOT should review and seek budget modifications as necessary.

Vision Zero Considerations

To assess potential vision zero benefits of the top 100 transportation priorities, an evaluation was conducted to determine if the proposed project would improve the safety of road segments within Montgomery County's High Injury Network (HIN).² The HIN includes road segments with five or more severe or fatal collisions per year and one or more collisions per mile per year (excluding interstate highways). The HIN represents 54 road miles which is only five percent³ of the County's road network, but most of these road miles are on some of the heavier-traveled state and county-owned non-interstate roads in Montgomery County. Overall, 46 percent of the staff's recommended priority projects are expected to provide a safety benefit to road corridors on the Vision Zero Action Plan HIN. As we continue working toward the 10-Year Action Plan, the Planning Department and MCDOT will work

² **Vision Zero: No Deaths by 2030 in Montgomery County, Two-Year Action Plan, November 2017, p6.**

³ Per the Master Plan of Highways and Transitways road mileage. Excludes secondary and tertiary roads.

to refine our analytical skills to expand this focus. This may include the development of a predictive safety analysis tool.

Equity Considerations

In addition to the project types, the locations of the recommended top 100 transportation project priorities are important to review. Unlike other CIP projects that may be point or parcel specific and have a defined area of benefit, however, it is difficult to identify the people who will benefit from a transportation project.

Equity has become a major focus within the Planning Department and is one of the core drivers behind the General Plan update, Thrive Montgomery. The Bicycle Master Plan completed in the past year included an equity evaluation, and it is hoped that Montgomery Planning can make progress in the future in evaluating equity as an integral element of all our planning work. As part of this biennial review, equity was elevated to be a primary consideration in the prioritization of transportation CIP projects.

As a starting point, it is important to assess current capital improvement efforts. staff conducted a detailed spatial review of the adopted FY2017-2022 transportation CIP. Among the 127 transportation CIP projects that have site-specific locations, only 16 were located in an Equity Emphasis Area (13 percent). On a budget basis, these 16 projects accounted for only 9 percent of the funds included in the transportation CIP. Meanwhile, Equity Emphasis Areas represent seven percent of the County's land area and contains 24 percent of the County's population. By comparison, the top 100 transportation CIP project priorities recommended in this staff report present a significantly improved attention to equity, with 46 percent of the priority projects providing transportation benefits to Equity Emphasis Areas. This represents only projects that are locatable, so it ignores ongoing programmatic services provided by MCDOT including traffic engineering, RideOn services, streetlighting and others. We will continue to work to improve this transportation CIP evaluation process in future biennial reviews.

Equity and Vision Zero Findings

Equity and Vision Zero are high priorities within Montgomery County, so providing positive transportation benefits to areas of concern regarding equity and road safety were prioritized. As indicated above, the top 100 transportation project priorities include 46 projects that are expected to provide a transportation benefit to Equity Emphasis Areas, and 46 projects that are expected to provide a transportation benefit to road corridors on the Vision Zero Action Plan High Injury Network. There are 31 recommended projects that are expected to accomplish both equity and Vision Zero benefits.

School Facility Evaluation – Capital Programming Priorities

Staff recognizes that our school CIP priorities – those of the Planning Department and the Planning Board – will not align perfectly with those of the Board of Education or Montgomery County Public Schools (MCPS). MCPS comprehensively reviews the capital needs of every school and cluster on an ongoing basis, and its CIP request will include projects to relieve capacity issues, replace failing systems,

renovate aging schools, and more. Planning staff, however, identified school CIP priorities through the lenses of the Subdivision Staging Policy (SSP) and recently adopted master/sector plans.

The SSP requires an annual review of school and cluster capacity utilization to determine an area's ability to take on new residential development. Schools and clusters that hit certain utilization thresholds may enter into residential development moratoria, meaning that the Planning Board cannot approve any new residential development in those areas.⁴ In general, relieving any moratoria is a priority for staff. There are times when MCPS can relieve over-utilized schools through actions that do not require major CIP funding (e.g., by reassigning students to different schools by either shifting programs between schools or by redrawing the school boundaries). Most capacity issues, however, are resolved through the CIP in the form of new student capacity resulting from additions to schools or the opening of new schools.

Annual School Test

The FY2020 Annual School Test Results were approved by the Planning Board on June 20, 2019. Effective July 1, these results placed the service areas of multiple clusters and individual elementary schools into moratoria:

- Montgomery Blair Cluster
- James H. Blake Cluster
- Albert Einstein Cluster
- Walter Johnson Cluster

- Burning Tree ES (Whitman Cluster)
- Burnt Mills ES (Blake and Springbrook Clusters)
- Clopper Mill ES (Northwest Cluster)
- Cloverly ES (Paint Branch and Blake Clusters)
- Farmland ES (Walter Johnson Cluster)
- Highland View ES (Northwood Cluster)
- Lake Seneca ES (Seneca Valley Cluster)
- Thurgood Marshall ES (Quince Orchard Cluster)
- William T. Page ES (Blake Cluster)
- Judith A. Resnik ES (Magruder Cluster)
- Sargent Shriver ES (Wheaton Cluster)
- South Lake ES (Watkins Mill Cluster)
- Stonegate ES (Blake Cluster)

Additionally, the Quince Orchard and Richard Montgomery clusters avoided moratorium due to an approved CIP project to build Crown HS.

⁴ There are a few exceptions to the moratorium policy, including age-restricted (senior) housing, de minimis projects of three units or less, and projects that generate ten or fewer students and meet certain criteria related to condemned properties and affordable housing.

The FY2020 Annual School Test also identified three individual school service areas that are open conditionally (despite meeting moratorium criteria) due to placeholder funding included in the capital budget by the County Council. Placeholders provide funding for undefined projects that would create sufficient capacity to pull a service area out of moratorium. The following service areas rely on such placeholder projects:

- Bethesda ES (Bethesda-Chevy Chase Cluster)
- Somerset ES (Bethesda-Chevy Chase Cluster)
- Francis Scott Key MS (Springbrook and Blake Clusters)

By adding placeholder projects to the FY2020 capital budget, the County Council has already prioritized capital funding for these school service areas. However, the placeholder funding is most likely insufficient to cover the cost of final projects to be included in a future CIP. Therefore, funding for more fully defined capacity projects for these service areas should remain a top priority.

Finally, there are several school service areas that remain open as a result of the FY2020 Annual School Test, but are on the brink of moratoria, which could be triggered if development applications of sufficient size are approved. Planning staff monitor these on a case-by-case basis, but they are worth highlighting as potential future capital budget priorities:

- Damascus Cluster – 25 middle school students shy of moratorium
- Rockville Cluster – 39 middle school students

- Bannockburn ES (Whitman Cluster) – one student
- Watkins Mill ES (Watkins Mill Cluster) – 9 students
- Olney ES (Sherwood Cluster) – 14 students
- Greencastle ES (Paint Branch Cluster) – 24 students
- Cashell ES (Magruder Cluster) – 26 students
- Capt. James E. Daly ES (Clarksburg Cluster) – 27 students
- John T. Baker MS (Damascus Cluster) – 13 students
- Argyle MS (Kennedy Cluster) – 23 students
- Earle B. Wood MS (Rockville Cluster) – 40 students

Top School CIP Priorities

First Tier Priorities

The top three school priorities are three approved high school CIP projects that have major implications for large areas of the County currently in, or at risk of entering, moratoria. It is vital that these approved CIP projects be completed as currently scheduled to prevent further moratoria:

- **Woodward HS Reopening (P651908) and Northwood HS Addition (P651907)**

Woodward is expected to be rebuilt by September 2023 and will temporarily serve as a holding facility for Northwood HS students until their addition is completed, which is scheduled for September 2025. When the Northwood HS addition is completed, it is anticipated that MCPS will relieve overutilization at Montgomery Blair HS and Albert Einstein HS by reassigning students to Northwood HS, and relieve overutilization at Walter Johnson by reassigning students to a reopened Woodward HS. *To avoid a continuation of moratoria in the Montgomery Blair, Albert Einstein and Walter Johnson cluster service areas, it is a top priority that the Woodward HS and Northwood HS projects remain funded and on schedule to be complete no later than September 2025.*

- **Crown HS Opening (P651909)**

The Richard Montgomery and Quince Orchard cluster service areas are open conditionally due to an approved CIP project that will reassign students to the new Crown HS. *To continue avoiding moratoria in the Richard Montgomery and Quince Orchard cluster service areas, it is a top priority that the Crown HS project remain funded and on schedule to be completed no later than September 2025.*

Second Tier Priorities

A further priority is the assurance of school adequacy for the implementation of master plans recently approved or currently in progress. Although current moratoria cover 12 percent of the County’s total land area, many recently adopted sector/master plans have much larger shares of their area in moratorium, as shown in Table 1.

Sector/Master Plan	Area in Moratorium
White Oak Science Gateway Master Plan (2014)	83%
Montgomery Village Master Plan (2016)	17%
Westbard Sector Plan (2016)	22%
Bethesda Downtown Plan (2017)	95%
Greater Lyttonsville Sector Plan (2017)	50%
Rock Spring Sector Plan (2017)	99%
Grosvenor-Strathmore Metro Area Minor Master Plan (2018)	100%
White Flint 2 Sector Plan (2018)	77%
MARC Rail Communities Sector Plan (2019)	22%
Veirs Mill Corridor Master Plan (2019)	58%
Forest Glen/Montgomery Hills Sector Plan (in progress)	100%

Table 1 Percentage of Area in Recent Master/Sector Plans in Moratorium

The moratoria in the Einstein and Walter Johnson clusters will be resolved with the CIP projects identified in the First Tier Priorities identified above. The Einstein Cluster’s moratorium affects the implementation of the Greater Lyttonsville Sector Plan (2017), the Veirs Mill Corridor Master Plan (2019), and the Forest Glen/Montgomery Hills Master Plan (in progress). The Walter Johnson Cluster

moratorium affects the implementation of the Grosvenor-Strathmore Metro Area Minor Master Plan (2018), the Rock Spring Sector Plan (2017) and the White Flint 2 Sector Plan (2018).

Second Tier Priorities for the school CIP include new projects that would resolve moratoria or replace placeholder projects in the following school services areas (identified with the recently adopted master/sector plans that are affected by the moratoria):

- James H. Blake Cluster Elementary Schools
 - White Oak Science Gateway Master Plan (2014)
- Francis Scott Key MS (Springbrook and Blake Clusters)
 - White Oak Science Gateway Master Plan (2014)
- South Lake ES (Watkins Mill Cluster)
 - Montgomery Village Master Plan (2016)
- Clopper Mill ES (Northwest Cluster)
 - MARC Rail Communities Sector Plan (2019)
- Lake Seneca ES (Seneca Valley Cluster)
 - MARC Rail Communities Sector Plan (2019)
- Bethesda ES (Bethesda-Chevy Chase Cluster)
 - Bethesda Downtown Plan (2017)
- Sargent Shriver ES (Wheaton Cluster)
 - Veirs Mill Corridor Master Plan (2019)
- Somerset ES (Bethesda-Chevy Chase Cluster)
 - Westbard Sector Plan (2016)
 - Bethesda Downtown Plan (2017)

Third Tier Priorities

The third tier of priorities for the school CIP are projects that resolve over-utilization in the following school services areas that are either in or are approaching moratoria:

- Bannockburn ES (Whitman Cluster)
- Burning Tree ES (Whitman Cluster)
- Capt. James E. Daly ES (Clarksburg Cluster)
- Cashell ES (Magruder Cluster)
- Farmland ES (Walter Johnson Cluster)
- Greencastle ES (Paint Branch Cluster)
- Highland View ES (Northwood Cluster)
- Judith A. Resnik ES (Magruder Cluster)
- Olney ES (Sherwood Cluster)
- Thurgood Marshall ES (Quince Orchard Cluster)
- Watkins Mill ES (Watkins Mill Cluster)
- Argyle MS (Kennedy Cluster)
- Damascus Cluster Middle Schools
- Rockville Cluster Middle Schools

Next Steps

From the transportation side, the identification of CIP transportation priorities is one tool that planners use to evaluate the extent to which the transportation elements of the County's multiple master plans have been built, offering guidance as to what remains to be completed and providing feedback to the County by identifying projects for consideration when CIP programs are under development. This information will be stored in a GIS format and maintained to facilitate tracking of what remains unbuilt in future years.

From the school side, the Annual School Test will continue to provide timely information on the capital needs of schools throughout the county. Planning staff will continue to closely monitor MCPS enrollment projections and CIP efforts.

Attachments

- A. Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP**
- B. School Project Priorities for the FY2021-FY2026 CIP**

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
1	10	Transit	MD 355 BRT	CTCFMP, includes improved transit access	Clarksville, Clarksville - Ten Mile Creek, Shady Grove, Gaithersburg Vic., Bethesda Downtown Plan, Woodmont Triangle, B-CC, NB-GP, WF, Twinbrook, CTCFMP	Yes	Yes
2	24	Transit	Veirs Mill Road BRT Alternative 2.5	Intersection Improvements and queue jumps	Veirs Mills Corridor MP, CTCFMP	Yes	Yes
3	11	Road improvements	Georgia Ave Improvement Design - Montgomery Hills	Design of traffic signal improvements, addition of center median and elimination of reversible lane. May include improvements to the MD 97/1-495 ramps.	Montgomery Hills/Forest Glen, North and West Silver Spring, Kensington-Wheaton	No	No
4	-	Bikeway	Capital Crescent Trail Brezeway (Woodmont Ave to Elm Street Park)	Surface Routes and Tunnel Route	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
5	-	Traffic Safety	Conduct corridor assessments on High Injury Network (State and County roads) and develop engineering improvement response (similar to Georgia Avenue and Veirs Mill efforts)	In coordination between MCDOT, MDOT SHA and M-NCPPC. Recommend creation of Vision Zero-focused CIP Project numbers to track these initiatives	NA	Yes	Yes
6	18	Road Construction	White Flint East & West transportation network improvements	Rockville Pike, Executive Blvd Extended East, Nebel Street, Bridge across WMATA tracks, and future MacGrath Blvd	White Flint	No	Yes
7	29	Transit	Forest Glen Pedestrian Tunnel	Existing CIP Project. Recommend advancing timeline to complete project construction within current 6 years. Includes sidewalk improvements along Forest Glen Road east of Georgia Avenue to Dameron Drive/opposite Hospital entrance.	Montgomery Hills/Forest Glen	No	Yes
8	-	Transit	White Flint Metro North Entrance	Funding needed for construction	White Flint	No	Yes
9	-	Bikeway	Montgomery Ave Separated Bike Lanes (Wisconsin Ave to East West Hwy)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
10	-	Bikeway	Montgomery Ln Separated Bike Lanes (Woodmont Ave to Wisconsin Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
11	-	Bikeway	Protected intersections	Recommended for any location where separated bike lanes cross major highways, arterial roads, business district streets or other high-volume streets.	Bicycle Master Plan	Yes	Yes
12	-	Road-facility study	MD 355 Corridor Study	MD 355 from MD 27 to Frederick County line. M-NCPPC requested a study by MDOT SHA in 2018.	Clarksville	Yes	Yes
13	-	Bikeway	City of Rockville to Friendship Heights Brezeway (Old Georgetown Rd to Strathmore St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Visual Zero)
14	-	Bikeway	Woodmont Ave Separated Bike Lanes (Strathmore St to Wisconsin Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
15	23	Road Construction	Burtonsville Rear Business Access Road (north of MD 198)	New street with a narrow right of way, on-street parking, streetscape compatible with elementary school (see Master Plan, page 21)	Burtonsville Crossroads, Fairland	No	No
16	28	Road Widening	I-270 Widening to 12 lanes from Little Seneca Creek to Great Seneca Creek with some preferential treatment to transit vehicles and high-occupancy vehicles.	Being studied by MDOT SHA as part of the Phase 2 Managed Lanes Study - I-270 from I-370 to I-70	Germentown Employment Area	No	No
17	30	Bikeway	16th Street Separated Bike Lane (related to 16th Street Road Diet and Woodside ped crossing)	Bikeway should be located on the east side of 16th Street to facilitate connections to Woodside/16th St Purple Line Station and future CCT.	Greater Lyttonsville Sector Plan 2016	Yes	No
18	31	Road diet	16th Street Road Diet (related to 16th Street Separated Bike Lane and Woodside ped crossing)	Reduce 16th Street between 2nd Ave and DC from 6 travel lanes to 4	Greater Lyttonsville Sector Plan 2016	Yes	No
19	-	Bikeway	2nd Ave / Wayne Ave Separated Bike Lanes (Spring St to Georgia Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project # P501532	Silver Spring CBD, Bicycle Master Plan		
20	33	HOV	I-270 West Spur HOV/1-495 HOV between ALB and I-270 West Spur	HOV ramps from/to the south side of Westlake Drive/Ferwood Road. Would include HOV ramp to/from south side of Westlake Drive/Ferwood Road. Under Study by MDOT SHA as part of Managed Lanes Study	Rock Spring	No	No
21	34	Pedestrian	16th Street/Woodside Station Pedestrian Crossing (Related to two 16th Street projects)	At the time the Purple Line Station opens, SHA should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or other traffic control device.	Greater Lyttonsville Sector Plan 2016	Yes	No
22	36	Pedestrian	Lyttonsville Station Brookville Road Entrance	At the time the Purple Line Station opens MCDOT should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or another traffic control device. To further improve pedestrian safety between the future Purple Line station and the Forest Glen Annex, the sidewalk on the southwest side of Stewart Lane, between Brookville Rd and the CCT should be widened to a min width of 10'	Greater Lyttonsville Sector Plan 2016	Yes	No

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
23	--	Bikeway	Marnelli Rd Separated Bike Lanes (Rockville Pike to Nebel St)	Tier 0.5 Priority in Bicycle Master Plan, Project funded in CIP Project # P507596	Bicycle Master Plan, White Flint	No	Yes
24	59	Pedestrian	Sidewalks access to transit along New Hampshire Ave	Pending Purple Line and Takoma/Lanley Crossroads plans	East Silver Spring	Yes	Yes
25	17	Transit	Corridor Cities Transitway	Acquire right-of-way for Corridor Cities Transitway. Planning and design underway. From CLRP	Clarksburg, Ten Mile Creek, GSSC, Shady Grove, Germantown, Germantown EASP, CTCFMP	Yes	Yes
26	52	Transit	New Hampshire Avenue BRT	CTCFMP, includes improved transit access Needed to support GSA FDA Expansion	Takoma, T-L, Crossroads, WOSG, CTCFMP	Yes	Yes
27	9	HOV	I-495 (Capital Beltway) HOV between the American Legion Bridge and the I-270 Western Spur	Extend HOV lanes south of I-270 West Spur Under Study by MDOT SHA as part of Managed Lanes Study	Bethesda-Chery Chase, Potomac	No	No
28	--	Bikeway	City of Rockville to Friendship Heights Breezeway (Battery Ln to Old Georgetown Rd)	Tier 0.5 Priority in Bicycle Master Plan Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	No
29	--	Bikeway	Fenton St Separated Bike Lanes (Ellisworth Dr to Wayne Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P502001	Silver Spring CBD, Bicycle Master Plan	Yes	Yes
30	--	Bikeway	Fenton St Separated Bike Lanes (Wayne Ave to King St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P502001	Silver Spring CBD, Bicycle Master Plan	Yes	Yes
31	--	Bikeway	Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002 between Arcola Ave and Dawson Ave	Wheaton CBD, Kensington-Wheaton, Bicycle Master Plan	Yes	Yes
32	48	Road Widening	I-270 Widening to 6 lanes from MD 121 to the County Line.	From CLRP. In 2017 joint priorities letter Under Study by MDOT SHA as part of Managed Lanes Study	Clarksburg, Clarksburg - Ten Mile Creek	No	No
33	--	Pedestrian	Dale Drive Sidewalk	Recommend advancement of project into Preliminary Design. Currently funded for Facility Planning only Project #P509337	North and West Silver Spring	No	No
34	71	Transit	Boyd's Station, Bus Loop, and Parking	Acquire the for-sale Anderson property north of the MARC station for station facilities, bus loop, and additional parking. MTA may help fund. Current funding for property acquisition only - Project #P501915	MARC Rail Communities Sector Plan	No	No
35	65	Road Improvements	Redesign Wisconsin Avenue as an urban boulevard	Redesign the road to conform to Urban Road Code and make room for BRT operations. Options included dedicated lanes (curb and median), stations (curb and median), and BAT lanes. Wider sidewalks and buffers are also included. For transportation purposes, the Urban Boulevard concept envisions a pedestrian through zone of 10-20ft with a planting/furnishing zone of 6-10ft.	Bethesda Downtown Sector Plan 2016	No	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (A=High, Z=Low)
36	--	Bikeway	Glenmont to Silver Spring Breezeway (Arcola Ave to Bluemidge Ave)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002	Kensington-Wheaton, Bicycle Master Plan	Yes	Yes
37	--	Road diet	Middlebrook Road	Germanatown Road to Great Seneca Highway	MARC Rail Communities Sector Plan	Yes	Yes
38	49	Road Widening	I-270 Widening to 8 lanes from Little Seneca Creek to MD 121	From CLRP. In 2017 joint priorities letter Under Study by MDOT SHA as part of Managed Lanes Study	Clarksburg, Clarksburg - Ten Mile Creek	No	No
39	66	Road Construction	Pearl Street Connector	Supported as a connection in Bicycle Master Plan	Bethesda Downtown Sector Plan 2016	No	No
40	--	Bikeway	Glenmont to Silver Spring Breezeway (Bluemidge Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002	Wheaton CBD, Bicycle Master Plan	Yes	Yes
41	6	Road Construction	Observation Drive Extended (A-19)	MNCPPC recommended advancement in 2017 review of County Exec CIP. Within the Germanatown EASP area, Observation Drive only extends as far north as Waters Discovery Lane, just north of Dorsey Mill Road.	Clarksburg, Clarksburg - Ten Mile Creek, Germanatown, Germanatown EASP	No	No
42	68	Interchange Improvements	Georgia Avenue (MD97) at Norbeck Road (MD28)	Construct a grade-separated interchange at intersection of Georgia Ave and Norbeck Rd. SHA has completed a facility planning study, waiting for construction funding. From CLRP. In 2017 joint priorities letter	Olney, Aspen Hill	No	Yes
43	70	Transit	Georgia Avenue North BRT	Wheaton CBD to Olney	Wheaton, Glenmont, Aspen Hill, Olney	Yes	Yes
44	19	Bridge	Dorsey Mill Bridge and Road (B-14)	Crystal Rock Drive to Observation Drive. Intended accommodate the CCT in the median. In design.	Germanatown Employment Area, CTCFMP	No	No
45	--	Road Construction	Dorsey Mill CCT station - direct access from I-270	The Plan recommends direct access to the Dorsey Mill station to and from north I-270 through direct access ramps at the interchange or a revision to the Feather Hurley Boulevard interchange.	Germanatown Employment Area, CTCFMP	No	No
46	--	Interchange Improvements	Little Seneca Parkway Extended or Newcut Road/I-270 Interchange	Not programmed. Will require developer participation. In CLRP	Clarksburg, Ten Mile Creek	No	No
47	57	Transit	White Flint MARC Rail Station and Service	MDOT - conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the plan area	White Flint	Yes	No
48	--	Bikeway	Castle Blvd (Castle Ridge Cir to Briggs Chaney Rd)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, Fairland	Yes	No
49	--	Bikeway	ICC Bikeway	Support extension of existing ICC bikeway with expansion of bikeway between Emory Lane and the Prince George's County line, would provide key east-west connection, help mitigate ICC impacts.	Bicycle Master Plan	Yes	No

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Visions Zero)
50	27	Road Construction	Midcounty Highway (M-83) from Ridge Road to Montgomery Village Avenue	No current plans by MCDOT to advance	Montgomery Village, Clarksburg, Clarksburg - Ten Mile Creek, Germantown, Germantown EASP	No	No
51	39	Road Construction	Midcounty Highway (M-83) from ICC to Shady Grove Road	No current plans by MCDOT to advance	Shady Grove	No	No
52	74	Road Construction	New Road (B-25)	Seneca Meadows Pkwy to Milestone Center Court. This new road would also carry the eastern leg of the CCT over Ridge Road.	Germantown Employment Area, CTCFMP	No	No
53	-	Bikeway	Greenwood Ave Neighborhood Greenway (Wabash Ave to Division St)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, Takoma Park, Silver Spring East	Yes	No
54	83	Pedestrian	Oakview Drive pedestrian and transit access	Improve pedestrian and transit access along Oakview Drive	East Silver Spring	Yes	Yes
55	-	Bikeway	Greenwood Ave Neighborhood Greenway (Piney Branch Rd to Wabash Ave)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, Long Branch Sector Plan	Yes	Yes
56	-	Bikeway	Germantown Town Center BIPPA	Advance planning for Germantown Town Center BIPPA Add to current CIP Project # P501532.	Germantown/ Germantown Employment Area	Yes	Yes
57	84	Bridge	Old Columbia Pike Bridge at Paunt Branch	Bridge and roadway reconstruction	White Oak Science Gateway	Yes	Yes
58	85	Pedestrian	Sidewalk construction on "Community Connector Streets"	The streets identified should have sidewalk on at least one side of the street and wayfinding signs to guide pedestrians to their destinations	Greater Lyttonsville Sector Plan 2016	Yes	No
59	-	Bikeway	Veirs Mill Rd (MD 586) Neighborhood Greenway (Glonus Pl to Veirs Mill Rd)	Tier 1 Priority in Bicycle Master Plan.	Veirs Mill Corridor Master Plan, Bicycle Master Plan,	Yes	Yes
60	-	Bikeway	Flower Ave to University Blvd Neighborhood Greenway (Flower Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan.	Long Branch Sector Plan, Bicycle Master Plan	Yes	Yes
61	94	Road Construction	Lochbury Drive (B-5)	Wistena Drive to Middlebrook Drive. Construct new road to connect existing Lochbury Drive north of Middlebrook to Waters Road.	Germantown Employment Area, Germantown	Yes	Yes
62	86	Transit	Georgia Avenue South BRT	CTCFMP, includes improved transit access.	SS CBD, North & West SS, Wheaton	Yes	Yes
63	-	Bikeway	Selfridge Rd Neighborhood Greenway (Aspen Hill Rd to Veirs Mill Rd)	Tier 1 Priority in Bicycle Master Plan.	Veirs Mill Corridor Master Plan, Bicycle Master Plan,	Yes	No
64	-	Pedestrian	Provide a sidewalk along Redland Road between MD 200 and Briardale Road.	Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements.	Shady Grove	Yes	No
65	-	Bikeway	Friendship Blvd Separated Bike Lanes (Willard Ave to District of Columbia)	Tier 0.5 Priority in Bicycle Master Plan.	Friendship Heights CBD, Bicycle Master Plan	No	No
66	53	Transit	University Boulevard BRT	CTCFMP, includes improved transit access	Takoma Park, T-L Crossroads, Long Branch, Four Corners, K-W, Wheaton	Yes	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (A sum Zero)
67	51	Road Improvements	Burtonsville Road (MD198)	Widen Burtonsville Road (MD198) to 4-lane divided highway from Old Columbia Road to US29 and add bike and ped improvements. From CLRP and per Burtonsville Crossroads MP	Burtonsville Crossroads	No	No
68	-	Bikeway	Mannelli Rd Separated Bike Lanes (Executive Blvd to Woodglen Dr)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project # P507596	White Flint, Bicycle Master Plan,	No	No
69	-	Bikeway	Cherry Hill Rd Separated Bike Lanes (Prosperity Dr to Prince George's County)	Tier 1 Priority in Bicycle Master Plan.	White Oak Science Gateway, Bicycle Master Plan,	No	No
70	-	Road Improvements	Redesign of River Rd with median	Median: to accommodate left turns and ped refuge area Separated bike lane 11' two-way on north side, with buffer Landscape buffer: accommodate street trees Sidewalks: minimum 15', may need to be narrower under CCT bridge	Westbard Sector Plan 2016	No	No
71	-	Bikeway	Arlington Rd Separated Bike Lanes (Old Georgetown Rd to Bradley Blvd)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
72	-	Road Improvements	Reconfigure E-W Hwy, Montgomery Ln Old Georgetown Rd and Woodmont Ave into two-way street systems. Alternatively, keep one-way pair but implement a road diet to accommodate bicycle facilities and wider sidewalks.	Conversion would slow vehicular traffic, improve bicycle accommodation and enliven streets for pedestrians. Would also make car travel less confusing and more easily navigable. Alternative configuration: 2 travel lanes, 1 on-street parking lane, 1 bike lane (preferably two-way), wider sidewalks.	Bethesda Downtown Sector Plan 2016	No	Yes
73	-	Bikeway	Edgemoor Ln Neighborhood Greenway (Exeter Rd to Arlington Rd)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	No
74	-	Bikeway	Edgemoor Ln Separated Bike Lanes (Arlington Rd to Bethesda Metrorail Station)	Tier 0.5 Priority in Bicycle Master Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	No
75	-	Pedestrian	Redesign Norfolk Ave as a shared street	A portion of Norfolk Ave within the Woodmont Triangle be improved as a shared street with alternative paving materials and flush curbs.	Bethesda Downtown Sector Plan 2016	No	No
76	-	Bikeway	Broadburch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, White Oak Science Gateway	No	No
77	-	Transit	Circulator Bus Route - Downtown Bethesda		Bethesda Downtown Sector Plan 2016	No	Yes
78	-	Bikeway	Grandview Ave Neighborhood Greenway (Arcola Ave to Blueridge Ave)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD, Kensington-Wheaton, Bicycle Master Plan	Yes	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

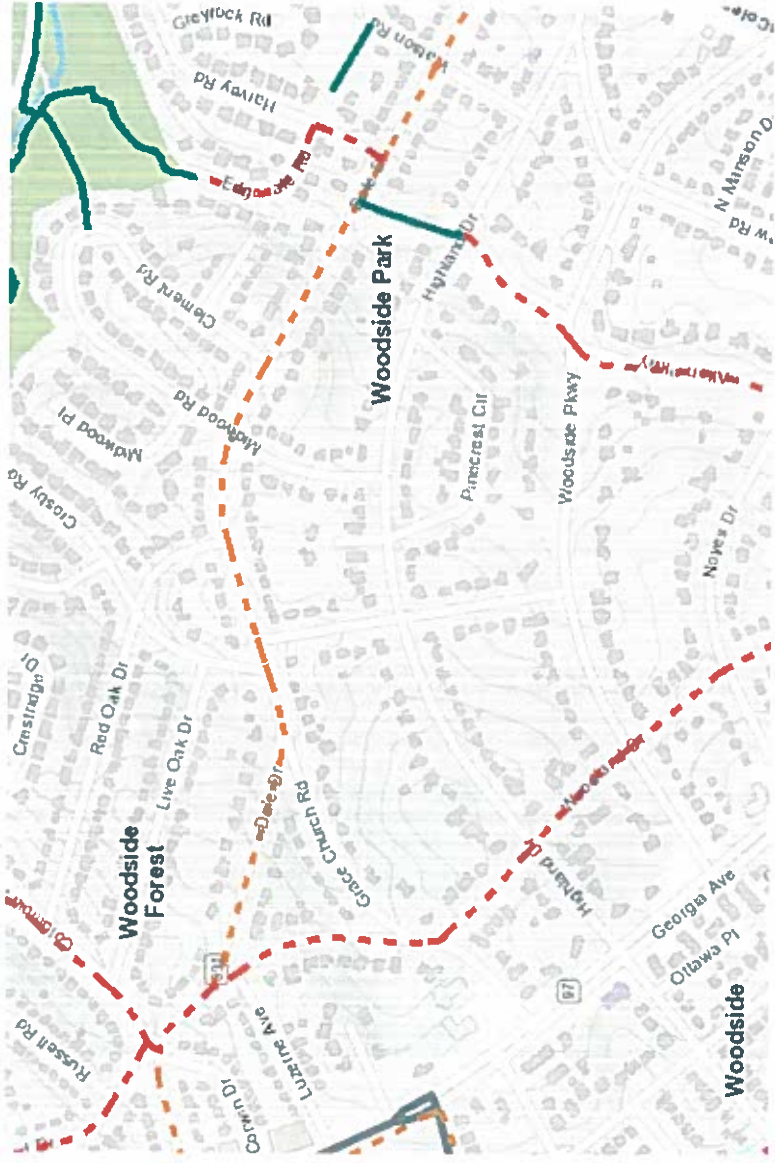
2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
79	-	Bikeway	Grandview Ave Separated Bike Lanes (Blueridge Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan. Extend regional bus service to include connections between major activity centers along US 29 and Prince George's County.	Wheaton CBD, Bicycle Master Plan	Yes	Yes
80	-	Transit	Extend regional bus service to connect to Prince George's County		Fairland	Yes	No
81	-	Bikeway	Grandview Ave Separated Bike Lanes (University Blvd to Reedie Dr)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD, Bicycle Master Plan	Yes	Yes
82	-	Sidewalk	Olney Sandy Spring Rd	Improve pedestrian access within walking distance of the village centers.	Sandy Spring/Ashton	No	No
83	-	Transit	Randolph Road BRT	CTCFMP, includes improved transit access	WOSG, Glenmont, K-W, WF	Yes	Yes
84	-	Road Construction	Crabbs Branch Way extension	Facility Planning Study to extend Crabbs Branch Way to Amity Drive	Study Grove		
85	-	Pedestrian	Construct shared-use path on Westbard Ave from Westbard Cir to Massachusetts Ave	Median: 6' for ped refuge	Westbard Sector Plan 2016	No	No
86	-	Bikeway	Life Sciences Center Loop (Key West Ave to Great Seneca Hwy)	Trigger for Phase 2 GSSC Master Plan	Great Seneca Science Corridor Master Plan, Bicycle Master Plan	No	No
87	37	Road Widening	Snouffer School Rd	Alliston Hollow Way to Goshen Road. Widen from 2 to 5 lanes, with bike lanes and sidewalk on north side	Gaithersburg Vicinity	No	No
88	-	Road Widening	Snouffer School Rd	from Goshen to MD 124. Construct 4 lanes	Gaithersburg Vicinity	No	No
89	-	Bikeway	Glenmont to Silver Spring Breezeway (Cameron St to Ellsworth Dr)	Tier 1 Priority in Bicycle Master Plan.	Silver Spring CBD, Bicycle Master Plan	Yes	Yes
90	-	Road Widening	Norbeck Road (MD 28)	Master Plan calls for 4-lane divided highway between Georgia Avenue and New Hampshire Avenue. From CLRP (part of MD SHA 198/28 corridor) ped and bike improvements included in design concept	Olney, Aspen Hill, Cloverly	No	No
91	-	Road Improvements	Reconfigure Westbard Ave at Ridgefield Rd	Westbard should be reconfigured to tie directly to River Rd with a right-angled intersection instead of teeing into Ridgefield Rd. Travel lanes: 2 each direction Median: 6' for ped refuge Separated bike lane: 5' one-way on each side Landscape buffer: accommodate utility poles Sidewalks: 13' min except in realigned portion where they should be 11' min	Westbard Sector Plan 2016	No	No
92	-	Bikeway	Wayne Ave to Fenton St Neighborhood Greenway (Wayne Ave to Fenton St)	Tier 0 5 Priority in Bicycle Master Plan. Project funded in CIP Project # P501532	Silver Spring CBD, Bicycle Master Plan	Yes	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Impaired Areas	Positive Effect to High Injury Network (Vision Zero)
93	-	Bikeway	Glenmont to Silver Spring Breezeway (Columbia Blvd to Spring St) Lytonsville Rd / Michigan Ave Neighborhood Greenway (Pennsylvania Ave to Lytonsville Pl)	Tier 1 Priority in Bicycle Master Plan.	North and West Silver Spring, Bicycle Master Plan	No	No
94	-	Bikeway	Lytonsville Rd / Michigan Ave Neighborhood Greenway (Pennsylvania Ave to Lytonsville Pl)	Tier 1 Priority in Bicycle Master Plan.	Greater Lytonsville Sector Plan 2016, Bicycle Master Plan	Yes	No
95	-	Bikeway	Grubb Rd / Lytonsville Rd Separated Bike Lanes (Lytonsville Pl to East West Hwy)	Tier 1 Priority in Bicycle Master Plan.	Greater Lytonsville Sector Plan 2016, Bicycle Master Plan	Yes	No
96	-	Bikeway	Grubb Rd / Lytonsville Rd Separated Bike Lanes (Brookeville Rd to Lytonsville Rd)	Tier 1 Priority in Bicycle Master Plan.	Greater Lytonsville Sector Plan 2016, Bicycle Master Plan	Yes	No
97	-	Bikeway	Frederick Rd Sidepath (Snowden Farm Pkwy to Stringtown Rd)	Currently under design. Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P501744	Clarksburg, Ten-Mile Creek, Bicycle Master Plan	No	No
98	-	Bikeway	Redland Road bikeway and sidewalk	Stage 3; included in Redland CIP	Shady Grove	No	No
99	-	Bikeway	Olney to Glenmont Breezeway (Matthew Henson Trail to Georgia Ave)	Tier 1 Priority in Bicycle Master Plan.	Kensington-Wheaton, Bicycle Master Plan	Yes	Yes
100	-	Bikeway	Porter Rd / Sundale Dr / Washington Ave Neighborhood Greenway (Michigan Ave to Grubb Rd)	Tier 1 Priority in Bicycle Master Plan.	Greater Lytonsville Sector Plan 2016, Bicycle Master Plan	Yes	No

School Project Priorities for the FY2021-FY2026 CIP

CIP Priority Tier	CIP Project	Impacted Cluster(s)/ School(s)	FY20 Moratorium Status	Recent Master Plan(s)
1	Northwood HS Addition/Facility Upgrades (P651907)	Albert Einstein HS	Moratorium	Greater Lyttonsville Sector Plan (2017) Veirs Mill Corridor Master Plan (2019) Forest Glen/Montgomery Hills Sector Plan (in progress)
		Montgomery Blair HS	Moratorium	
		Northwood HS	Open Conditionally	
1	Charles W. Woodward HS Reopening (P651908)	Walter Johnson HS	Moratorium	Rock Spring Sector Plan (2017) Grosvenor-Strathmore Metro Area Minor Master Plan (2018) White Flint 2 Sector Plan (2018) Veirs Mill Corridor Master Plan (2019)
1	Crown HS (New) (P651909)	Richard Montgomery HS	Open Conditionally	
		Quince Orchard HS	Open Conditionally	
2	Bethesda ES Solution (P651916)	Bethesda ES	Open Conditionally	Bethesda Downtown Plan (2017)
2		James H. Blake Cluster Elementary Schools	Moratorium	White Oak Science Gateway Master Plan (2014)
2		Clopper Mill ES	Moratorium	MARC Rail Communities Sector Plan (2019)
2	Francis Scott Key MS Solution (P652004)	Francis Scott Key MS	Open Conditionally	White Oak Science Gateway Master Plan (2014)
2		Lake Seneca ES	Moratorium	MARC Rail Communities Sector Plan (2019)
2		Sargent Shriver ES	Moratorium	Veirs Mill Corridor Master Plan (2019)
2	Somerset ES Solution (P651914)	Somerset ES	Open Conditionally	Westbard Sector Plan (2016) Bethesda Downtown Plan (2017)
2		South Lake ES	Moratorium	Montgomery Village Master Plan (2016)
3		Argyle MS	Near Moratorium	
3		Bannockburn ES	Near Moratorium	
3		Burning Tree ES	Moratorium	
3		Cashell ES	Near Moratorium	
3		Capt. James E. Daly ES	Near Moratorium	
3		Damascus Cluster Middle Schools	Near Moratorium	
3		Farmland ES	Moratorium	
3		Greencastle ES	Near Moratorium	
3		Highland View ES	Moratorium	
3		Thurgood Marshall ES	Moratorium	
3		Olney ES	Near Moratorium	
3		Judith A. Resnik ES	Moratorium	
3		Rockville Cluster Middle Schools	Near Moratorium	
3		Watkins Mill ES	Near Moratorium	



MCP-Chair

From: Cynthia M. Todd <ctodd@umd.edu>
Sent: Tuesday, July 28, 2020 12:56 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: DALE DRIVE pedestrian facility:

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

My name is Cynthia Todd. I am a Montgomery County resident and currently live in the Colesville area at 12763 Turquoise Terrace, 20904. Prior to that I lived for many years about 4 blocks off of Dale Drive; I know the area of focus very well. I continue to use Dale Drive weekly in traveling between Colesville Road and Georgia Avenue.

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road. The traffic calming efforts are great, but are simply not enough to maintain safety on this busy traffic corridor.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along. It is not an easy road to drive either. Sight lines are short and made even more difficult with the "visual clutter" of the new traffic calming devices. Pedestrians and bicyclists are harder to see.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety of residents of the community as well as safety for drivers using the road, I request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

Thank you in advance for your attention and consideration to this critical safety issue for the community.

MCP-Chair

From: Bee Ditzler <bee.ditzler@gmail.com>
Sent: Tuesday, July 28, 2020 11:48 AM
To: MCP-Chair
Subject: July 30, Item#17
Attachments: 2020.7.P&P hearingDale.docx

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please find below and attached testimony relating to the Dale Drive Pedestrian Facility.
Thank you,
Bee Ditzler

1225 Noyes Drive
Silver Spring, Maryland, 20910
July 28, 2020

Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Item #17 Dale Drive Pedestrian Facility; July 30, 2020

Planning Chairperson Casey Anderson and Commission Members:

Finally.

The Dale Drive sidewalk/path has finally been included in the proposed CIP budget and is before the Planning Board now. This project has been “on the books” for almost thirty years and we hope will be built. It’s a plan made up of compromises.

Dale Drive remains hazardous for pedestrians, bicyclists, neighbors, and school children without a sidewalk/bike path. There is no infrastructure for several communities to access public transportation or to walk or bike to nearby destinations. If one cannot use walking or biking as a preferred mobility option, they are forced to drive to places so close in distance, but not accessible. This causes more congestion and hazardous pollution.

It’s hard to believe that this sidewalk/path was not built earlier and it’s been a long time coming. More than ten years ago when I was president of Woodside Park Civic Association (where this portion of Dale Drive is located) we worked with Councilmember Ervin on a CIP project for traffic calming on Dale. Some small improvements like bus stop pads and several crosswalks were implemented. Unfortunately, after the bus stop improvement program and cement pads were installed, the Ride On buses ceased running along Dale Drive and of course there is no sidewalk/path. Traffic has increased incrementally over the years making Dale more

unsafe for bikers and pedestrians despite the more recent improvements of narrowing the road with poles and islands.

I strongly encourage you to endorse this plan made up of compromises. The engineering component of the plan with realigned intersections, a lowered speed limit to 25mph, and a place for people to walk and bike is a necessity, not a luxury.

Dale Drive deserves to be used as much by pedestrians and bicyclists as cars. This is an opportunity to move a plan and vision forward.

Sincerely,
Barbara (Bee) Ditzler

1225 Noyes Drive
Silver Spring, Maryland, 20910
July 28, 2020

Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910

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Dale Drive deserves to be used as much by pedestrians and bicyclists as cars. This is an opportunity to move a plan and vision forward.

Sincerely,
Barbara (Bee) Ditzler

MCP-Chair

From: Shaun Hardy <sjh1922@hotmail.com>
Sent: Monday, July 27, 2020 4:18 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Dale Drive Pedestrian Facility

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson:

I strongly support the installation of a multi-use path on the north side of Dale Drive between Georgia Avenue and Colesville Road and urge the Planning Board to approve MCDOT's design for this pathway at your Mandatory Referral Hearing on July 30.

The County recently installed traffic calming along this part of Dale and while this has slowed traffic it has not addressed the issue of pedestrians being able to walk safely along the road. As one who frequently travels along Dale I am concerned with the ongoing safety issues for both walkers and bicyclists and the inadequate pedestrian infrastructure for people needing to access local churches and synagogues, parks, playgrounds, daycare, and community businesses.

The installation of a sidewalk or multi-use path would significantly reduce these risks and improve residents' access to the downtown Silver Spring commercial/business district.

Sincerely yours,

Shaun Hardy
2411 Dennis Avenue
Silver Spring, MD 20902
sjh1922@hotmail.com

MCP-Chair

From: Ruth Pritchard-Kelly <ruthpkelly@gmail.com>
Sent: Monday, July 27, 2020 11:50 AM
To: MCP-Chair
Subject: Dale Drive sidewalks (Attn: Casey Anderson, Planning Board Chair)

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th.

I live on the north side of Dale Drive, and it might as well be the Potomac River, as this simple road acts as a near-complete barrier between me and downtown Silver Spring, less than a mile away. In this time of increased awareness of the health benefits of walking or even biking (not driving), it is urgent for the administration to give citizens the simple tool of safety. Please build this sidewalk.

Although the County installed traffic calming along this part of Dale, this has not addressed the issue of pedestrians being able to walk safely along - or across - the road. Dale Drive is a windy, hilly, and completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

There have been many crashes on this stretch of Dale, the majority of which involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby businesses, shopping, works, and entertainment. When school is in session, children who gather along Dale in the morning to board school buses are also in danger.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

kind regards,

Ruth Pritchard-Kelly
1510 Red Oak Drive
Silver Spring, MD 20910

MCP-Chair

From: Peter Tantisunthorn <petetan@siversspringinc.com>
Sent: Monday, July 27, 2020 11:02 AM
To: MCP-Chair
Subject: Comments on Dale Drive Pedestrian Facility
Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I am a resident of East Silver Spring. I travel on Dale Drive periodically by both car and bicycle. I want to see ample protected walking and bicycling accommodations along the entire length of Dale Drive as well as a slowing of speeding automobile outliers on the road. Thank you.

Best,
Pete

MCP-Chair

From: Giles Cooke <gcookemail48@gmail.com>
Sent: Monday, July 27, 2020 9:29 AM
To: MCP-Chair
Subject: Dale Drive Safety

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

I write as a resident of Dale Drive in Montgomery County to support the plan for a sidewalk on the east side of Dale Drive. All users must recognize this residential road as shared space. Though the largest number of users are drivers, they must no longer be the dominant force. Traffic calming measures have helped in some sections of Dale Drive, but not enough to ensure the safety and pleasure of pedestrians and cyclists (or even drivers). I urge you to install this sidewalk as the next step toward making Dale Drive a pleasant experience for all users, and take even further measures in the future to lessen its usefulness as a vehicular thruway.

Thank you for your help,
Giles Cooke
1518 Dale Drive
Silver Spring MD 20910

MCP-Chair

From: Tanner Wray <tannerwray@comcast.net>
Sent: Sunday, July 26, 2020 8:12 PM
To: MCP-Chair
Subject: Dale Drive Planning

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

As a long time (15 year) resident of Dale Drive (2004-2019) I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. I can tell you that in the 15 years I lived on Dale Dr I saw multiple accidents, and near misses. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Tanner Wray
1206 Highland Dr
Silver Spring, MD 20910

MCP-Chair

From: Matt Engel <mattdanengel@gmail.com>
Sent: Sunday, July 26, 2020 8:03 PM
To: MCP-Chair
Subject: Dale drive

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

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In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

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You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

MCP-Chair

From: Rachel Bridenbaugh <bluegraytreetop@yahoo.com>
Sent: Sunday, July 26, 2020 6:25 PM
To: MCP-Chair
Subject: Dale Drive Multi-Use Path

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

I am a resident of Montgomery County and have been adversely affected by the unsafe conditions on Dale Drive. My family lives at 1524 Grace Church Rd, which connects with Dale Dr. and is part of Woodside Park.

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing [on July 30th](#). The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

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Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

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You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Thank you,
Rachel Bridenbaugh

Sent from my iPhone

Experiences on Dale Drive: Resident Testimonials

Residents fear for their safety and are in real danger:

- I have four small children and I live with a great deal of fear about the cars speeding and careening down the hills on Dale Drive. I shudder to imagine what would happen if we are in the wrong place at the wrong time. I have these thoughts as I pick up remnants of plastic and metal from the cars and signs that are scattered across my lawn.
- I have a small child, and trying to go for a walk is a challenge - we either have to cross Dale to walk in Woodside Forest or dodge the traffic and parked cars to walk inside our own neighborhood, Woodside Park.
- Many adults and children walk or bicycle on Dale Drive daily to reach destinations including jobs, trade, religion and education. We have all experienced some frighteningly 'close calls' while walking or biking, and even while turning into our driveways in our cars.
- We have a double stroller and having to race it across Dale or walking 1 block along Dale to get to streets that link to Sligo creek park is terrifying.
- It has become such a problem that I fear that a speeding car will hit me when I pull out of my driveway. I have had cars pass me on the left as I attempted to turn left from the right lane into my driveway. Aggressive drivers tailgate, honking and flashing their headlights when I drive the speed limit on Dale. And there is no enforcement for such behavior.
- To get to Sligo Creek Trail, I have to cross Dale. I also cross it to get to Sniders. Every time, I am afraid for my safety — bringing my baby is even worse.
- Cars come ripping through as if there are no pedestrians at all. And almost all of the crosswalks are situated in such a way that a speeding car won't know a pedestrian is there until it's too late.
- I do not feel safe walking in front of my own house. Because there are no sidewalks and there are often cars parked on the side of the road, I take a risk each time I leave my driveway with my child. We have to dart out into the road to get around parked cars and each time I wonder if we'll be hit by a passing car.
- I live on Dale Drive and therefore am forced to walk on Dale to get to any of the calmer neighborhood streets when I go out for a walk with my one year old in his stroller. I am terrified because cars speed down Dale and there are no sidewalks or other protections for pedestrians.
- I feel so unsafe riding a bike on Dale that I will get off and walk my bike for that section of the trip.
- I am so afraid to cross Dale with my kids. I have seen many occasions where cars do not stop for pedestrians in crosswalks. Without sidewalks it is incredibly unsafe.
- Right now we take our lives in our hands to get to the Sligo Creek trail on our bikes or to get to any activities in downtown Silver Spring;
- Many residents, including children on bicycles, use this crosswalk to access the park at the end of Crosby on weekends, and crossing is increasingly dangerous for all pedestrians and cyclists.

Children are in danger:

- I was with my infant daughter in her stroller and we were nearly hit by a speeding car that swerved out of control while we waited by a crosswalk. I am terrified every single time I walk on the road with her, which I cannot avoid if I want to leave my house on foot.
- My children's school bus stop was at the corner of Dale and Watson and I always fear (sic) a driver would slam into the bus or a child as the car crested the hill.
- At the present time, I can't imagine ever allowing my child to play in our front yard.

- We cannot participate in walk to school initiatives, as Dale Drive is too dangerous to bring young children onto.
- I have grave concerns about ever letting my child play in our front yard.
- We watch daily with fear as the children who live opposite us cross the road returning from school.

Residents have witnessed and/or been victims of crashes on Dale:

- Since moving into our house... in 2006, we have witnessed at least five serious accidents outside our front door: a drunk driver hitting another driver head-on; a mail truck that slammed into a tree; a car that careened off the road and sheared two street signs and two planters; an-out-of control driver whose car that totaled... a parked car; and another collision that left a woman screaming in pain. Miraculously, no one was killed in these incidents. It is important to note, however, that each of these accidents occurred less than a block from an intersection that serves as a school bus stop.
- I have witnessed three accidents alone in the last year right outside my door!
- In 2016 my vehicle was crashed into as I was exiting my driveway. Had I been 1-2 feet farther out I would certainly have been injured or possibly killed. The cause was primarily speeding by an inattentive driver. We have lived on Dale Drive for a long time and witnessed many, many near misses and some recorded accidents.
- I have witnessed several accidents along Dale Drive and many near accidents, as cars regularly drive in excess of the speed limit with little concern for pedestrians.
- I've been hit by a speeding car as I was turning into my driveway on Dale Drive.
- We have seen numerous accidents on Dale since moving onto the street almost 7 years ago. Just in the short stretch in front of our house, we've seen a 3 car crash, a hit and run, a car knock down a fire hydrant (which has still not been replaced), another car drive onto ours and our neighbors' lawns, a car hit and knock down several street signs.
- My neighbors across the street experienced a terrible early morning accident where a speeding driver went off the road, into their yard, and damaged 2 of their parked vehicles. They have young kids, and this could have been a disaster.

Residents cannot access local amenities or public transportation and are forced to take cars for local trips:

- Now that the Ride On #3 is gone, we must walk to Georgia or Colesville to reach a bus and there is no safe way to do that without sidewalks, especially with children.
- I would like to be able to use public transit for my commute, but the lack of sidewalks makes me unwilling to walk to Colesville or Georgia to get a bus.
- I have two children that I walk to the park and have drastically reduced the amount of times we walk there because of the dangers of the road.
- Crossing with our dogs... to access Sligo Creek Park is very dangerous
- Today I am reluctant to take my dog out for walks because Dale is so dangerous. It's ridiculous that I put her in the car and we drive to places that are safer.
- Our day care is within walking distance, but we do not feel safe crossing Dale to get there. Cars travel too fast and often do not stop for crosswalks.
- I have stopped walking to the Silver Spring metro due to the safety of crossing at Crosby. My husband and I decided to start driving specifically because crossing Dale became so dangerous to cross with a stroller. I hated driving and giving up on public transportation, but the safety of my family at that crosswalk became a serious concern.

Lack of safe access negatively impacts local businesses:

- If there were sidewalks we would walk to local groceries and restaurants.
- To access any service or amenity in Silver Spring, I am forced to use my car further adding to what is already growing congestion, parking problems downtown, and an obstacle to growth of local business when I decide that it is easier to go elsewhere for these services.
- I would be more likely to walk and bike along Dale Drive to local amenities if there were sidewalks or traffic mitigation efforts.

MCP-Chair

From: Allan Berger <allansberger@aol.com>
Sent: Sunday, July 26, 2020 5:59 PM
To: MCP-Chair
Subject: Mr. Casey Anderson

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Mr. Anderson ,

I urge you to approve the construction of a sidewalk on Dale Drive, between Colesville Rd and Georgia Ave.

I have found the absence of such a walk hazardous when cycling or walking,

Cordially,
ALLAN S. BERGER,MD
1302 MIDWOOD PLACE
SILVER SPRING, MD. 20910-1645

MCP-Chair

From: Zachary Weinstein <zcweinstein@gmail.com>
Sent: Sunday, July 26, 2020 5:30 PM
To: MCP-Chair
Subject: Approve Dale Drive Safety Features
Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good evening Casey Anderson,

I urge you and the rest of the board to approve bike lanes and other safety features on Dale Drive on July 30. Silver Spring residents need safe and environmentally friendly transport options and the plan before the board on July 30 will help accomplish those goals.

Sincerely,
Zach Weinstein

MCP-Chair

From: James Gormally <jfgormally@yahoo.com>
Sent: Monday, July 20, 2020 6:44 AM
To: MCP-Chair
Cc: Robert Oshel
Subject: Dale Drive Ped Facility

Categories: Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Casey Anderson,
pls consider the following in your planning for the sidewalk.
I urge your committee to talk to bikers about the pros and cons of using the sidewalk for both bikers and pedestrians.
I am a biker, and I would not use it even if allowed because it would be unsafe. Walkers paired up, walkers with ear buds who don't hear a warning from a biker, walkers who have limited hearing ability, walkers strolling, walkers with infant carriers all are typical challenges when a biker is using a multi-use path.
You may want to consider building a separate path for bikers.
Thanks for your review.
Happy to respond to any questions you might have.
Good job sending out a postcard to solicit public input.
James F. Gormally
1111 Noyes Dr.
SS, 20910