



Dale Drive Pedestrian and Safety Improvements, Mandatory Referral, MR2020023

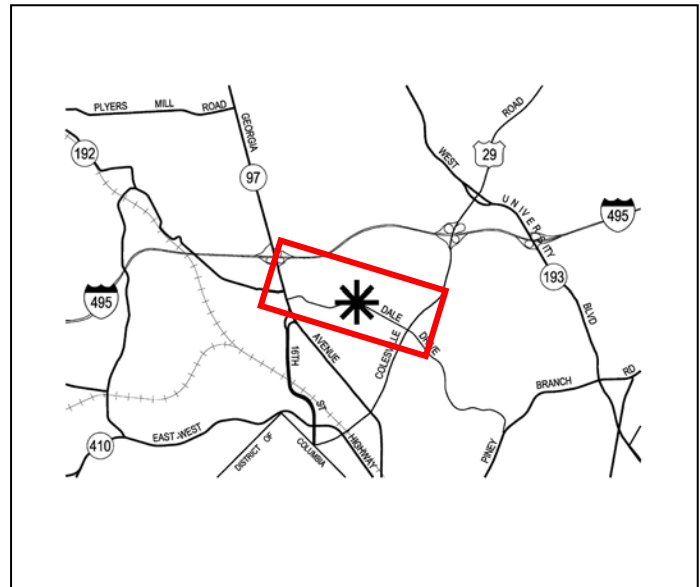
 Stephen Aldrich, Master Planner, Stephen.Aldrich@montgomeryplanning.org, 301-495-4528

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Completed: 07-23-20

Description

Construction of pedestrian, bicycle and safety improvements on Dale Drive and Columbia Boulevard in Silver Spring, Maryland. The project includes Columbia Boulevard between Georgia Avenue and Dale Drive, and Dale Drive between Columbia Boulevard and Colesville Road (US 29). The project elements are a continuous sidepath along the north side of Columbia Boulevard/Dale Drive, a short 330 foot-long sidepath on the south side of Dale Drive between Corwin Drive and Woodland Drive, intersection safety improvements at three intersections, and sidewalk improvements along short sections of Woodland Drive and Luzerne Avenue.



- Applicant: Montgomery County Department of Transportation
- North and West Silver Spring Master Plan (2000)

Staff Recommendation: Approval to Transmit Comments

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Summary

The Montgomery County Department of Transportation (MCDOT) is proposing to construct pedestrian, bicycle and safety improvements along Dale Drive/Columbia Boulevard in Silver Spring. The project includes the following improvements:

- Construction of an 8-foot wide sidepath on the north side of Dale Drive/Columbia Boulevard between 80 feet east of Georgia Avenue to 25 feet west of Colesville Road (US 29) for a total distance of 5,405 linear feet,
- Construction of an 8-foot wide sidepath on the south side of Dale Drive between Corwin Drive and Woodland Drive for a total distance of 330 linear feet,
- Construction of a 5-foot wide sidewalk along Woodland Drive and Luzerne Avenue connecting into existing sidewalk sections on both streets for a total distance of 225 linear feet,
- Intersection improvements to the intersection of Dale Drive with Columbia Boulevard to make a more focused intersection by eliminating the median on Columbia Boulevard in advance of reaching Dale Drive,
- Closure of a short section of Woodland Drive at its current intersection with Dale Drive, and
- Intersection improvements to the intersection of Dale Drive with Grace Church Road to realign the connection of these two streets.

The project location is depicted in Figure 1. The current project, which included facility planning work up to the 35 percent design phase, is listed as CIP Project No. P509337. This project is included in the County Executive’s Recommended FY21 Capital Budget and FY2021-2026 Capital Improvements Program amendments as CIP Project No. P502109. This project has been proposed to start planning and design beyond the 35 percent design stage in FY21 with construction expected to be completed in FY25 and 26. The current project cost estimate is \$8.45 million, which includes final design cost, utility modification/relocation, easement cost, as well as construction cost. The 35 percent design plan presentation drawings are provided as Attachment A to this report.

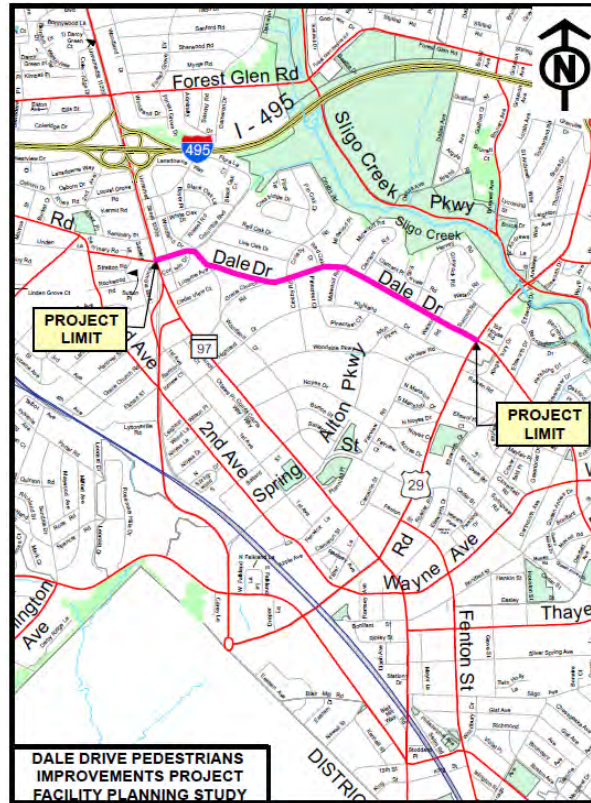


Figure 1: Project Limits and Site Vicinity

Mandatory Referral Review

This proposal for the construction of sidepath improvements is required to undergo the Mandatory Referral review process under the Montgomery County Planning Department's Uniform Standards for Mandatory Referral Review. State law requires all federal, state, and local governments and public utilities to submit proposed projects for a Mandatory Referral review by the Commission. The law requires the Planning Board to review and approve the proposed location, character, grade and extent of any road, park, public way or ground, public (including federal) building or structure, or public utility (whether publicly or privately owned) prior to the project being located, constructed or authorized.

Planning staff acknowledges that the implementation of master plan transportation recommendations is a challenge faced by the applicant in developing design plans to convert desired master plan recommendations into engineering design drawings. The design process up to 35 percent design typically brings clarity with considerably more detail than considered during a master plan, and issues such as environmental impacts, historical impacts, and construction costs may introduce new factors that need to be weighed in developing a final design solution. It is hoped that the Mandatory Referral process aids in this process to develop an optimal or at least an improved design solution.

Briefing to Planning Board – May 9, 2019

A briefing was provided to the Planning Board on May 9, 2019 during the facility planning phase of the project. At that time, four alternatives were presented with three intersection improvement concepts.

The Planning Board selected the alternative with an 8'-wide sidepath on the north side of Dale Drive. A copy of the planning board comment letter is provided as Attachment B.

Recommendations

Staff recommends **approval** to transmit the following comments to the Montgomery County Department of Transportation:

1. Provide a Tree Save Plan at the 75-percent design stage that:
 - a. Documents the location, size, and species of all specimen trees to be removed.
 - b. Identifies the location, tree species, and size, of trees to be planted as mitigation for the removal of the specimen trees.
 - c. Mitigates onsite for the removal of specimen trees at a ratio of one-inch diameter at breast height (dbh) for every four inches dbh removed.
 - d. Details the tree protection necessary for all trees and forest saved but impacted by construction activities.
 - e. Documents where and how forest removal (if any) will be compensated.
2. Reduce the existing posted speed limit on this road within the project area from 30 mph to 25 mph with the implementation of this project. This road has a 25-mph target speed set within the Master Plan of Highways and Transitways. This target speed was added by the Forest Glen/Montgomery Hills Sector Plan.
3. Design the grade, cross slope and material of the proposed sidepaths to be level across all driveways.
4. While we prefer a 6-foot buffer separation between a sidepath and the curb, the 5-foot buffer proposed is acceptable and consistent with Pedestrian Level of Comfort analyses now in use in the ongoing Montgomery County Pedestrian Master Plan. We do note that the Complete Streets Design Guideline now under review by the Planning Board would likely recommend a minimum 6-foot-wide buffer on this type of street.
5. Construct a crosswalk across Woodland Drive at its approach to Columbia Boulevard.
6. When the Maryland Department of Transportation State Highway Administration (MDOT SHA) implements the MD 97 Montgomery Hills project in the future, Woodland Drive may experience significantly higher traffic volumes between Flora Lane and Columbia Boulevard. The Montgomery County Department of Transportation (MCDOT) should monitor this situation and coordinate with MDOT SHA to determine if a traffic signal may be needed at the intersection of Dale Drive with Columbia Boulevard and Woodland Drive when the MDOT SHA improvements are completed. This should also be considered when MCDOT designs the Woodland Drive Neighborhood Greenway project. This might necessitate the construction of a sidepath along the west side of Woodland Drive between Flora Lane and Columbia Boulevard.
7. Modify the median augmentation on Columbia Boulevard to the north of Dale Drive by pulling back the median so that the homeowner located at 9401 Columbia Boulevard will be able to exit their driveway and turn left. The current design raises concerns that this movement might still occur with the current design and could create safety problems if not addressed.

8. Provide a crosswalk on Dale Drive on the eastern side of the intersection with the reconfigured Columbia Boulevard. This crosswalk should connect to the proposed sidepath with a sidewalk tie-in.
9. Provide a crosswalk and sidewalk tie-ins on Dale Drive at Luzerne Avenue.
10. Provide a sidewalk tie-in and maintain the existing pedestrian crosswalk at the Silver Spring Metro bike trail (located approximately 200 feet west of Harvey Road).
11. Reconsider the sidepath design on the sections of the north sidepath proposed with no buffer (near Georgia Avenue and Colesville Road) to determine if any buffer can be provided. This may require the relocation of existing pedestrian-scale light poles next to the public parking lot off Georgia Avenue. Buffers less than 5 feet create an uncomfortable condition for users of sidewalks and sidepaths; however, any buffer (or a wider sidepath) is better than what is proposed in these two locations.

Proposal

Project Description

The Montgomery County Department of Transportation (MCDOT) is proposing to construct pedestrian, bicycle and safety improvements along Columbia Boulevard/ Dale Drive between Georgia Avenue (MD 97) and Colesville Road (US 29). This project was initiated by MCDOT based on community concerns about the overall safety of the roadway, especially as it relates to pedestrians.

A project location map showing the regional context and other transportation design projects is provided in Figure 2.

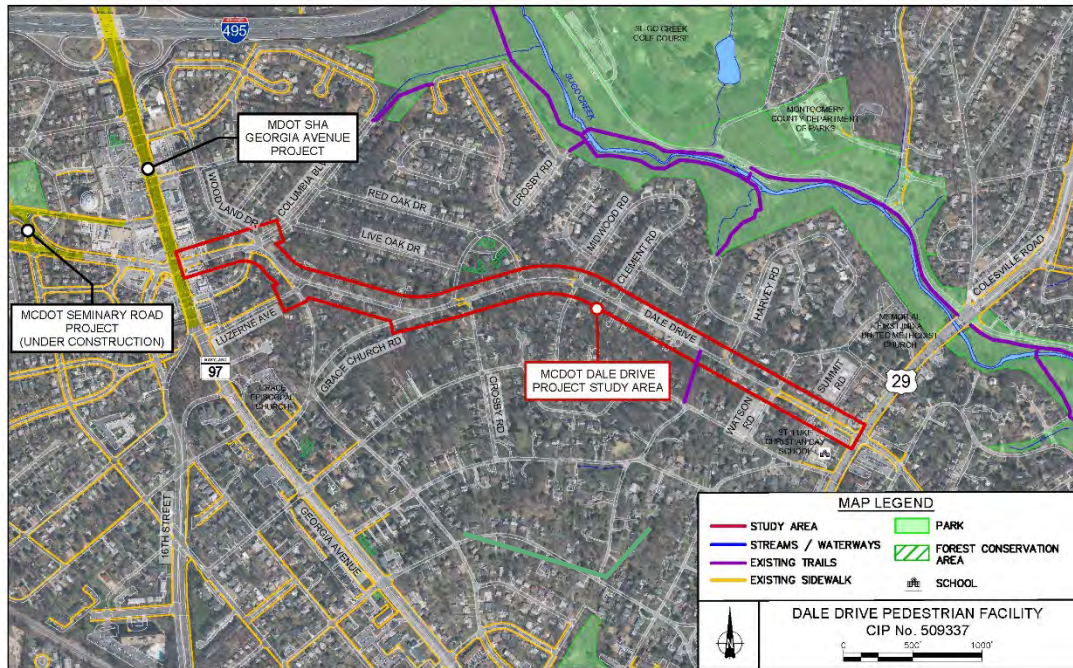


Figure 2: Project Limits – Regional Context and Adjacent CIP Projects

MCDOT and MDOT SHA have been working on a series of proximate projects in this area that are focused on improving vehicular, bicycle and pedestrian connections within Montgomery Hills and the Woodside Forest area. A mandatory referral was conducted for the Seminary Road project in 2011 (now under construction), and a mandatory referral is anticipated with MDOT SHA on the Georgia Avenue improvements later this year.

Dale Drive is classified in the Master Plan of Highways and Transitways (MPOHT) as a two-lane minor arterial street between Georgia Avenue and Colesville Road. Currently, Dale Drive has narrow shoulders and no sidewalks or sidepaths from 80 feet east of Georgia Avenue to Watson Road (a distance of 4,800 linear feet). When completed, this project will significantly improve bike and pedestrian travel in this area of Silver Spring.

Project Background

Columbia Boulevard/Dale Drive currently is generally characterized as a two-lane (11-foot wide travel lanes) road with narrow shoulders. The posted speed limit along Dale Drive is 30 miles per hour (mph).

Sidepath Design on north side of Columbia Boulevard/Dale Drive

The proposed 8-foot wide sidepath will generally have a 5-foot-wide buffer. It will start on Columbia Boulevard approximately 80 feet east of the centerline of Georgia Avenue and terminate on Dale Drive very close to the intersection with Colesville Road. Sections where no buffer will be provided include the first 250 feet on the western end of the project near Georgia Avenue and the last 255 feet between

Summit Road and Colesville Road on the eastern end of the project (Refer to Attachment A to view the sidepath on the north side).

Sidepath Design on south side of Dale Drive

The proposed 8-foot wide sidepath will generally have a 5-foot wide buffer. This sidepath will start at Corwin Drive and connect directly into Woodland Drive, a distance of 330 linear feet. This sidepath is expected to be used as part of the Woodland Drive Neighborhood Greenway. The intent is that bike riders will exit the sidepath onto Woodland Drive and continue to the south on Woodland Drive as a shared street, as shown below in Figure 3. A connection for pedestrians will be provided with a connection from this sidepath to a new sidewalk, described below.

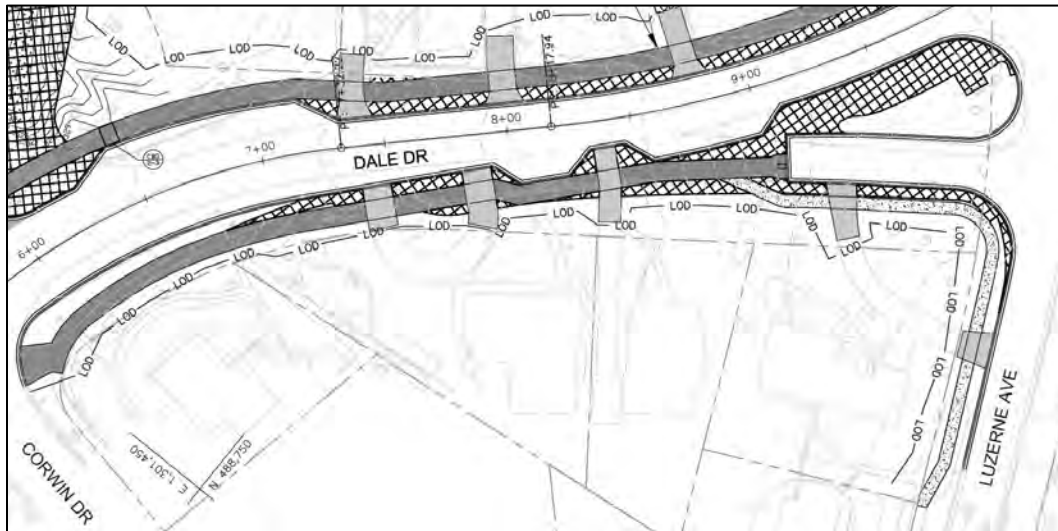


Figure 3 Sidepath and Sidewalk Improvements – South Side of Dale Drive

Sidewalk Design on short sections of Woodland Drive and Luzerne Avenue

The proposed 5-foot wide sidewalk will start near the termination of Woodland Drive where the proposed 8-foot wide sidepath on the south side of Dale drive terminates. This will allow pedestrians to continue walking on a sidewalk along Woodland Drive for 105 feet, whereupon the sidewalk will curve and travel west for another 120 feet or so along the north side of Luzerne Avenue where it will connect into an existing sidewalk.

Intersection modifications on Dale Drive at Columbia Boulevard

Columbia Boulevard now intersects Dale Drive with two intersections as Columbia Boulevard is a divided roadway at this location, with one intersection provided for southbound traffic approaching Dale Drive, and the second provided for northbound traffic heading onto Columbia Boulevard, as shown below in Figure 4. As proposed, the median will be removed on Columbia Boulevard approaching Dale Drive and Woodland Drive, relocating all access to the more western intersection and realigning this intersection with Corwin Drive. This will allow for a more defined intersection with fewer conflicts.

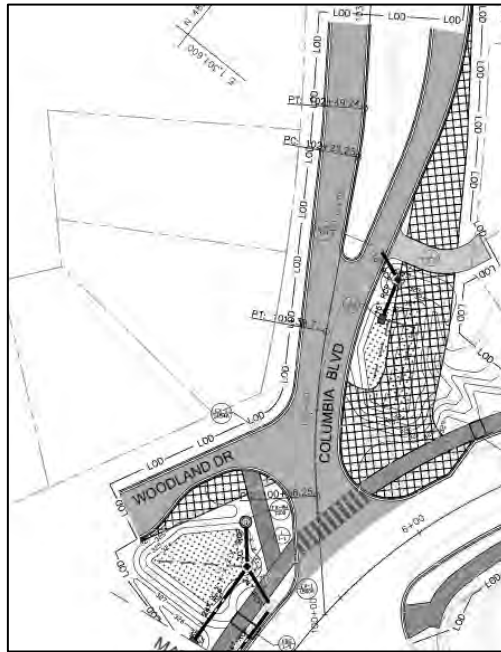


Figure 4: Proposed Intersection Improvement – Dale Drive at Columbia Boulevard

Intersection modifications on Dale Drive at Woodland Drive

The Woodland Drive intersection with Dale Drive will be eliminated and replaced with a stub street termination just north of Luzerne Avenue. Traffic now using this short road section will have to use Luzerne Avenue to travel between Woodland Drive to the south and Dale Drive.

Intersection Improvements on Dale Drive at Grace Church Road

The geometry will be significantly tightened and realigned on Dale Drive at Grace Church Road, providing a better-defined, right-angle intersection with better sight lines for drivers, pedestrians and bicyclists, as shown below in Figure 5. This will require some modifications to two existing driveways on the south side of Dale Drive.

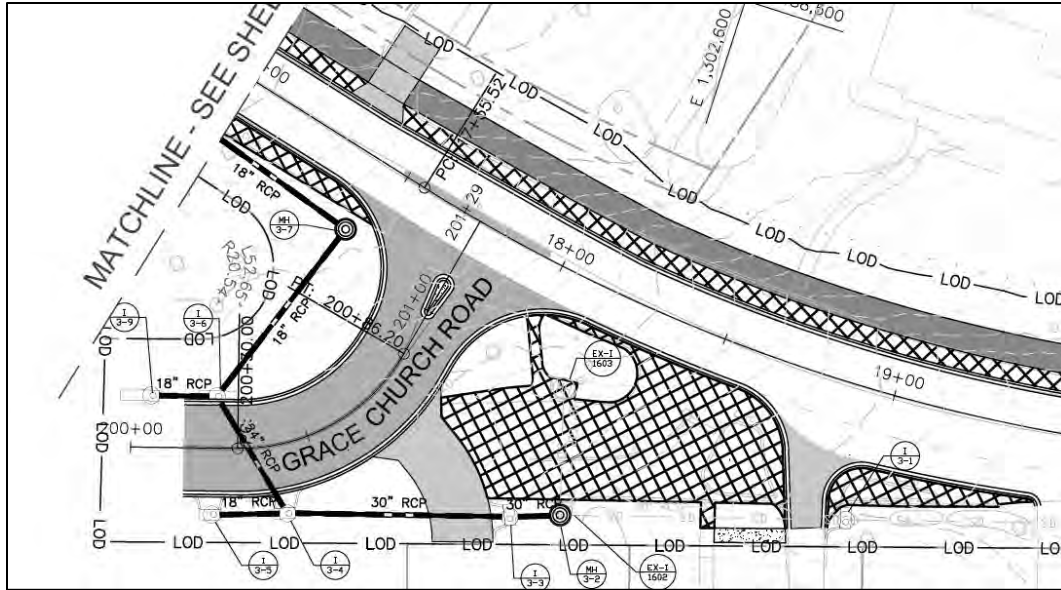


Figure 5: Proposed Intersection Improvement – Dale Drive at Grace Church Road

Typical Cross Sections – Dale Drive

Figures 6 and 7 show the proposed typical cross sections. While all cross sections show varying buffer widths between the curb and the sidepath, the buffer is typically 5 feet wide through most of the corridor, with the exception of the two project endpoints approaching Georgia Avenue and between Summit Drive and Colesville Road where no buffer is provided.

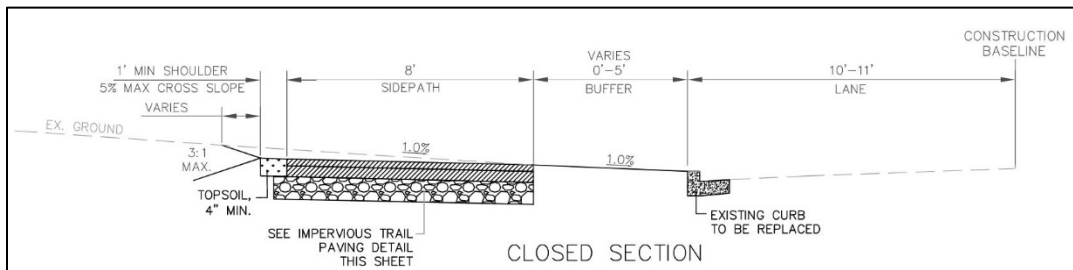


Figure 6: Proposed Typical Cross Section – North Side of Dale Drive

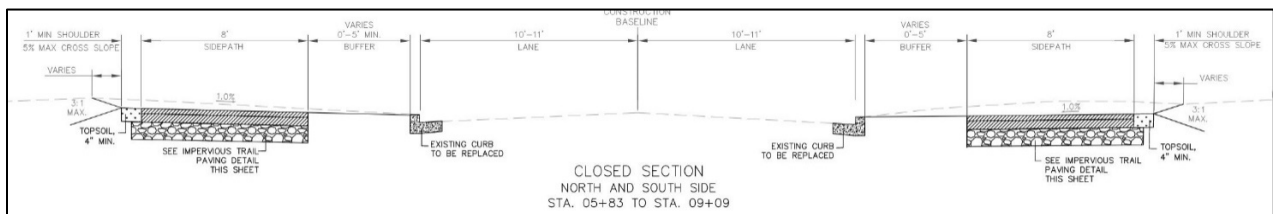


Figure 7: Proposed Typical Cross Section Design – Dale Drive between Corwin Road and Luzerne Avenue

Transportation Analysis

Design Elements - Transportation

1. General Comment: In general, the **minimum** sidepath width required, consistent with the approved Bicycle Master Plan and the ongoing Complete Streets Design Guideline, is 10 feet; however, this minimum is reduced to 8 feet in Special Protection Areas and areas of environmental concern, particularly through Montgomery Parks land. MCDOT, however, uses a minimum width of 8 feet in order to avoid impacts to existing residential property, large, mature trees, and to minimize the need for retaining walls. In the draft Complete Streets Design Guidelines now under public review, 10 feet will be the preferred sidepath width for both agencies; however, the 8-foot minimum width has been retained at MCDOT's request.
2. Posted Speed Limit on Columbia Boulevard/Dale Drive: MCDOT should consider reducing the existing posted speed limit on this road within the project area from 30 mph to 25 mph with the implementation of this project. This road has a 25-mph target speed set within the Master Plan of Highways and Transitways (adopted with the Forest Glen/Montgomery Hills Sector Plan).

Master Plan Conformance – Transportation

The project is in conformance with the 2018 Bicycle Master Plan and the 2018 Master Plan of Highways and Transitways (MPOHT). The 2018 Bicycle Master Plan recommends a sidepath (side to be determined) on Dale Drive between Georgia Avenue and Colesville Road. The 2018 Master Plan of Highways and Transitways classifies Dale Drive between Georgia Avenue and Colesville Road as a two-lane minor arterial street with a master plan right-of-way of 80 feet.

Historic Resources Analysis

There are no historic resources within the project area.

Environmental Analysis

Environmental Analysis – Forest Conservation

On April 21, 2020, the Applicant received an exemption from submitting a forest conservation plan. Exemption plan 42020079E (Attachment C) was confirmed under Section 22A-5(e), of the County code, as a State or County highway construction activity that is subject to Section 5-103 of the Natural Resources Article of the Maryland Code or Section 22A-9 of the Forest Conservation Law. Impacts to specimen trees within or adjacent to the LOD are expected but unknown at this 35 percent design stage. As such, this exemption was approved with the requirement to prepare a Tree Save Plan during the design phase when impacts can be assessed.

Environmental Analysis – Storm Water Management

The Storm Water Management (SWM) concept was approved by the Department of Permitting Services on May 28, 2020 (Attachment D). The SWM concept proposes to meet the required stormwater management goals via the application of micro bio-retention facilities. Additionally, due to site constraints including slopes, underground utilities, and soil characteristics, the request for a partial waiver of quality control and a full waiver of quantity control has been granted.

Community Outreach and Notification

This application was noticed in accordance with the Uniform Standards for Mandatory Referral Review. The applicant conducted a thorough community outreach as part of its facility planning process. Proposed concepts were presented to key stakeholders, as well as the community. The project began with a public survey for community residents to identify specific needs for pedestrian and bicycle safety along the corridor. The survey received 379 responses. The results of this survey were incorporated into the preliminary concepts, which were presented at a Public Workshop in February 2019. Feedback on the alternatives was received through in-person comments, comment cards, and email comments, and was used in identifying the preferred alternative.

A second public meeting was held in February 2020 to present the preliminary (35 percent) design plans of the preferred alternative. Both meetings were recorded and made available online for individuals who were unable to attend the meetings in person. Comments on the preliminary plans were received through in-person comments, comments cards, email comments, and an online comment form.

Conclusion

Based on information provided by the applicant and the analysis contained in this report, staff concludes that the proposed Dale Drive Pedestrian and Safety Improvements project can be designed with some modifications to meet transportation standards as specified on pages 4 and 5 of this staff report.

Attachments

- A. Proposed Project Plans
- B. Planning Board comment letter dated May 29, 2019
- C. Forest Conservation Exemption Letter
- D. Stormwater Management Approval Letter

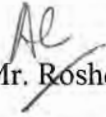


MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 29, 2019

Mr. Al Roshdieh, Director
Montgomery County Department of Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

SUBJECT: Dale Drive Pedestrian Facility Improvement Project: Proposed sidewalk/sidepath improvements on Dale Drive between Georgia Avenue (MD 97) and Colesville Road (US 29), *North and West Silver Spring Master Plan*.


Dear Mr. Roshdieh:

At our regularly scheduled meeting on May 9, 2019, the Montgomery County Planning Board received a briefing from your agency for the design of pedestrian, bicycle and safety improvements on Dale Drive between Georgia Avenue (MD 97) and Colesville Road (US 29). No action was required of the Planning Board; however, we wanted to transmit to you the following comments/information:

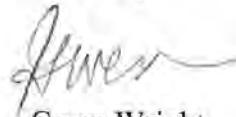
1. Chairman Anderson questioned the design for Intersection Concept 1 – Realignment for the intersection of Dale Drive with Columbia Boulevard/Woodland Drive. His comment was a suggestion that the improvement should connect Woodland Drive and Columbia Boulevard more smoothly into one road before “T-ing” it into Dale Drive at Corwin Drive.
2. Planning staff provided some slides at the briefing following the presentation from your staff with the following preliminary comments:
 - a. The sidepath on the north side is the preferred concept by Planning Staff. The north side in general is expected to have fewer grading and tree impacts. The sidepath versus the sidewalk is more consistent with the Bicycle Master Plan.
 - b. Intersection Concept 1 – Realignment is the improvement concept preferred for the intersection of Dale Drive with Columbia Boulevard/Woodland Drive.

- c. There is a desire for more crosswalks across Dale Drive than proposed. Planning Staff are happy to continue to coordinate with your staff to discuss these locations.
- d. There is a need to provide a better connection for bicyclists and pedestrians for the Woodland Drive Greenway. This could include a closure to traffic of a short block of Woodland Drive between Dale Drive and Luzerne Avenue and replacement with a bike or sidepath connection between Luzerne and Corwin Avenues (see slide in attached presentation).
- e. Tighter geometric improvements to the intersection of Dale Drive with Grace Church Road are desired (see slide in attached presentation).

In addition, public testimony was submitted to the Chair's Office, and this information is attached for your consideration.

The Planning Department appreciates the opportunity to review this project and continue coordinating with your staff as this project proceeds toward preliminary design. If you have questions, please contact Stephen Aldrich at 301-495-1301 or Stephen.Aldrich@montgomeryplanning.org.

Sincerely,



Gwen Wright
Director

Attachments:

Technical Staff Report dated May 9, 2019
MCDOT Dale Drive Presentation
M-NCPPC Staff Review Slides
Public Comments Submitted to Chair's Office/MC Tracker

cc: Stephen Aldrich, Master Planner, M-NCPPC
Jason Sartori, Acting Chief, M-NCPPC



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

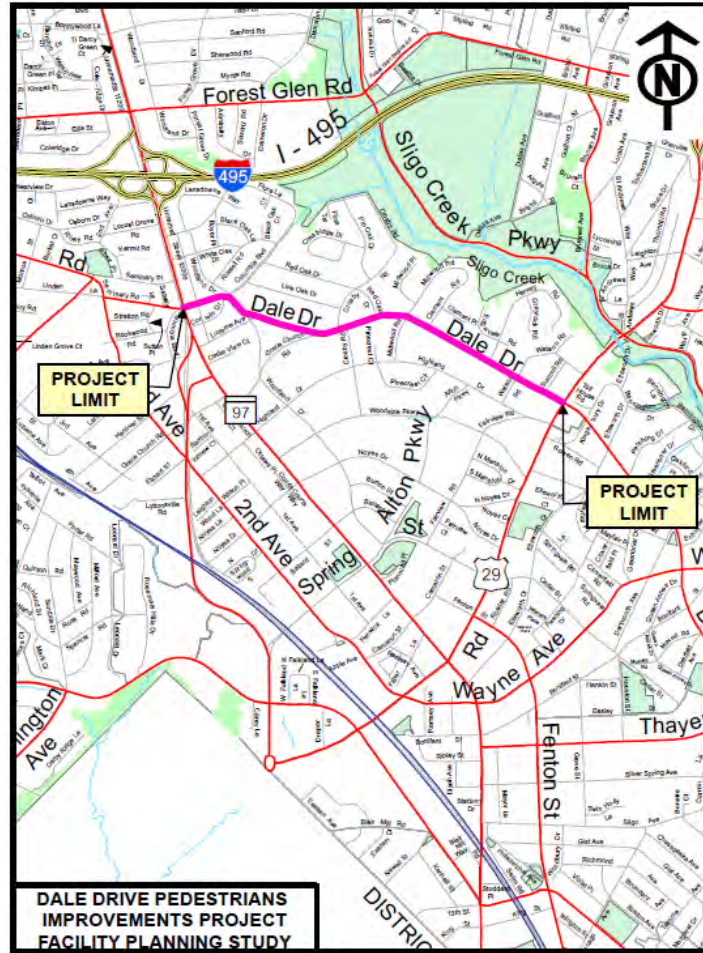


Figure 1 – Site Location Map

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

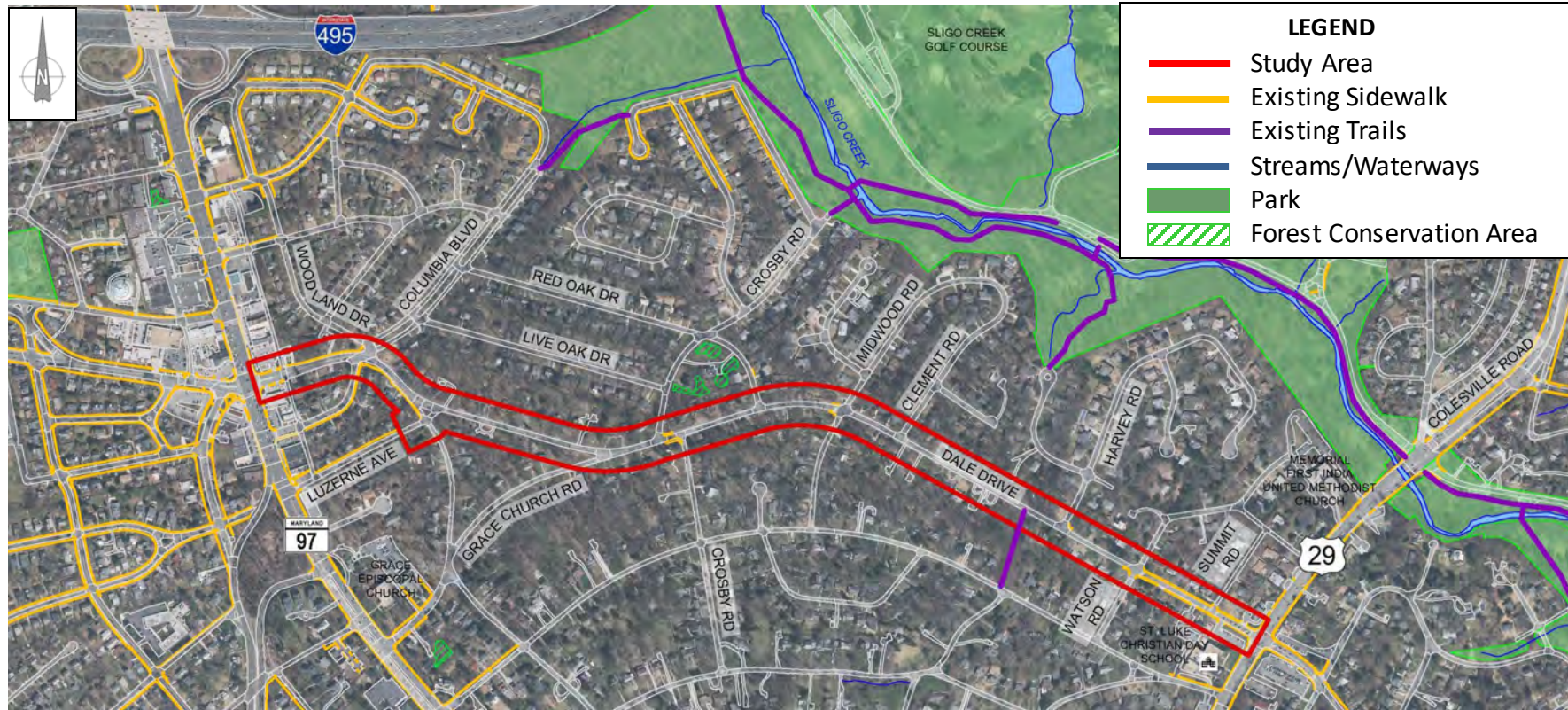
MAY 9, 2019



Project Overview

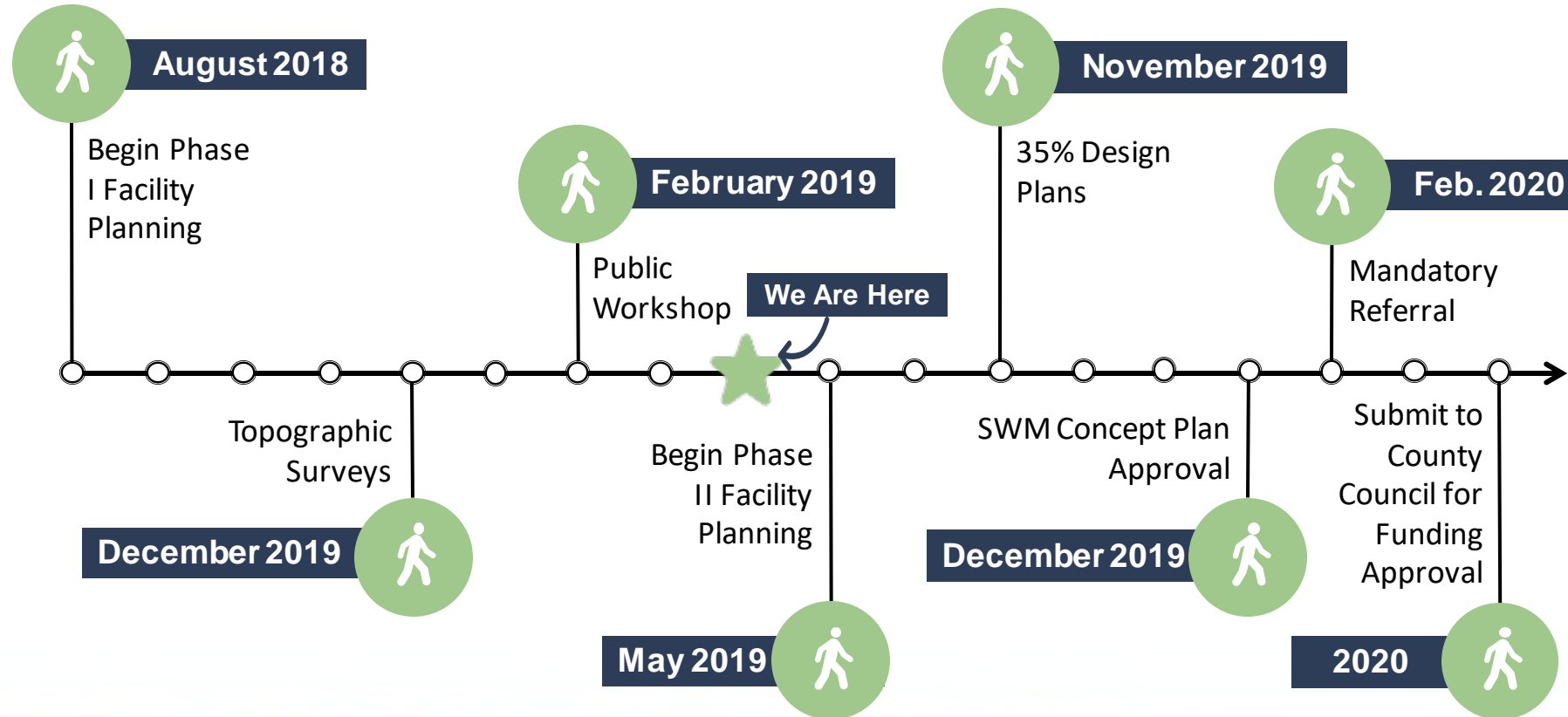
Pedestrian Facility on Dale Drive – Facility Planning Study (Accelerated Track)

Georgia Avenue to Colesville Road



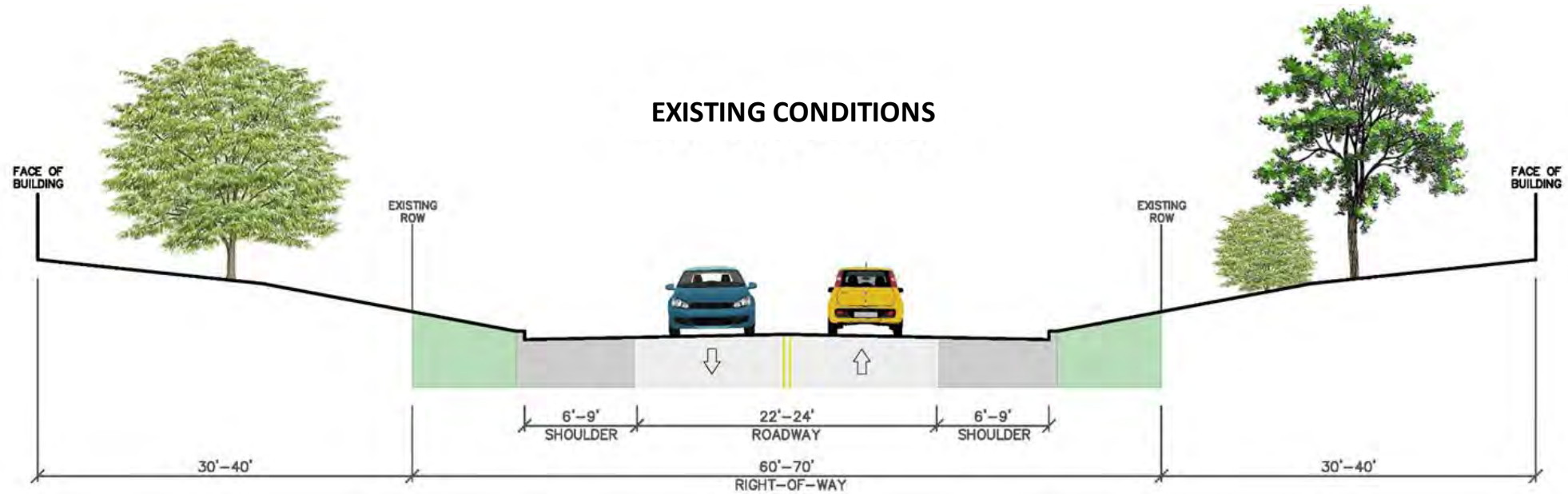
Project Overview

Current Project Milestone Schedule



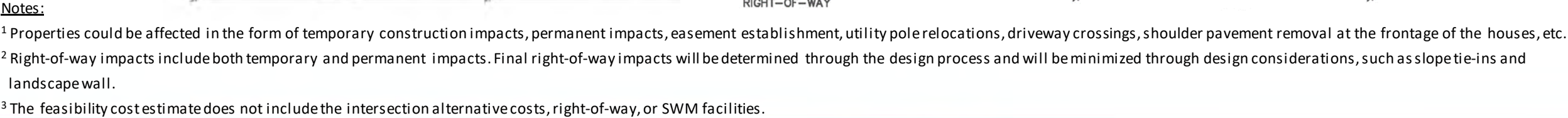
Corridor Pedestrian Facilities Improvements

Existing Conditions on Dale Drive



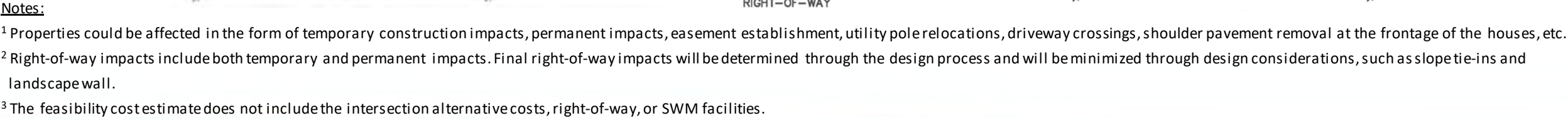
Proposed Sidewalk: North Side of Dale Drive

- 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



Proposed Shared Use Path: North Side of Dale Drive

- 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

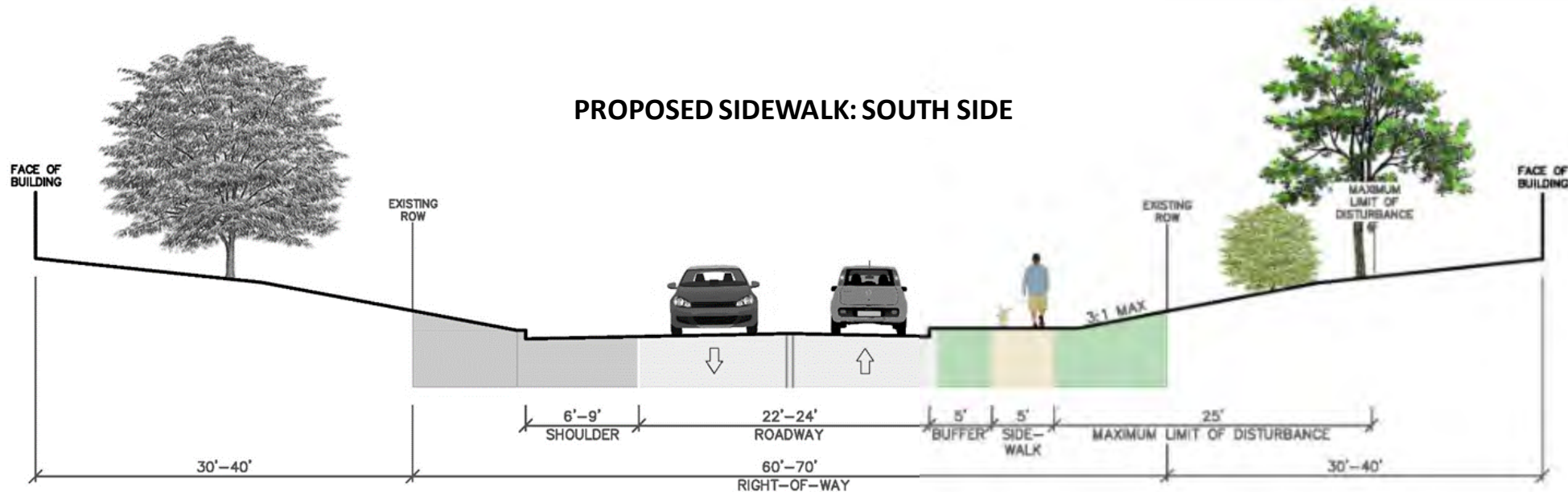


Corridor Pedestrian Facilities Improvements

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.

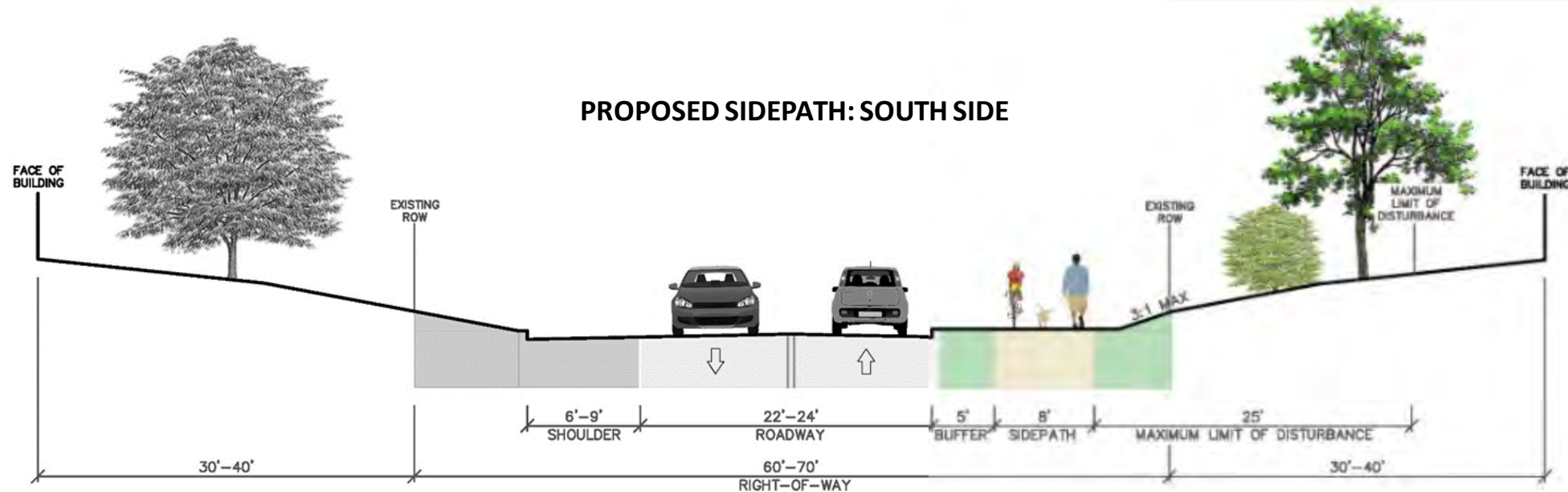


Corridor Pedestrian Facilities Improvements

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.



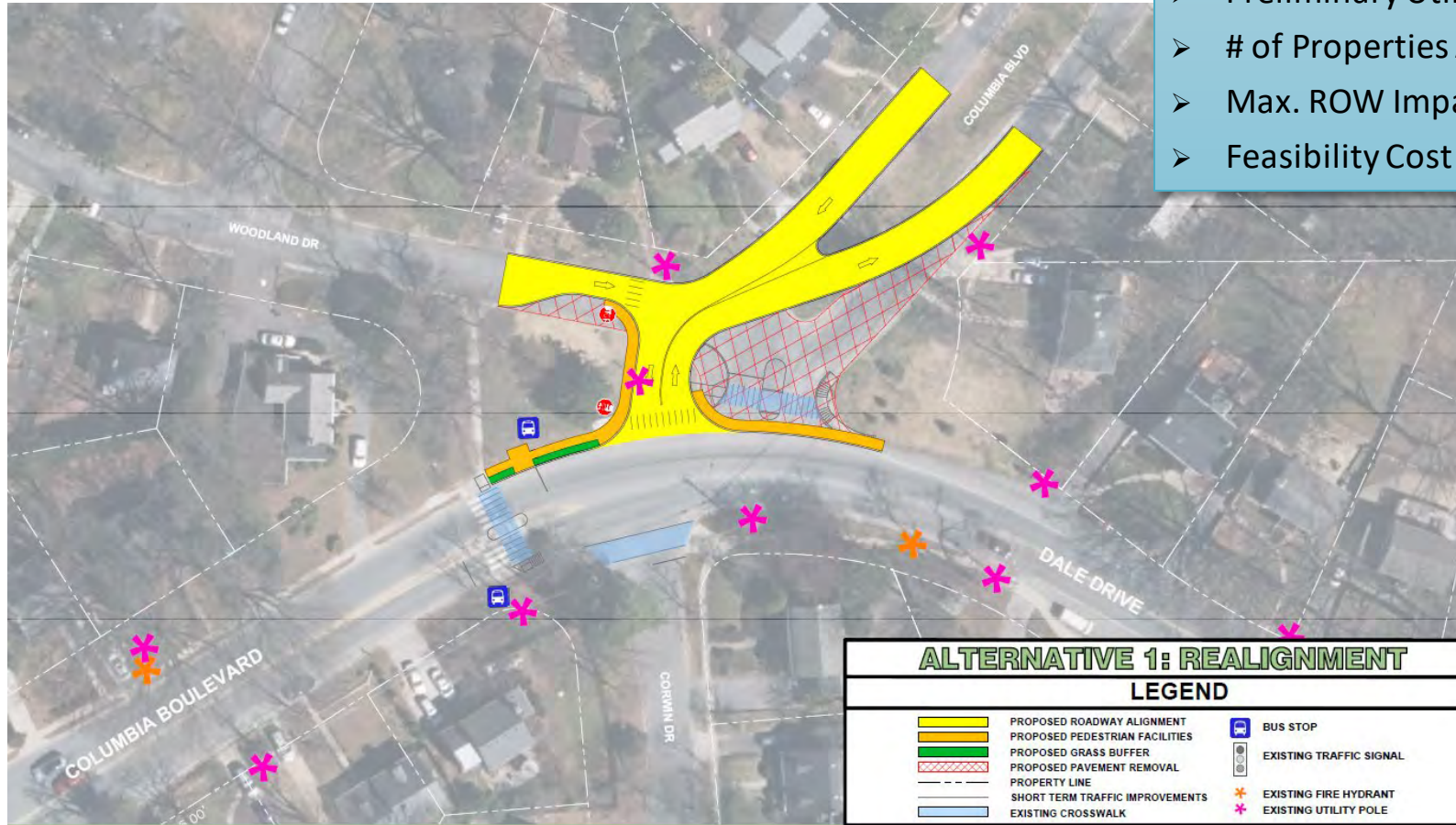
Intersection Improvements at Dale Drive and Columbia Boulevard



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.

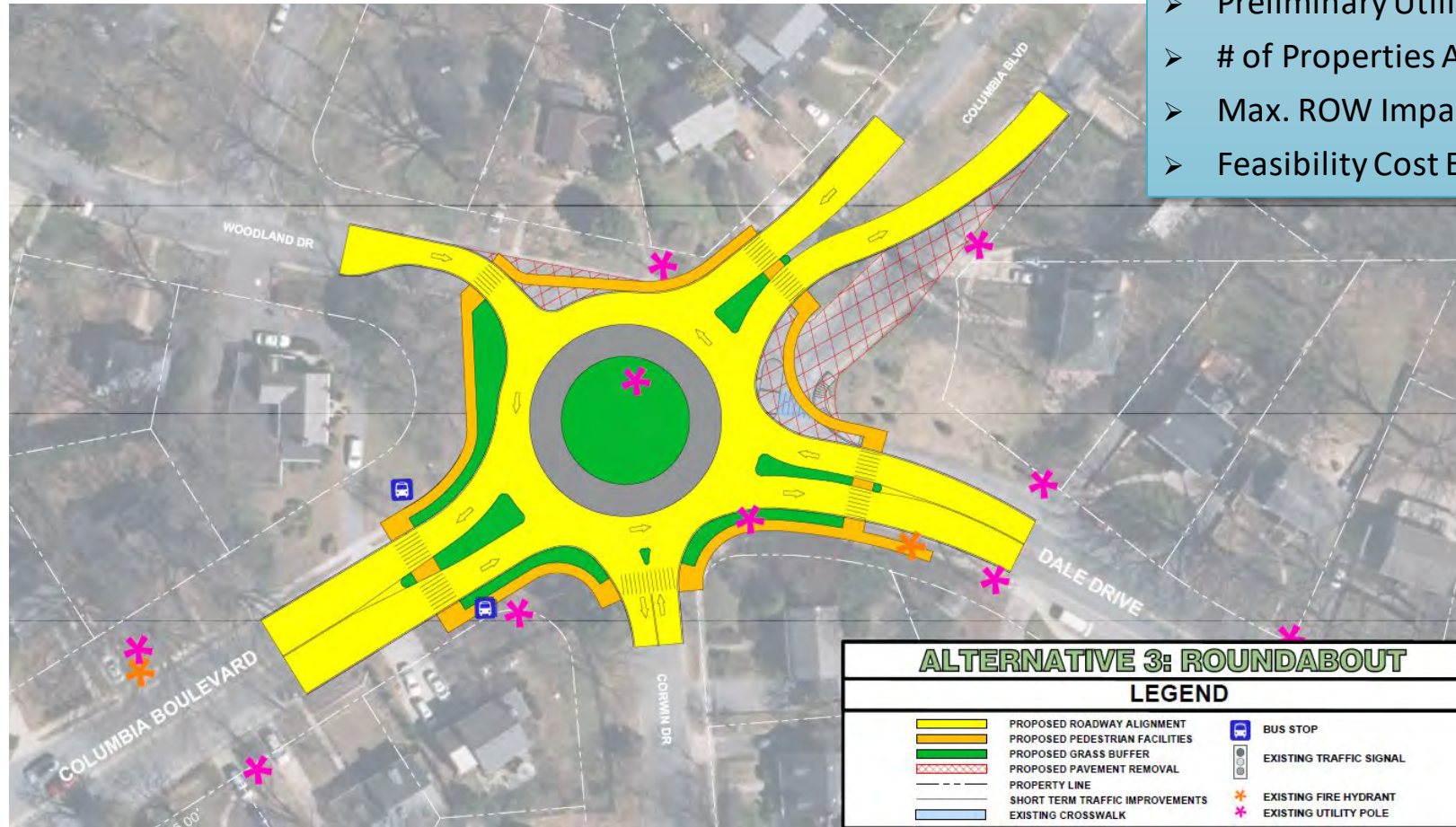
² The feasibility cost estimate does not include the corridor alternative costs, right-of-way, or SWM facilities.



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

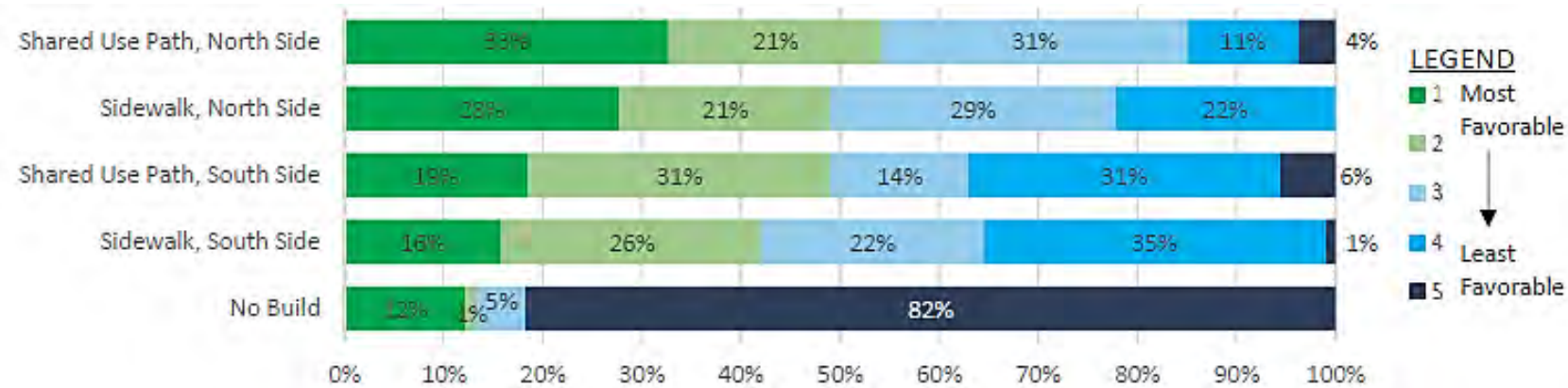


Public Feedbacks on Alternatives

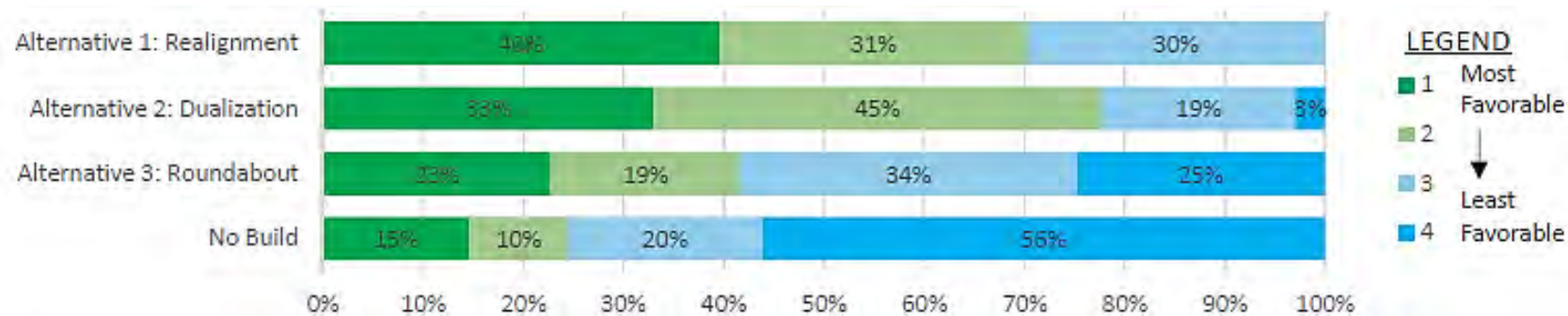
Total Responses Received: 147

- 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





Montgomery Planning

Functional Planning & Policy Division

05/09/19

Agenda item 04

Dale Drive Pedestrian Facility Improvement Project

Briefing by Montgomery County
Department of Transportation



Briefing Agenda

- Background
- MCDOT Presentation
- Preliminary Staff Comments
- Public Comments Received by Planning Board
- Planning Board Discussion

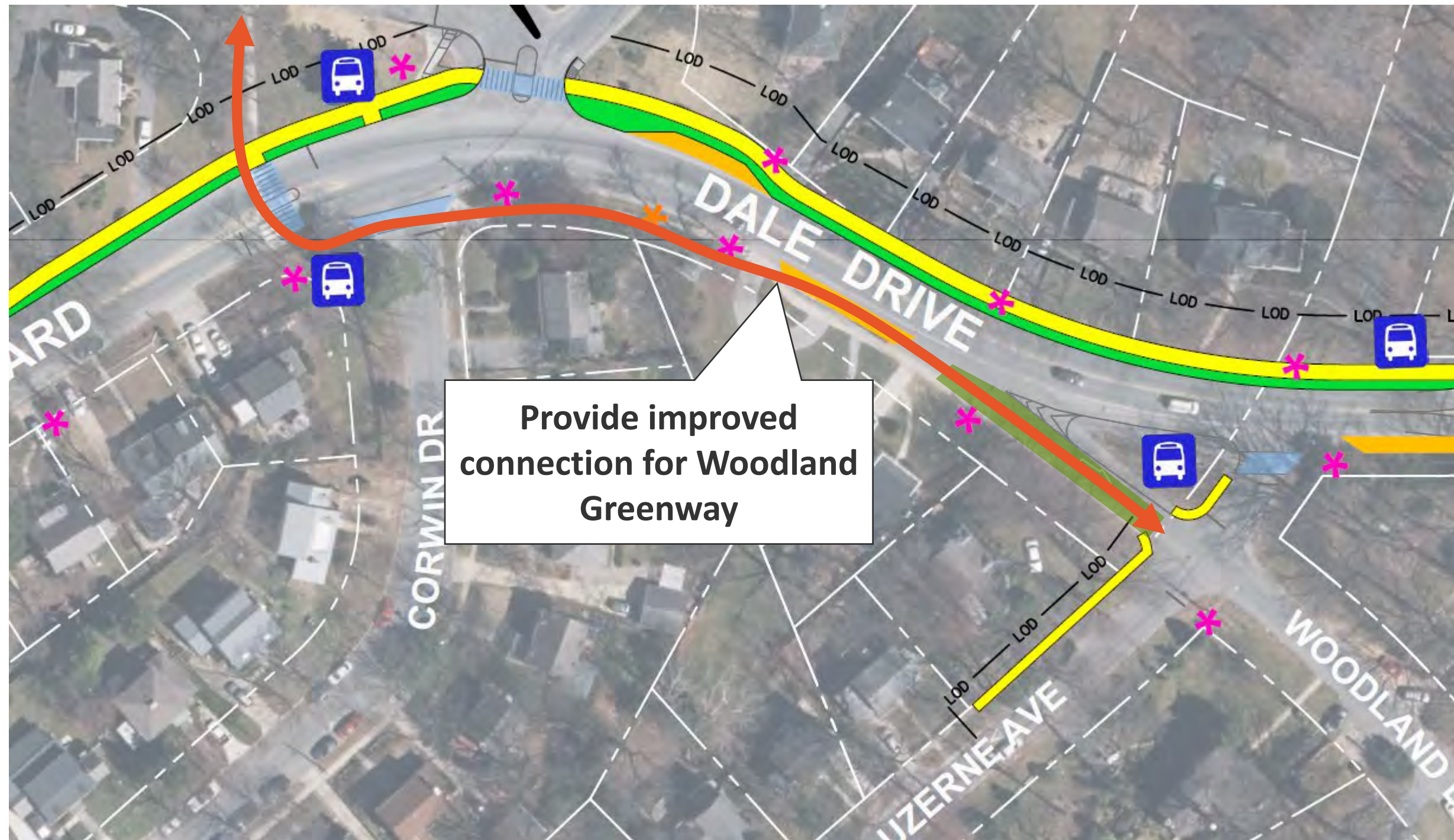
Background

- Dale Drive Safety Coalition – support for Dale Drive to be reclassified from an arterial to a minor arterial in the Master Plan of Highways and Transitways – strong public presence/comments at Planning Board meetings
- MCDOT initiated Facility Planning Study. Planning staff involved in this effort
- Coordination with ongoing Forest Glen/ Montgomery Hills Sector Plan
- Project funded in the CIP under Facility Planning – Transportation (P509337) through 35% design
- Mandatory Referral anticipated this Winter (February 2020)

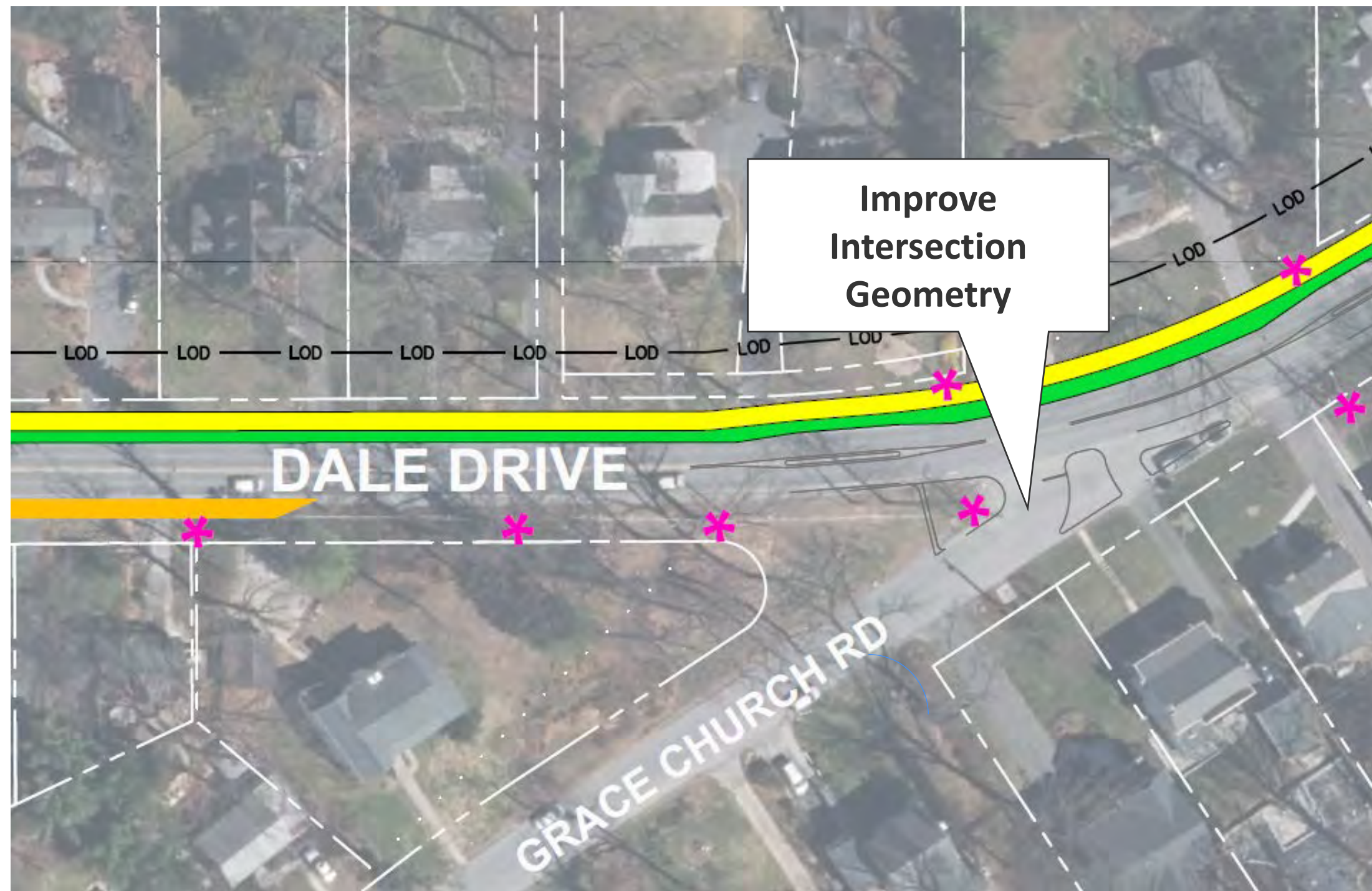
Preliminary Staff Comments

- Preferred corridor concept – sidepath on the north side
- 8' sidepath width acceptable given constraints (built environment, topography)
- Preferred intersection concept – realignment
- Desire for more crosswalks along Dale Drive
- Potential closure of one block of Woodland Drive and replacement with separated bike lanes or sidepath between Corman Drive and Luzerne Avenue
- Potential tighter realignment of Grace Church Road at Dale Drive

Dale Drive at Woodland/Luzerne



Dale Drive at Grace Church Road



Public Comments

- Written comments submitted to Chair's Office



Montgomery Planning

Functional Planning & Policy Division

05/09/19

Agenda item 04

Dale Drive Pedestrian Facility Improvement Project

Briefing by Montgomery County
Department of Transportation



DALE DRIVE PEDESTRIAN FACILITY IMPROVEMENT PROJECT

PLANNING BOARD BRIEFING

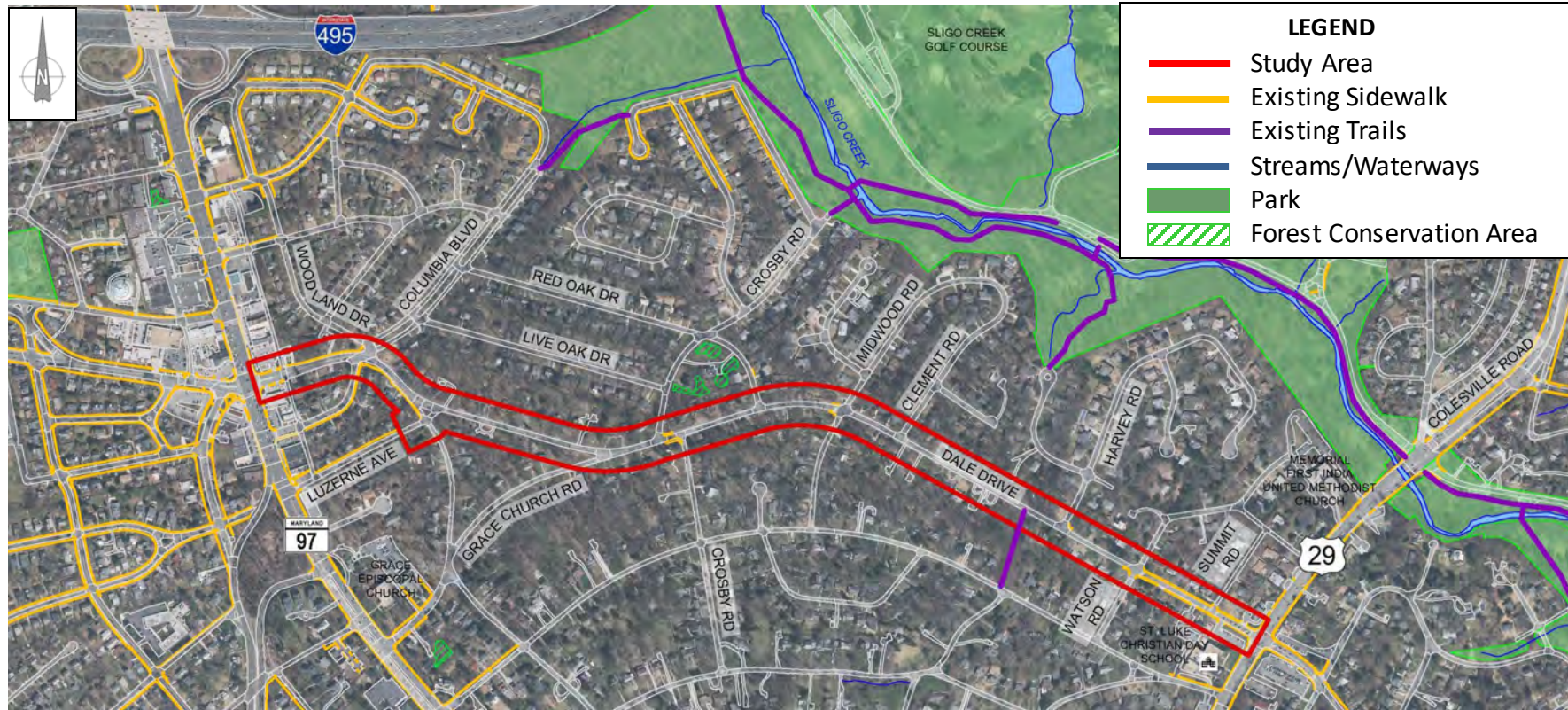
MAY 9, 2019



Project Overview

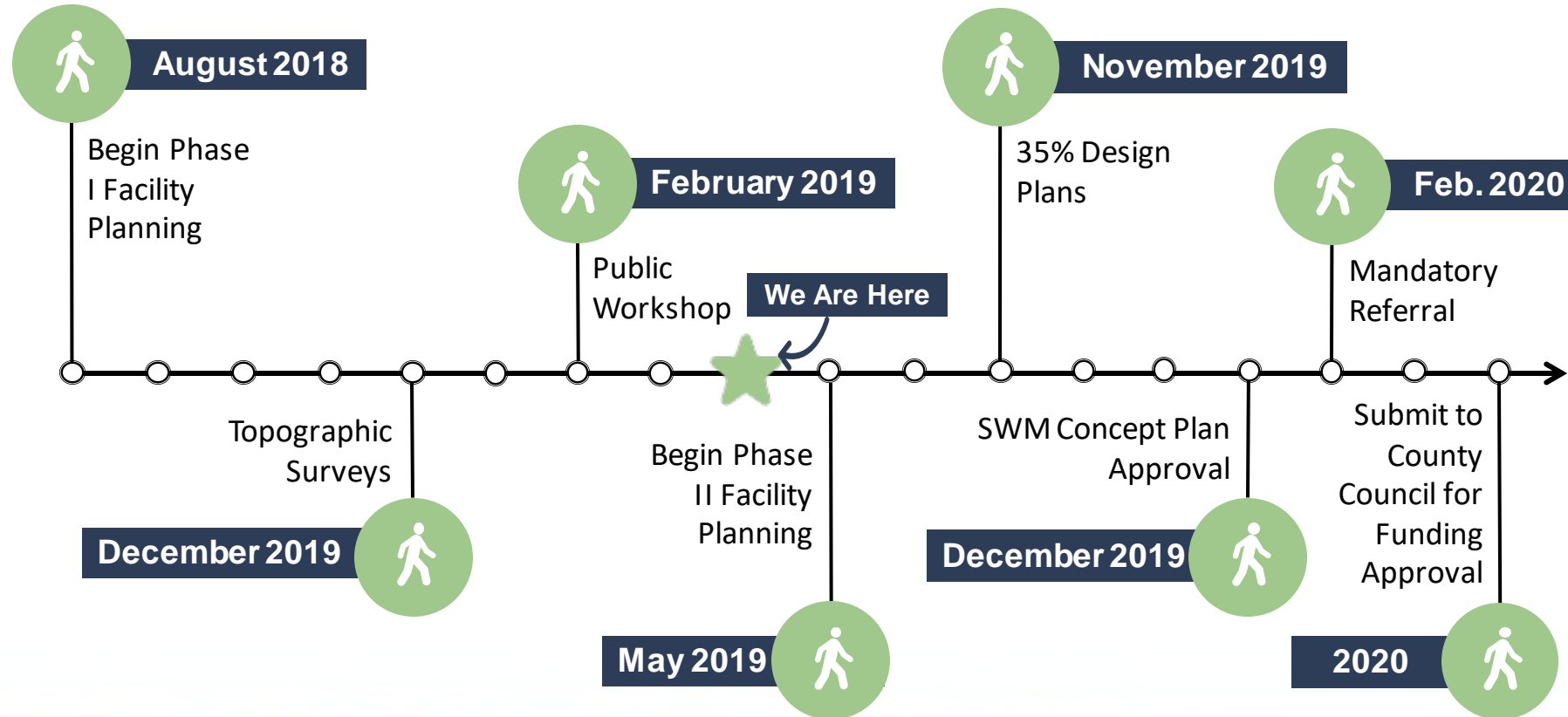
Pedestrian Facility on Dale Drive – Facility Planning Study (Accelerated Track)

Georgia Avenue to Colesville Road



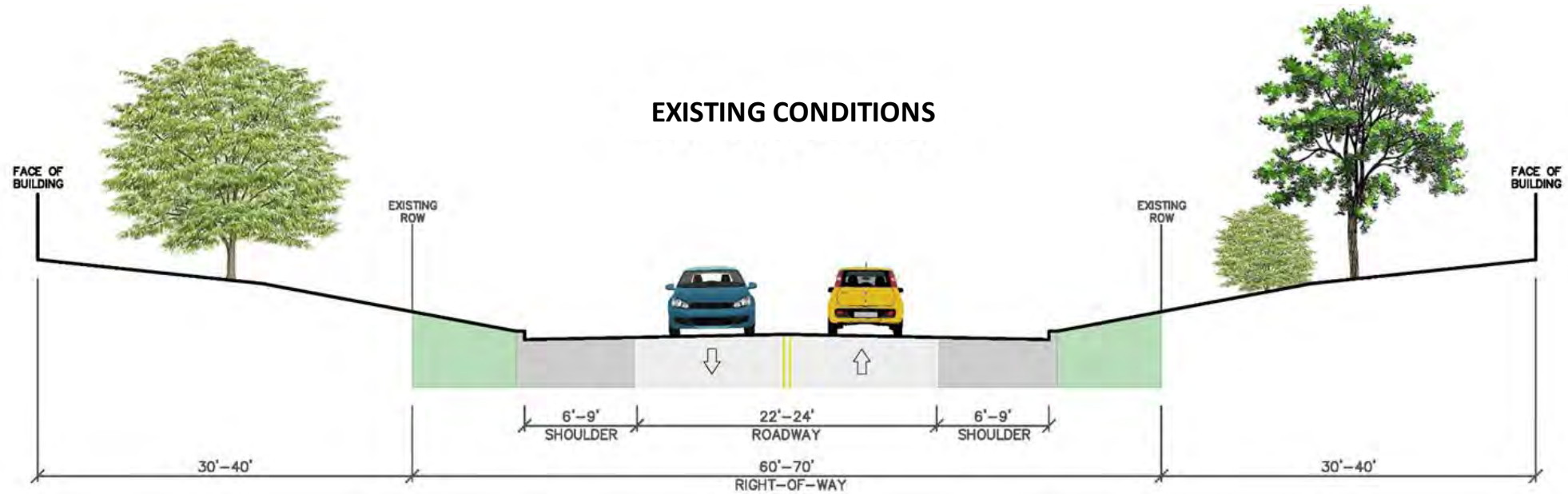
Project Overview

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.

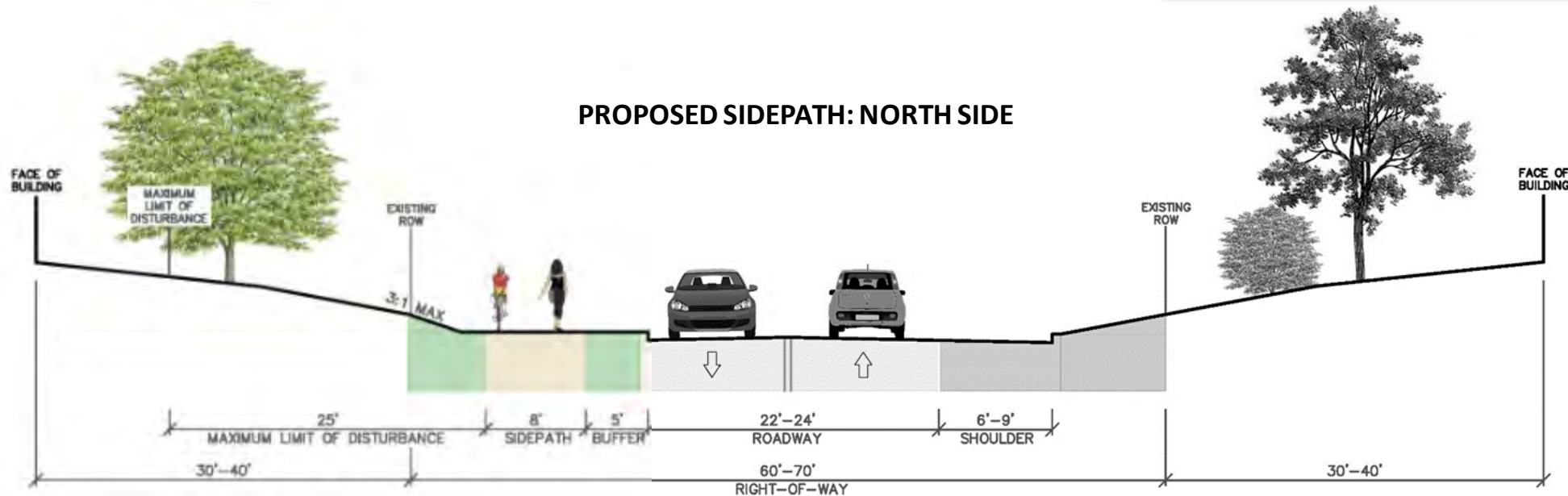


Corridor Pedestrian Facilities Improvements

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.

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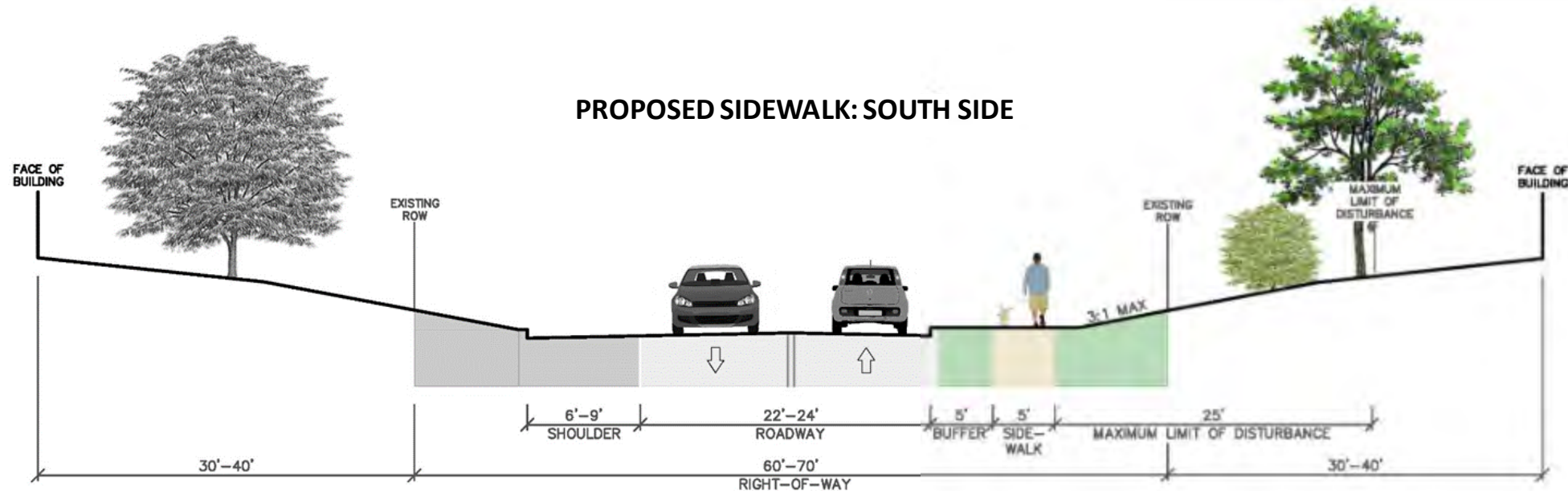


Corridor Pedestrian Facilities Improvements

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:

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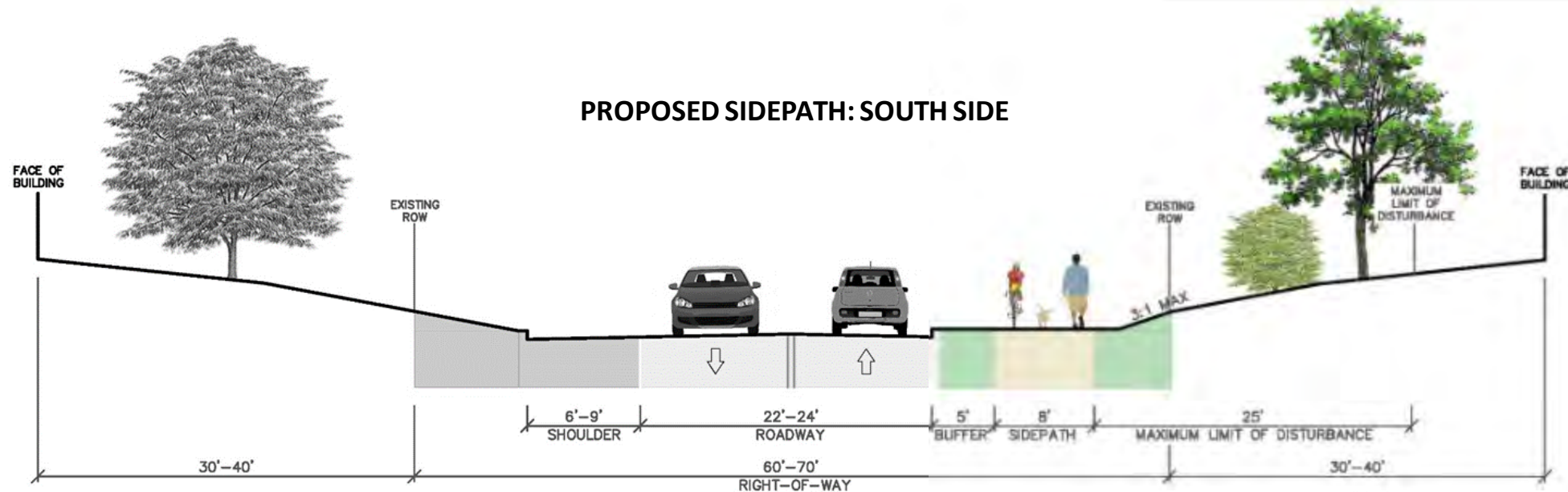


Corridor Pedestrian Facilities Improvements

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:

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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:

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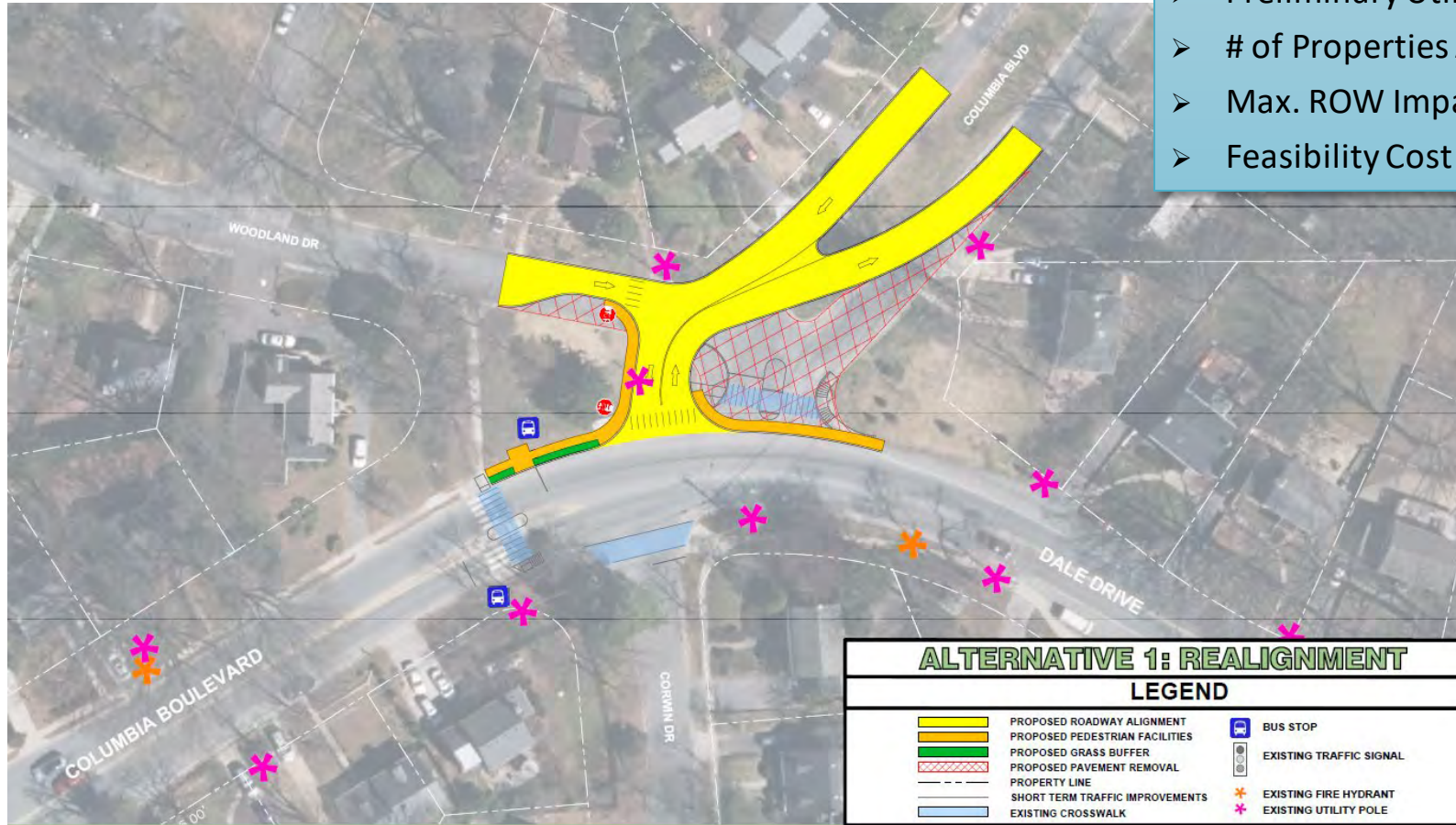
Intersection Improvements at Dale Drive and Columbia Boulevard



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.

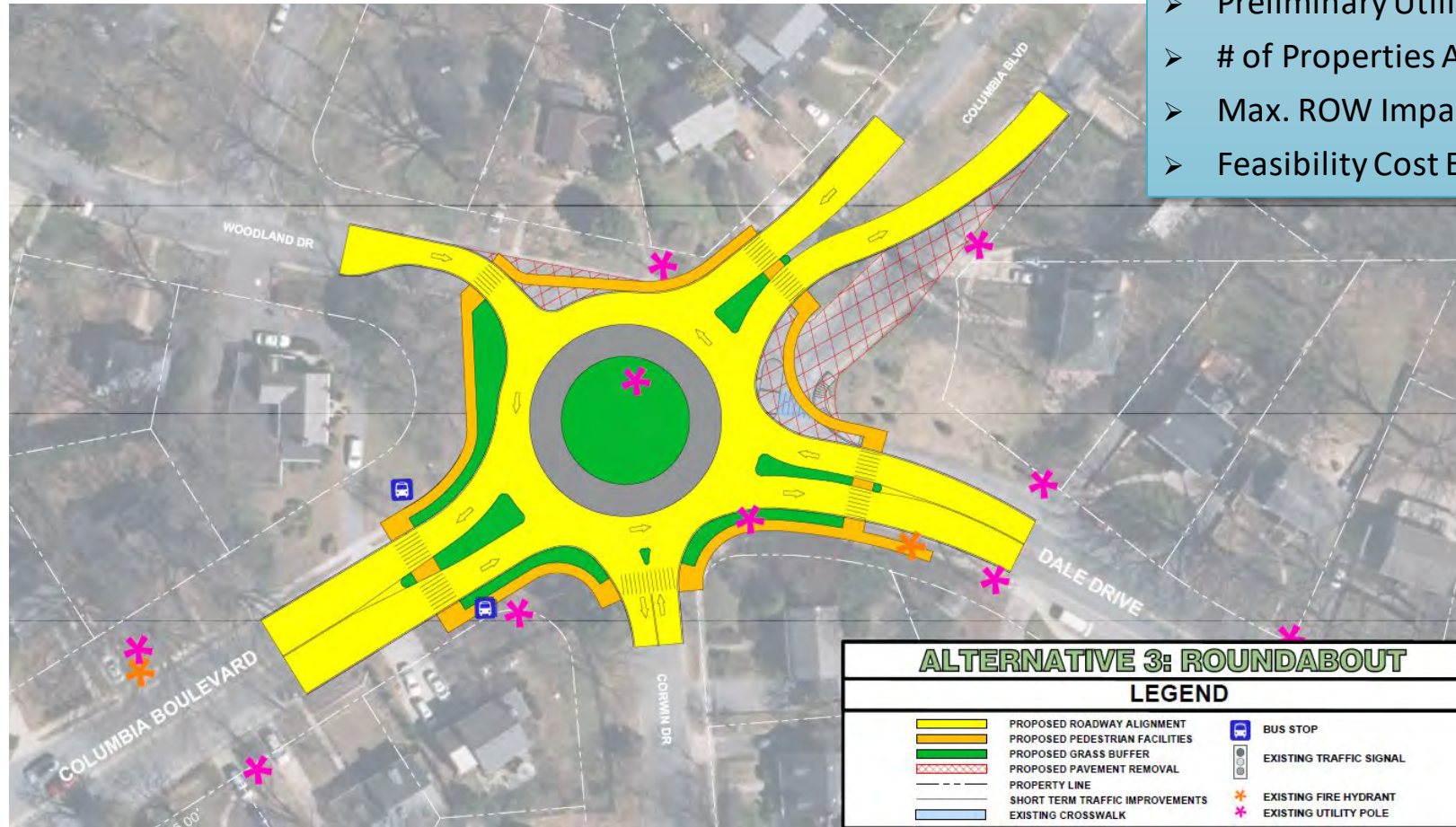
² The feasibility cost estimate does not include the corridor alternative costs, right-of-way, or SWM facilities.



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
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Notes:

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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

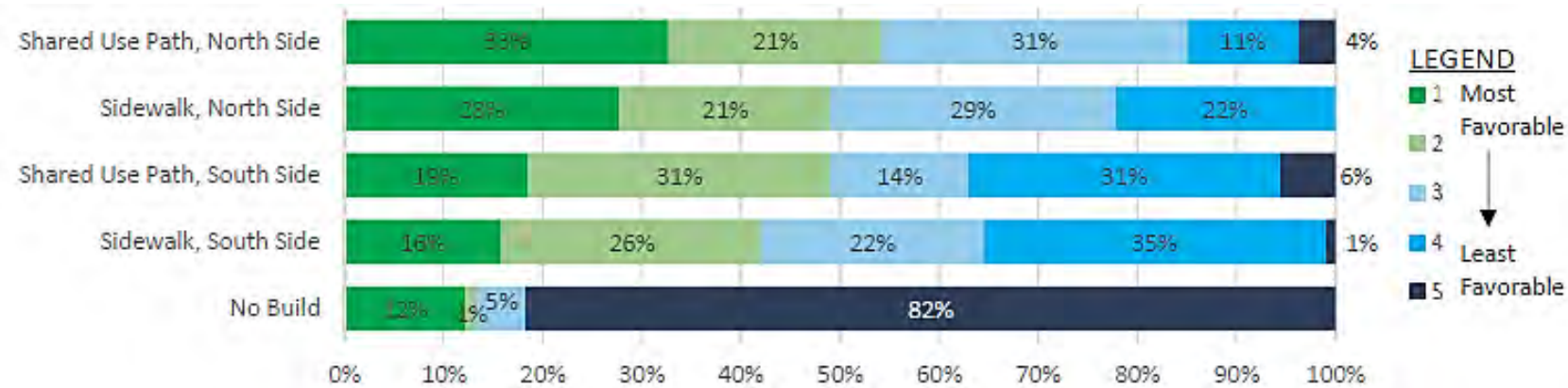


Public Feedbacks on Alternatives

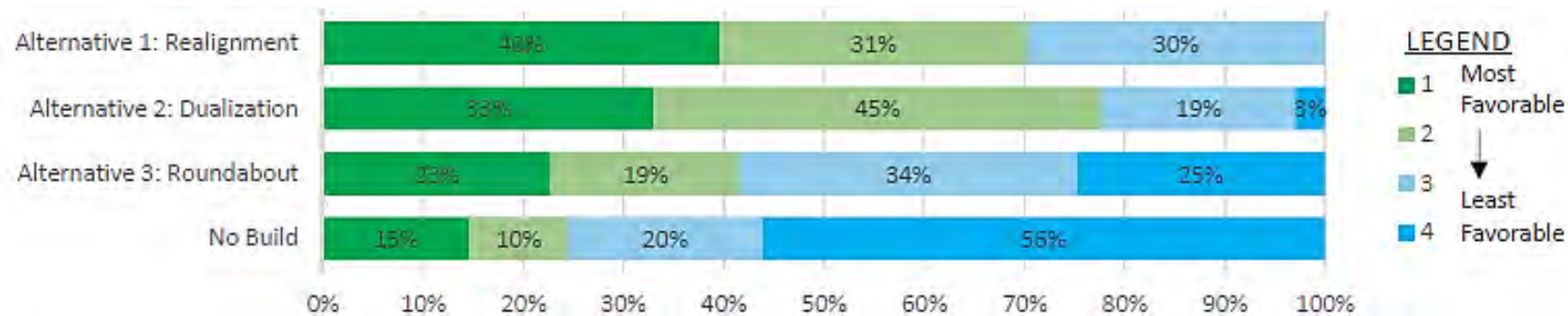
Total Responses Received: 147

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

Corridor Alternative Rankings



Intersection Alternative Rankings



Public Feedbacks On Alternatives

Other Common Responses

- 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





MCP-Chair

From: Carla McGarvey <carladmgarvey@gmail.com>
Sent: Tuesday, May 7, 2019 11:43 AM
To: MCP-Chair
Subject: Sidewalks Dale Dr.

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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 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 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

I live on Dale Dr, but on the section with a sidewalk only on one side and this is a challenge. I have to push my kid's stroller across lawns and into the street in order to get to the sidewalk, so I can safely make it to the bus stop. I can't imagine what pedestrians--especially those in wheelchairs or with strollers--must be doing on the portion of Dale without ANY sidewalk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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.

Montgomery County would be a much better place to live if it was more pedestrian friendly, putting in sidewalks on this portion of Dale is great first step to accomplishing that.

Thank you,
Carla McGarvey
610 Dale Dr, Silver Spring, MD 20910
carladmgarvey@gmail.com
202-257-1110

MCP-Chair

From: Shannon Kenny <shannonkennydc@gmail.com>
Sent: Tuesday, May 7, 2019 11:54 AM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: We need sidewalks on Dale Dr

Categories: Tracked To Dynamics 365

Dear Chairman, I live in Montgomery County in a neighborhood along Dale Dr. between Georgia and Colesville and currently do not feel safe walking along Dale Dr to the local businesses at Dale and Georgia who need our support. I also do not feel safe walking to that corner or to the corner of Dale and Colesville to catch a bus to the metro. This is my only way to connect to public transit and it involves an unsafe walk. In the evenings it is especially dangerous. And my daughter cannot walk safely to school without sidewalks. We need sidewalks so all of us can walk safely around our neighborhood.

I cannot appear at the hearing on May 9 but please accept this as the testimony I would have given. I have a small daughter who is unsafe because she has no sidewalks to walk on. We also have a large number of Orthodox Jews in the neighborhood who must walk without sidewalks to temple every Saturday. To the best of my knowledge this is the only segment of Dale that does not have sidewalks. Pls give us a continuous path of sidewalks to local businesses and schools.

My address is 1321 Midwood Pl, Silver Spring MD 20910.

Thank you for listening.
Shannon Kenny

MCP-Chair

From: Bee Ditzler <bee.ditzler@gmail.com>
Sent: Tuesday, May 7, 2019 12:01 PM
To: MCP-Chair
Subject: May 8 Agenda - Dale Dive
Attachments: Dale Sidewalk.letter.docx

Categories: Tracked To Dynamics 365

Please find attached a letter in support of sidewalks / paths on Dale Drive; item #4, May 8 agenda.

Thank you,
Bee Ditzler

Re: Item #4 - Dale Drive Pedestrian Facility Improvement Project Briefing
May 8, 2019

1225 Noyes Drive
Silver Spring, MD 20910

Planning Chairperson Casey Anderson and Commission Members:

Living in Woodside Park is wonderful for its accessibility to parks, shopping and many amenities. What isn't wonderful is the lack of sidewalks. The proposed sidewalk on Dale Drive is an opportunity for creating better infrastructure that encourages walking. My personal favorite alternative also provides for biking on Dale Drive's path as well as a safe place for pedestrians.

This sidewalk / path project is sorely needed for connectivity of neighbors who live both on Dale Drive and on neighboring streets. Many people would love to feel safer as they walk or bike to Sligo Park and trail, or multiple other destinations including school children getting to bus stops. Currently, it isn't safe for pedestrians of any variety; but is especially dangerous for those with young children and strollers, or those using walkers or wheelchairs. Dale Drive has sidewalk in every neighborhood from Colesville Road to Wayne Avenue. Between Colesville Road and Georgia Avenue is the essential missing link to making Dale Drive friendly for other modes of transportation than just cars.

A number of years ago as Woodside Park Civic Association president I worked with County Council member Valerie Ervin to promote sidewalks on Dale. Unfortunately, the project continued to be removed from the pipeline of projects to be implemented. Today we have another opportunity to promote safer alternatives for walkers and bikers on Dale Drive.

Your support is needed for this critical infrastructure.

Sincerely,
Barbara (Bee) Ditzler

MCP-Chair

From: Matt Engel <mattdanengel@gmail.com>
Sent: Tuesday, May 7, 2019 12:04 PM
To: MCP-Chair
Subject: Immediate action needed for Dale Drive Sidewalk

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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. I have two small children who risk their lives every day walking on Dale with no sidewalk. If a child is hit on this road we are all to blame.

With the purple line investment people will be walking to the Dale Wayne transit station and without a sidewalk that will be a huge safety issue.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With 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 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

MCP-Chair

From: L. Adriana Gonzalez <laqp10@gmail.com>
Sent: Tuesday, May 7, 2019 12:21 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Support Dale Drive Sidewalk

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am a resident of Montgomery county and I'm writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. I live at the intersection of Grace Church Rd and Dale Drive. 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 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.

Three years ago my daughter was close to being run over by a vehicle that did not stop when the school bus stop sign was out as she was running towards her bus. There are three school bus stops along Dale Drive and I believe that there should be a sidewalk along this road for the safety of all residents but especially children. Cars race through because it seems as if it Dale was made only for cars and not pedestrians.

In 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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 first hand 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.

Sincerely,
Luz A Gonzalez
1505 Grace Church Rd
Silver Spring, MD 20910

MCP-Chair

From: Michelle Desiderio <mjdesiderio@gmail.com>
Sent: Tuesday, May 7, 2019 1:39 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Sidewalk at Dale Drive
Attachments: Foster Letter Supporting Sidewalks on Dale.pdf

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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. Attached is a letter which more specifically details the safety issues and need for a sidewalk.

While I am certain that you will hear from other Luzerne Ave residents, please be assured that this is an issue for everyone on Luzerne Ave. It is a frequent topic of discussion at informal gatherings and always a big topic at our annual Block Party.

Many thanks,
Michelle

--

Michelle Desiderio Foster
Luzerne Ave
[Friends of Forest Glen and Montgomery Hills](#)

May 7, 2019

Michelle Desiderio Foster
1718 Luzerne Ave
Silver Spring, MD 20910
midesiderio@gmail.com

Chairperson Casey Anderson
Montgomery County
Planning Department
8787 Georgia Ave.
Silver Spring, MD 20910
Sent via email: MCP-Chair@mncppc-mc.org

RE: Dale Drive Pedestrian Facility Improvement Project Briefing

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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.

For context, I have lived on Luzerne Ave in Woodside Park for 25 years. I selected my home specifically so that I could have easy, walkable access to downtown Silver Spring, local stores such as Sniders, and quick access to Montgomery County's excellent schools, parks, transit, and other community facilities. Little did I know how difficult it was to walk or bike along Dale Drive (or Georgia Ave for that matter).

Dale Drive which runs from Georgia Ave to Colesville Road is a residential road without sidewalks on either the north or south sides. 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. Furthermore, the topography, which is hilly with long stretches of up- and downhill, along with the curves of the roadway, increases the danger for all users – cars and pedestrians. The road is so dangerous that even with our close proximity to the Red Line, numerous bus routes, and the Montgomery Hills retail/commercial area, pedestrians and bikers avoid Dale at all costs as a travel route if they have a choice.

In 2017, there were eleven accidents on this stretch of Dale. Most of these accidents involved cars hitting fixed objects, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people – and especially kids - at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. Children who gather along Dale in the morning to board

school buses are also in danger. There are bus stops along Dale for the local elementary school, the local middle school, several high schools, as well as the County magnet bus.

The dangerous roadway conditions inhibit residents from easily accessing the Montgomery Hills adjacent business district, which is an obstacle to the growth of local businesses. Furthermore, with the Purple Line Woodside Station opening soon, there will be no easy way for residents to access that station from the neighborhood who live along or near Dale Drive.

To ensure the safety that residents have sought for more than twenty years, 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.

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.

I am also hopeful that along with a sidewalk on Dale Drive, that last missing segment of sidewalk can be constructed on Luzerne to connect Luzerne to Dale Drive. Currently pedestrians must go into the street because the sidewalk was not built on the northwest corner of Luzerne to connect to Dale. Presently there are eight children elementary school-age or under who now are forced into the sidewalk to access the school bus or to walk down Luzerne.

Please feel free to contact me if I can provide any additional information or answer questions. I am available via email at mjdesiderio@gmail.com or 240-997-8027.

Best,



Michelle Foster

MCP-Chair

From: Itsy Photography <itsyphotography@gmail.com>
Sent: Tuesday, May 7, 2019 3:07 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Dale Drive Safety

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

My kids and I routinely walk up to Georgia Avenue. From first hand experiences, we no longer feel safe walking along the Dale Drive road. I have personally witnessed 5 car accidents at my intersection of Dale Drive and Grace Church road, and that was even AFTER the "calming" measures have been implemented from last year. My kids don't feel safe, and I don't feel safe. This road is a continual worry, and an unsafe road for pedestrians or anyone else on a bike or other form of transportation. A side walk would immensely improve the situation and safety for our community. You may be looking at the traffic reports and accident reports for this road and not see a correlation of statistics for accidents... But I will tell you that out of the 5 accidents I witnessed (all of which were terrifyingly close to fatally injuring someone, since it involved fast cars coming down the street and slamming in to cars turning left out on to Dale drive and if the cars would've been a couple of feet further out in the road the driver would've been hit broadside) only ONE of those accidents were reported to police. The other accident victims just exchanged insurance information. The only reason the 5th was reported to police was because I urged them to report it since none of the other incidents had been recorded.

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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 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 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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.

Thank you for your time,
Ela

Ela Wunderli
408.636.6969

MCP-Chair

From: Gretchen Sund Hall <gretchen.sund@gmail.com>
Sent: Tuesday, May 7, 2019 3:55 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Dale Drive Pedestrian Facility Improvement Project Briefing, May 9

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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 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.

I live at 1318 Dale Drive and I have a 2 year old son and am expecting a new baby next month. We love to walk to the neighborhood parks and to downtown businesses. However, I am terrified every time I leave my house on a walk. Although we live only four houses from the nearest cross street, I have had to push the stroller into neighbors' yards and driveways to dodge cars traveling along Dale. If there is a car parked along the shoulder, I have to wait until traffic is clear and walk into the lane of traffic to get around the parked cars. The situation I am describing is very unsafe.

In 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Gretchen Hall

1318 Dale Drive
(202) 641-0517

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: Deborah Stern <deborahstern1@yahoo.com>
Sent: Tuesday, May 7, 2019 5:44 PM
To: MCP-Chair
Cc: Earl Dotter; Michelle Desiderio; daledrivesafety@gmail.com
Subject: To Casey Anderson, Planning Board Chair, re May 9 Hearing concerning Dale Drive Pedestrian Facility Improvement Project Briefing
Attachments: Earl Dotter & Deborah Stern Letter re Dale Drive Pedestrian Facility Improv. Project.pdf
Categories: Tracked To Dynamics 365

Dear Chairman Anderson,

Attached please find a letter from my husband, Earl Dotter, and me urging that the Dale Drive Pedestrian Facility Improvement Project, which will be addressed at the May 9 hearing. We urge the Planning Board to support the design, funding and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave.

Thank you for your consideration,

Deborah Stern and Earl Dotter
1714 Luzerne Ave.
Silver Spring, MD 20910
(D.Stern cell: 240-893-0270; E.Dotter cell: 240-893-0263)

Earl Dotter & Deborah Stern
1714 Luzerne Avenue
Silver Spring, MD 20910
earldotter@gmail.com
deborahstern1@yahoo.com

May 9, 2019

Chairperson Casey Anderson
Montgomery County Planning Dept.
8787 Georgia Ave.
Silver Spring, MD 20910
Sent via email: MCP-Chair@nncppe-mc.org

RE: Dale Drive Pedestrian Facility Improvement Project Briefing

Dear Chairperson Anderson,

We are writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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.

We have lived on Luzerne Ave in Woodside Park since we were first married, for nearly 35 years. Like many others in the Woodside neighborhood, we were drawn to the location because of its convenient access to downtown Silver Spring and D.C. What has been sorely lacking in this otherwise wonderful historic neighborhood has been access to safe walkable space on Dale Drive and Georgia Avenue. We believe that the lack of walkability has been a major impediment to commercial improvement in our area. Dale Drive is a residential road that runs from Georgia Ave to Colesville Road, yet it lacks sidewalks on either the north or south sides. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is dangerous to walk and bike along. In 2017, there were eleven accidents on this stretch of Dale. Most of these accidents involved cars hitting fixed objects, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was killed by a speeding driver as he walked along the road during his morning walk.

There are many children in our neighborhood, and the inadequate pedestrian infrastructure puts them, and all others, at risk when walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. There are bus stops along Dale for the local elementary school, the local middle school, several high schools, as well as the County magnet bus, none of which are truly safe because of the lack of sufficient sidewalks. You can read firsthand experiences of residents in our community at <http://bit.ly/ResidentTestimonials>. To ensure the safety that residents have sought for more than twenty years, 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 our community.

Very truly yours,



Earl Dotter and Deborah Stern

MCP-Chair

From: Ronit Dancis <ronitadancis@yahoo.com>
Sent: Tuesday, May 7, 2019 6:00 PM
To: MCP-Chair
Cc: Dale Drive Safety
Subject: May 9 Hearing: Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

It is past time- long past time - that Dale Drive between Colesville and Georgia be made safe for humans of all ages and abilities to walk and bike. I urge the Board to support the design, funding and installation of a sidewalk on that stretch of Dale.

One man was killed on this very part of Dale Drive. I won't list the numerous crashes that have occurred there in the years because nothing more needs to be said: a life was lost. It's time to install the desperately needed public infrastructure that will prevent other deaths and injuries.

To ensure the safety that residents have sought for more than twenty years, please 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.

Sincerely,

Ronit Aviva Dancis
8407 Colesville Rd

MCP-Chair

From: Peter Holtgrave <pholtgrave@gmail.com>
Sent: Tuesday, May 7, 2019 6:49 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com; Amy Dunaway
Subject: Letter of Support for Sidewalks on Dale
Attachments: Holtgrave Letter Supporting Sidewalks on Dale_050719.pdf

Categories: Tracked To Dynamics 365

Thank you, in advance, for considering this request.

Best,
Peter L. Holtgrave
1717 Luzerne Ave, Silver Spring, MD 20910

May 7, 2019

Peter L. Holtgrave
1717 Luzerne Ave
Silver Spring, MD 20910
pholtgrave@gmail.com

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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.

As a parent of two children, ages 6 and 11 who live a half block from Dale, we have had enough close calls with cars traveling on Dale walking and biking along that route - even to travel 3 blocks for playdates or to get to Sligo Creek Park, that we unfortunately feel that it's necessary to drive instead. Whether to encourage our children to adopt an active lifestyle, to visit nearby friends, to walk to bus stops, or even to trick-or-treat each Halloween, this is a real barrier to enjoying the neighborhood and connecting more with other residents.

Dale Drive, which runs from Georgia Ave to Colesville Road, is a residential road without sidewalks on either the north or south sides. With a narrow shoulder in some parts, parked cars, traffic calming bump outs, and crumbling pavement in some sections, the road is too dangerous to walk and bike along.

In 2017, there were eleven accidents on this stretch of Dale. Most of these accidents involved cars hitting fixed objects, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. Without sidewalks, people, and especially kids like ours, are needlessly at risk.

To ensure the safety that residents have sought for more than twenty years, 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.

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.

I am also hopeful that along with a sidewalk on Dale Drive, that last missing segment of sidewalk can be constructed on Luzerne to connect Luzerne to Dale Drive. Currently pedestrians must go into the street because the sidewalk was not built on the northwest corner of Luzerne to connect to Dale. Presently there are eight children elementary school-age or under, including ours, who now are forced into the sidewalk to access the school bus or to walk down Luzerne. Please feel free to contact me if I can provide any additional information or answer questions.

Best,

Peter L. Holtgrave

Peter L. Holtgrave

MCP-Chair

From: Cathy Kristiansen <cathykaywriter@gmail.com>
Sent: Tuesday, May 7, 2019 4:10 PM
To: MCP-Chair
Subject: Sidewalk on Dale Drive Colesville-Georgia

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

As a 25-year resident in Montgomery County, and long-time user of Dale Drive, I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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.

As you know, Dale Drive is a residential road, with no sidewalk along the portion between Colesville and Georgia. The shoulder is extremely narrow in some parts and incredibly dangerous for walkers and cyclists.

So, as a long-term resident who knows good changes can be introduced, I am asking you to support the 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 our community.

Sincerely,
Cathy Kristiansen
729 Dartmouth Avenue
Silver Spring
MD 20910
301-578-4133

MCP-Chair

From: Carla Holt <cth511@aol.com>
Sent: Tuesday, May 7, 2019 6:53 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: May 9 Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

To: Casey Anderson, Planning Board Chair

It is imperative that the County fund and install a sidewalk on the full stretch of Dale Drive in Woodside Park, Silver Spring between Georgia Avenue and Colesville Road. Over the years there have been numerous accidents including pedestrian death on Dale, and traffic continues to increase as Dale is used more and more as a cut-through for traffic between Colesville Road and Georgia Avenue.

Residents walking to neighboring businesses, and even to neighbors' houses, risk their lives by walking on Dale. Dale has become heavily trafficked and while Dale has always been dangerous for pedestrians, it is now alarming. In close proximity to businesses, houses of worship, Sligo Creek Park, Metro and future Purple Line, it's natural for residents to want to be able to safely walk to their destinations or even walk their dogs. Right now this is not a walkable community although it should be.

We are also hopeful that either before the County installs a sidewalk on at least one side of Dale, or while they are doing it, the sidewalk on Luzerne leading to Dale Drive also be completed. There is one very short stretch that does not have a sidewalk on a street that otherwise has a sidewalk. Pedestrians are forced into the street for the length of one single home. Please be aware that Luzerne has a considerable amount of pedestrians between walkers going to and from Georgia Avenue to catch the metro bus and school children to reach their various school buses, primarily on Dale.

Sincerely,

Carla and Les Holt
1604 Dale Drive
Silver Spring, MD 20910

MCP-Chair

From: MARIA GRAZIA CAVALLINI <mgcromedc@msn.com>
Sent: Tuesday, May 7, 2019 9:08 PM
To: MCP-Chair
Cc: Dale Drive Safety
Subject: May 9th hearing Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

My name is Maria Cavallini and I am a Montgomery County resident. My address is 1412 Dale Dr. Silver Spring, Md 20910.

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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 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 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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.

As far as my own personal experiences, I avoid walking my dog on the shoulder of Dale Dr. the short track from my home to the first street eastbound (Crosby) that crosses Dale to access the Woodside neighborhood as I have almost been hit several times by cars that are too close to the shoulder. I rarely walk to the shops off of Georgia and Seminary as I do not feel safe walking along Dale. I see neighbors walking, jogging and biking on Dale and too many cars still do not yield or slow down even with the traffic calming measures in place.

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.

Sincerely,
Maria Grazia Cavallini

MCP-Chair

From: Christopher Lao-Scott <cjamesscott@gmail.com>
Sent: Tuesday, May 7, 2019 9:20 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

To Chairperson Anderson, Planning Board

I am a resident of Woodside Park in Silver Spring since December 2014. My wife and I are currently raising two small children, and we also own a dog. Our family lives at 1100 Highland Dr. I am writing in support of putting a sidewalk along Dale Dr, which I understand will be a topic at Thursday's Planning Board meeting.

We frequently walk through both the Woodside Park and Woodside Forest neighborhoods to access playgrounds and the Sligo Creek trail system, which brings us along/across Dale often in our travels. These walks can be harrowing depending on the flow and speed of traffic along Dale Dr. They are made moreso as our kids are aging out of strollers and not so easily contained. They deserve a safe place to walk in the neighborhoods where they live and play.

I am supportive of the improvements made to Dale Dr in the past year to help slow down traffic. Based on my anecdotal observations, they seem to be working as designed in keeping traffic speeds down, although more could be done here. Now that these improvements have been built, the time has come to improve the infrastructure on Dale Dr. for pedestrians as well. I hope that the Board fully funds the study and design of a sidewalk.

Thank you for your time,
Christopher Lao-Scott

MCP-Chair

From: alain_norman@yahoo.com
Sent: Tuesday, May 7, 2019 9:23 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Dale Drive Pedestrian Facility Improvement Project Briefing, May 8 -- Need for Sidewalks & Paths for Dale Drive

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk (*) on Dale Drive between Colesville Road and Georgia Ave. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but it remains dangerous for people to try walking, or biking, along Dale. To address the need for people to be able to move safely along the road, a sidewalk and/or multiuse path must be installed along at least one side of Dale Drive, as soon as possible.

It may interest you to know that I founded the Dale Drive Safety Coalition which – thanks to the leadership of CoChair Corinne Hart and the support of many people in the Woodside community in Silver Spring – has long fought for improved safety for people trying to cross, move along, or drive on Dale Drive. This effort has taken at least two years, and we are now at a critical juncture: It is time for the County to decide on installing a sidewalk or multiuse path along Dale Drive between Georgia Avenue and Colesville Road.

In 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, a neighbor was tragically killed, by a speeding driver, as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby businesses, places of worship, playgrounds, Sligo Creek park, etc. Moreover, children who gather along Dale in the morning to board school buses are also in danger. Such danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses. Finally, with the building of a Purple Line station at the corner of Wayne Avenue and Dale Drive (in addition to the existing Red Line stations of Silver Spring and Forest Glen) there is more reason than ever to make local public transportation stops more accessible and thus more economically viable, too.

It is thus time to fulfill a long-standing wish among residents of greater Woodside by supporting 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 supporting this safety solution.

Sincerely,

Alain Norman
1401 Dale Drive
Woodside neighborhood of Silver Spring

(*) Or a multi-use path

PS: You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <https://nam03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fbit.ly%2FResidentTestimonials&data=02%7C01%7CMCP-Chair%40mncppc-mc.org%7C423c824b33e44a39f09e08d6d353be96%7Ca9061e0c24ca4c1cbeff039bb8c05816%7C0%7C1%7C636928753973801169&sdata=pXViLGUXG9feu6SMQOW60H1CaY5pkw3tWzbs8ey3l3E%3D&reserved=0>.

MCP-Chair

From: Addie Solomon <solomon.addie@gmail.com>
Sent: Tuesday, May 7, 2019 10:14 PM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Citizen Comment: Dale Drive Pedestrian Facility Improvement

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I'm writing to express my vehement support for the installation of sidewalks in Woodside Park, and along Dale Drive in particular.

My husband and I have lived on Grace Church Road for almost two years now, and while we have thoroughly enjoyed our wonderful neighbors and community from day one, the traffic conditions have gotten progressively worse in the short time we've lived here and have diminished our ability to feel safe walking down the streets in our own neighborhood.

We now have a 1-year-old son, and when we moved here, I envisioned easy access to Sligo Creek Trail and afternoons spent pushing my child in his stroller to nearby parks. It was one of the major selling points of living in Montgomery County - and Woodside Park in particular. However, the speed, recklessness, and general disregard for safety along Dale Drive and other residential streets have made this impossible. I simply fear for our safety too much to risk walking.

My family and I support the funding and installation of sidewalks along Dale Drive and throughout Woodside Park. We also support the installation of a permanent speed camera along Dale Drive (and preferably another along Grace Church Road, which many cars use to cut through from Georgia to Dale), with the profits going toward traffic calming measures.

Thank you for your time and consideration. We look forward to your support in making Montgomery County safer for all residents.

Addie Solomon
1508 Grace Church Road

--
Addie Colwell Solomon
Teacher - Gaithersburg Middle School
Georgia Tech '11
(678) 910-1138
solomon.addie@gmail.com

MCP-Chair

From: Jay Peterson <jayorv@yahoo.com>
Sent: Tuesday, May 7, 2019 10:24 PM
To: MCP-Chair; daledrivesafety@gmail.com
Subject: Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I would like to express my strong support for efforts to continue to improve pedestrian safety along Dale Drive. I am a Montgomery County resident, parent of young children, and homeowner (and daily bike or walking commuter) on Dale Drive. Every weekday, my kids walk down Dale Drive to get to their neighborhood bus stop. Every day I worry that a distracted driver will veer over the line and enter the narrow shoulder (in some places only 3 - 4' wide) where they must walk. Both my wife and I also walk or bike along Dale Drive to go to work, as well as nearby businesses, and dread having to be so close to moving traffic where a small mistake by driver or pedestrian could quickly turn tragic.

The traffic calming measures the County recently installed along Dale between Colesville Road and Georgia Ave have, I believe, helped to slow traffic down a bit, but the lack of a safe place for pedestrians to walk or bike is still a major concern. Even at 25 - 30 mph, a car veering over onto the shoulder with no curb or other protection could be deadly to a pedestrian. Having driven along this road numerous times in low light, and particularly in dark and wet conditions has made me appreciate just how difficult it is to see pedestrians and how easy it is to potentially stray off the roadway.

I know there have been numerous accidents along Dale Drive, including a pedestrian killed, over the last several years, and I suspect that traffic volume is only getting heavier.

I hope the Planning Board will support the design, funding, and installation of a sidewalk or multi-use path on Dale Drive between Colesville Road and Georgia Ave. and follow through with the promise of CIP #509337.

Thank you for your continued interest in the safety of our community and willingness to make a difference.

Sincerely, Jay Peterson (and family)
1611 Dale Drive

MCP-Chair

From: Elise Boyce <eliseoconnellboyce@gmail.com>
Sent: Wednesday, May 8, 2019 8:07 AM
To: MCP-Chair
Subject: sidewalks

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I live at 1408 Dale Drive, which is incredibly unsafe to walk along. I have a 1 year old infant and would like to safely walk along my street, particularly to get to Sligo Creek Park.

I would like to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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 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 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

MCP-Chair

From: Peter Sparding <psparding@gmail.com>
Sent: Wednesday, May 8, 2019 8:49 AM
To: MCP-Chair
Cc: daledrivesafety@gmail.com; Kristin
Subject: Dale Drive Pedestrian Facility Improvement Project Briefing, May 9

Categories: Tracked To Dynamics 365

May 8, 2019

Peter Sparding
1711 Luzerne Ave
Silver Spring, MD 20910
psparding@gmail.com

Dear Chairperson Anderson,

My name is Peter Sparding and I am a resident of Montgomery County. I have lived at 1711 Luzerne Avenue in Silver Spring since the fall of 2016. I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave.

One of the reasons that my wife and I decided to move to this area was its proximity to downtown Silver Spring and the overall feeling of living in a walkable community. While we still very much enjoy living in this community, we have come to experience and learn how difficult and dangerous it is to walk along certain roads in our area, like Dale Drive (and of course Georgia Avenue). After a few experiences of feeling unsafe walking along Dale, I now avoid the area entirely as a pedestrian. We participated in the community safety walk last year and appreciated the installation of traffic calming measures since. However, the problems and dangers still persist, and it seems that only a side walk could clearly delineate the pedestrian area of Dale Drive.

Dale Drive is curvy and hilly and, in the mornings, and afternoon it is used by commuters trying to avoid the congestion on Georgia Avenue. Taken together this creates a very dangerous situation for both cars and pedestrians (and bikers, if any still dared to use the road). The area of Dale Drive which is south of Colesville on the other hand, already has sidewalks and seems much safer.

Besides the installation of a sidewalk on Dale Drive, I am also hopeful that the last missing segment of sidewalk on my street, Luzerne Avenue, which would connect Luzerne to Dale Drive, can be installed. Currently pedestrians must go into the street because the sidewalk was not built on the northwest corner of Luzerne to connect to Dale. There are many children living on Luzerne Avenue, who are currently having to walk on the street to get to the school bus stop for example.

Our neighbors who have lived in the area for much longer tell us that residents have asked for a sidewalk for a long time and therefore 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 our community.

Sincerely,

Peter Sparding

MCP-Chair

From: Laura Wilcox <lwilcox1606@gmail.com>
Sent: Wednesday, May 8, 2019 9:17 AM
To: Carla Holt
Cc: MCP-Chair; daledrivesafety@gmail.com
Subject: Re: May 9 Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

To: Casey Anderson, Planning Board Chair

We support the sentiments expressed in the Holt's letter and add our names to the petition for sidewalks on Dale.

Sincerely,
Laura Wilcox and Donald Schwarz
1606 Dale Drive

Laura Wilcox
lwilcox1606@gmail.com
(202) 423-6499

On Tue, May 7, 2019 at 6:53 PM Carla Holt <cth511@aol.com> wrote:
To: Casey Anderson, Planning Board Chair

It is imperative that the County fund and install a sidewalk on the full stretch of Dale Drive in Woodside Park, Silver Spring between Georgia Avenue and Colesville Road. Over the years there have been numerous accidents including pedestrian death on Dale, and traffic continues to increase as Dale is used more and more as a cut-through for traffic between Colesville Road and Georgia Avenue.

Residents walking to neighboring businesses, and even to neighbors' houses, risk their lives by walking on Dale. Dale has become heavily trafficked and while Dale has always been dangerous for pedestrians, it is now alarming. In close proximity to businesses, houses of worship, Sligo Creek Park, Metro and future Purple Line, it's natural for residents to want to be able to safely walk to their destinations or even walk their dogs. Right now this is not a walkable community although it should be.

We are also hopeful that either before the County installs a sidewalk on at least one side of Dale, or while they are doing it, the sidewalk on Luzerne leading to Dale Drive also be completed. There is one very short stretch that does not have a sidewalk on a street that otherwise has a sidewalk. Pedestrians are forced into the street for the length of one single home. Please be aware that Luzerne has a considerable amount of pedestrians between walkers going to and from Georgia Avenue to catch the metro bus and school children to reach their various school buses, primarily on Dale.

Sincerely,

Carla and Les Holt
1604 Dale Drive

Silver Spring, MD 20910

MCP-Chair

From: Rashann Duvall <rashannduvall@hotmail.com>
Sent: Wednesday, May 8, 2019 9:40 AM
To: MCP-Chair
Cc: daledrivesafety@gmail.com
Subject: Comments for May 9 hearing on Dale Drive Pedestrian Facility Improvement Project Briefing.
Attachments: Duvall.Kalam Letter Supporting Sidewalks on Dale.docx
Categories: Tracked To Dynamics 365

Attn Casey Anderson:

Attached, please find my letter comments supporting pedestrian safety improvements on Dale Drive.

Best,

Rashann Duvall

May 8, 2019

Rashann Duvall
1716 Luzerne Ave
Silver Spring, MD 20910
rashannduvall@hotmail.com

Dear Chairperson Anderson,

I am writing to strongly urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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.

I have lived on Luzerne Ave (between Dale and Georgia) for 14 years. I selected my home because the location was near several stores, and had close proximity to the metro, downtown Silver Spring and the 495. In the time since I moved here, traffic has increased significantly. While beautiful to drive through, Dale Drive is hazardous to walk down and bike. As a result, I often drive in order for my child and I to access Sligo Trail and its parks. I would not feel comfortable having my child (Woodlin elementary student) stand at any school bus stop on Dale.

Dale Drive which runs from Georgia Ave to Colesville Road is a residential road without sidewalks on either the north or south sides. 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. Furthermore, the topography, which is hilly with long stretches of up- and downhill, along with the curves of the roadway, creates a lot of blind spots, making this a particularly dangerous street to bike or walk. I walk frequently in the evenings after work, and specifically avoid Dale Drive because of the safety issues.

In 2017, there were eleven accidents on this stretch of Dale. Most of these accidents involved cars hitting fixed objects, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people – and especially kids – at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. Children who gather along Dale in the morning to board school buses are also in danger. There are bus stops along Dale for the local elementary school, the local middle school, several high schools, as well as the County magnet bus.

To ensure the safety that residents have sought for more than twenty years, 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.

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.

I am also hopeful that along with a sidewalk on Dale Drive, that last missing segment of sidewalk can be constructed on Luzerne to connect Luzerne to Dale Drive. Currently pedestrians must go into the street because the sidewalk was not built on the northwest corner of Luzerne to connect to Dale. Presently there are eight children elementary school-age or under who now are forced into the street to access the school bus or to walk down Luzerne. When traffic on Georgia or Dale is slow, many cars use our street as a cut through (and go too fast despite the two speed bumps), which increases the potential for potential pedestrian or bike accidents.

Please feel free to contact me if I can provide any additional information or answer questions.

Best,

Rashann Duvall

MCP-Chair

From: Corinne Hart <hart.corinne@gmail.com>
Sent: Wednesday, May 8, 2019 9:42 AM
To: MCP-Chair
Cc: Dale Drive Safety; Cheng, Angel; Thomas, John B.
Subject: Dale Drive Pedestrian Facility Improvement Project
Attachments: overturned truck 2.jpeg; 6-22-18 Dale Grace Church Crash 2.jpg; 6-22-18 Dale Grace Church Crash 3.jpg; 6-22-18 Dale Grace Church Crash 4.jpeg; 6-22-18 Dale Grace Church Crash.jpg; Crash at Dale and Grace Church 4-3-18.jpg; No where to walk with stroller except into oncoming traffic.JPG; 3-23-18 Crash at Harvey 2.jpg; 3-23-18 Crash at Harvey 1.JPG; Ped Safety Sign Knocked Over.JPG; Baby stroller at Alton 2.JPG; Jogger on Dale.JPG; Mail truck accident on Dale Dr.jpg

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. 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.

I am not alone in feeling deathly afraid of walking along or crossing the road with my toddler in her stroller. Read the firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. My daughter and I were very nearly hit by a speeding car while using the crosswalk at Alton on Dale and were very lucky not to have been hit. My daughter was 6 months old at the time. One of our neighbors was already killed - one life taken on this road because of the lack of simple, basic infrastructure is unacceptable. Personally, I believe that the County should install sidewalks on both sides of the road and should retain as much street parking as possible,

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With 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 2017, there were eleven accidents on this stretch of Dale. 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.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. 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.

As you know, the community has mobilized hundreds of residents in support of these efforts to ensure the safety of all road users on Dale Drive. We have hundreds of signatures on our safety petition, hundreds of members in the Dale Drive Safety Coalition Facebook page, and over 100 people participated in the Dale Drive Safety Walk last year. We have also been documenting crashes and safety issues over the past few years. Please find several photos attached. Likewise, we've garnered support from almost every single elected official decision-maker. This includes At-large Councilmembers, County Exec Elrich, Councilmember Hucker, and many more. You can see the full list of [statements of support here](#). Lastly, as you've seen over the past few

days, residents are submitting official testimony in support of a sidewalk/path and as you'll see in the MCDOT staff report, the majority of residents surveyed (both on Dale and in the broader community) want a sidewalk or path and find a no build option unacceptable.

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.

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

Best,
Corinne Hart
Chair, Dale Drive Safety Coalition
Resident of Montgomery County on Dale Drive



























MCP-Chair

From: brenda freeman <brenda_freeman2002@yahoo.com>
Sent: Wednesday, May 8, 2019 9:54 AM
To: MCP-Chair
Subject: Fw: S. Aldrich Pedestrian Safety Proposal Address Half of the Dale Drive Safety Issues
Categories: Tracked To Dynamics 365

Dear S. Aldrich:

I support better crosswalks but not sidewalks. My problem with the pedestrian survey is that it only looked at safety from the standpoint of pedestrians and excluded driver safety.

Because of the topography almost every house on Dale confronts a slightly different traffic challenge getting onto the roadway. But the pedestrian study didn't include driver safety.

There are more accidents involving cars on Dale than the number of accidents involving pedestrians. I don't want anyone to get hurt-- pedestrians or drivers. I don't know if anyone in the country has tried walking or driving across Summit or Watson north of Colesville where the county installed sidewalks.

Sidewalks cause visibility problems from drivers crossing that intersection which also endangers pedestrians. Cars are forced directly into traffic with almost no sight line; pedestrians aren't much better off.

I walk and drive on Dale everyday and the often park on the shoulder because it is safer, i.e. a better sight line, there than pulling in and out of my driveway.

Because of the topography on Dale there many homes with blind spots and small driveways where people have to back into the road. My house is right below the crest of the hill near Clement. So I can't see the on-coming cars in my lane and they can't see me. I have six seconds to get out of my drive way. Although I have a clear view of the traffic across the double yellow line, I prefer to exit and stay in my lane (south).

The shoulder gives me a place to stop when on-coming vehicles come barreling down behind me or when I'm trying to get into my driveway. The shoulder also gives me a place to stop for pedestrians without endangering us both and to safely enter and exit my driveway.

Sidewalks would remove the shoulder. The shoulders are also important because they provide a place for trash trucks, school buses, emergency vehicles, postal trucks stop and pull over. Already when there is any delay because of the trash trucks blocking the street, impatient cross into the on-coming lane. Another issue is also the size of vehicles. UPS and other delivery vehicles are large and even with the shoulder crowd the road. Also without the shoulder where would visitors, workman and others park?

Fortunately, the traffic-calming measures are working.

Dale Drive can't be the default to resolve for every situation envisioned. I am also concerned that the bicycle path which was discussed with your office and the Woodside Park Civic Association now seems to be folded into another bicycle plan for the Montgomery Hills area that would affect Dale and which many of us, myself included were not aware.

This is unacceptable. I want advance notice before the county moves forward with projects of this type.

Sincerely,

Brenda Freeman
1220 Dale Drive
Silver Spring, MD 20910

MCP-Chair

From: Jeremy Good <jeremy@portgood.org>
Sent: Wednesday, May 8, 2019 9:56 AM
To: MCP-Chair
Cc: Dale Drive Safety
Subject: Dale Drive Pedestrian Facility Improvement Project Briefing

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson,

I am writing to urge the Planning Board to support the design, funding, and installation of a sidewalk on Dale Drive between Colesville Road and Georgia Ave. This is a critical component to improve safety and quality of life as the number of road users -- motorized and not -- increases over time.

Dale Drive is entirely residential road and lacks sidewalks between Georgia Avenue and Colesville Road. Varied terrain means short sight distances, while narrow (or absent) shoulders mean some portions are nearly unusable and dangerous to walk and bike along. I live a few blocks away from this portion of Dale Drive, and use it as a driver, pedestrian and cyclist. As a father of two young girls, I am particularly concerned about being able to safely get to Sligo Creek and other amenities nearby with less worry for our safety.

The future of Silver Spring must include improved infrastructure for cyclists and pedestrians because the growth in residential and commercial uses cannot be accommodated only by more cars on the road. Adding a sidewalk to this portion of Dale Drive can be part of a virtuous circle, providing a safe way to get around without a car, thus encouraging more such trips.

In 2017, there were eleven accidents on this stretch of Dale. 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. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare or various community businesses. 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>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

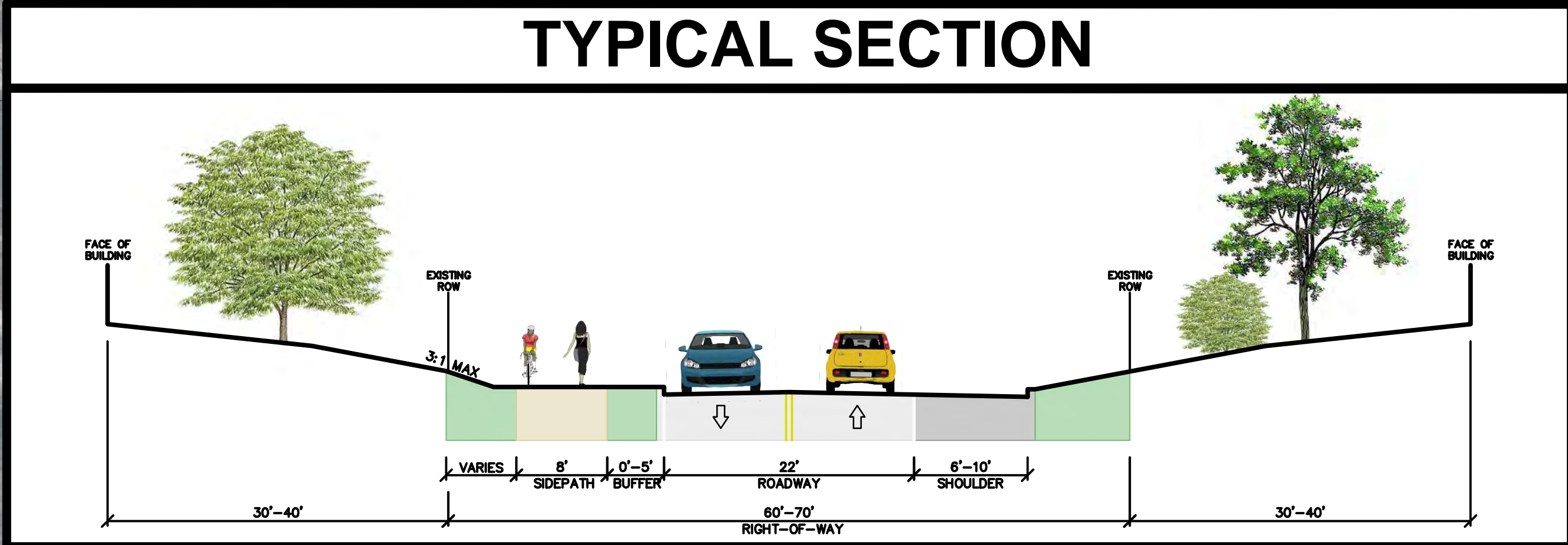
Sincerely,
Jeremy Good
1234 Noyes Drive
Silver Spring

DALE DRIVE PEDESTRIAN FACILITY: PRELIMINARY DESIGN

Attachment B

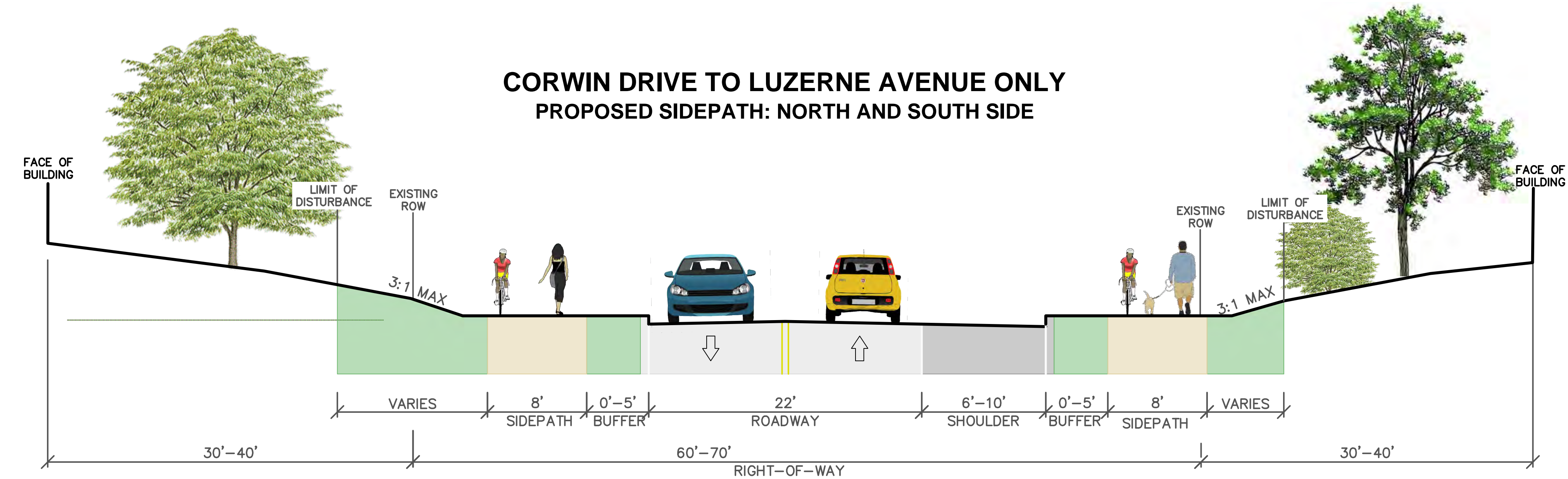
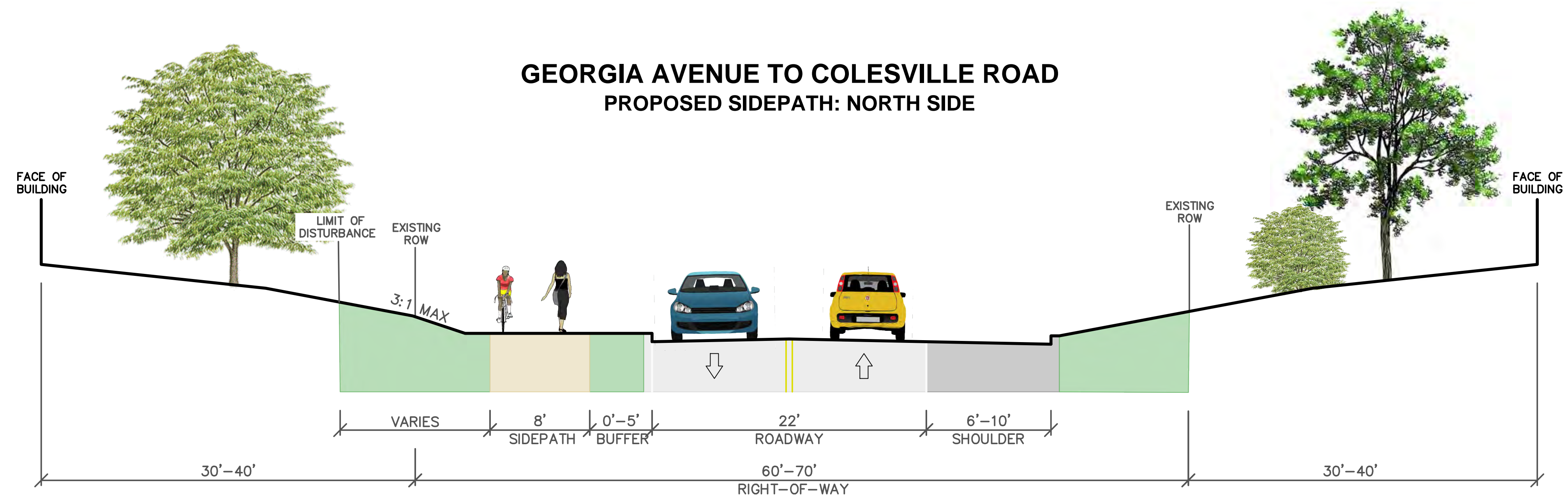
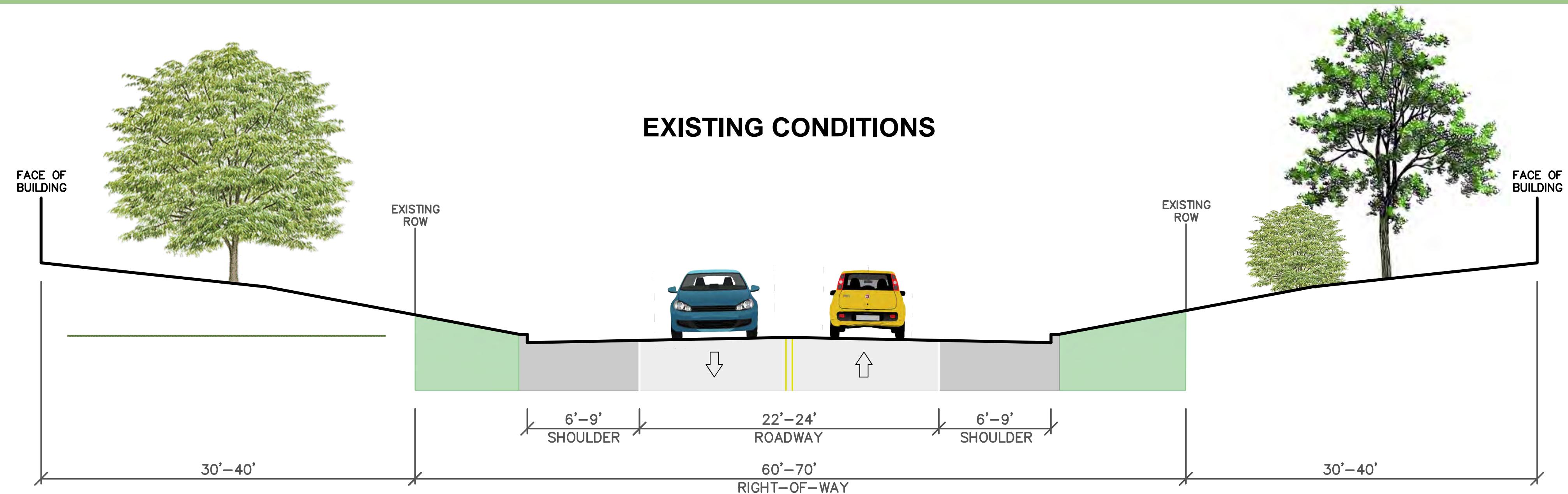


NOTE:
ALL EXISTING DRIVEWAY
ACCESS WILL REMAIN



SHARED USE PATH: NORTH SIDE			
LEGEND			
	PROPOSED PATH		LIMIT OF DISTURBANCE
	RECONSTRUCTED DRIVEWAYS		PROPOSED PAVEMENT REMOVAL
	PROPOSED PAVEMENT		EXISTING TRAFFIC SIGNAL
	PROPOSED CONCRETE SIDEWALK		POTENTIAL FIRE HYDRANT CONFLICT
	EXISTING TRAIL FACILITIES		POTENTIAL UTILITY POLE CONFLICT
	FOREST CONSERVATION EASEMENT		
	PROPERTY LINE		

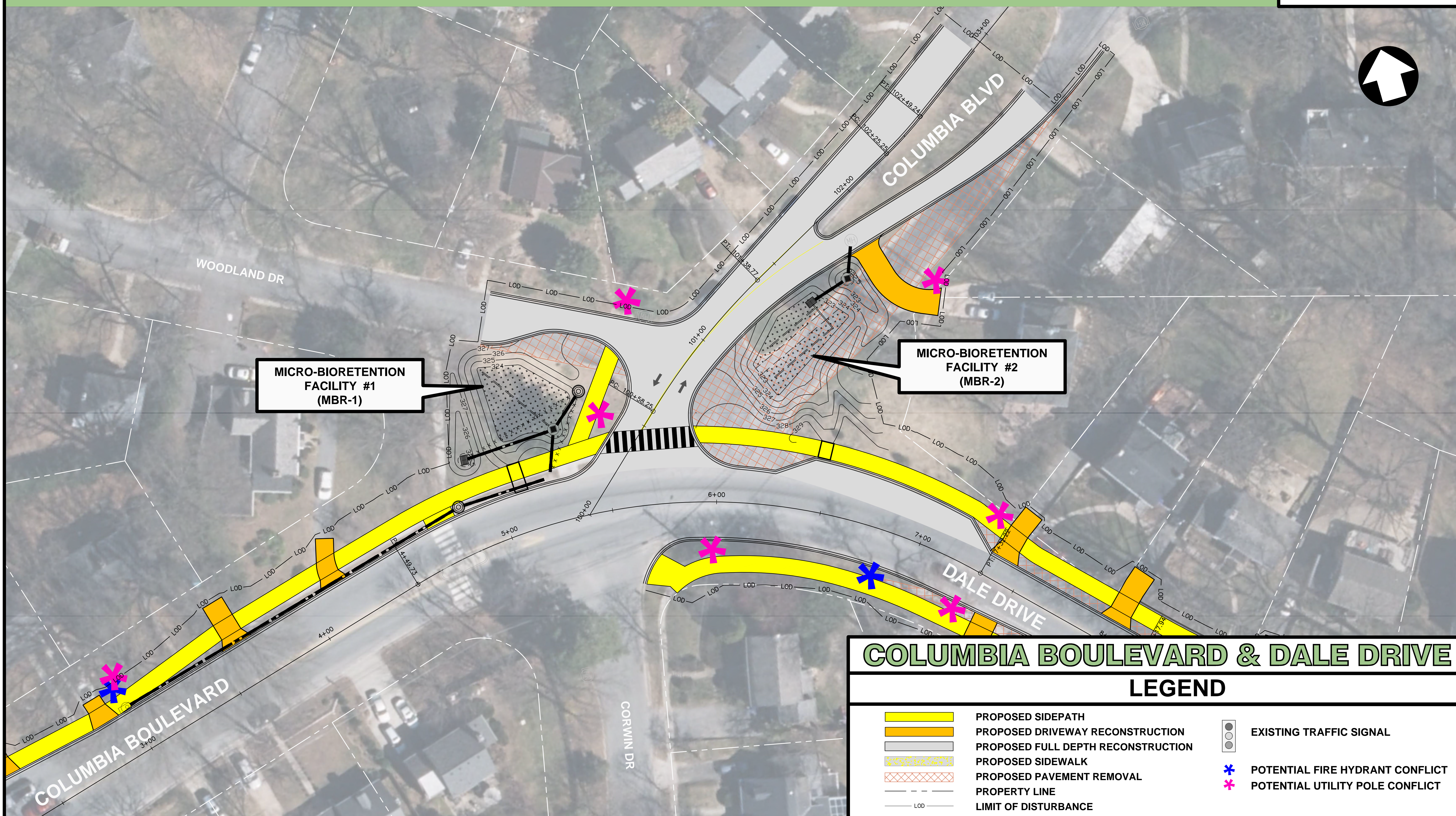
DALE DRIVE PEDESTRIAN FACILITY: TYPICAL SECTIONS



DALE DRIVE PEDESTRIAN FACILITY: PRELIMINARY DESIGN

1

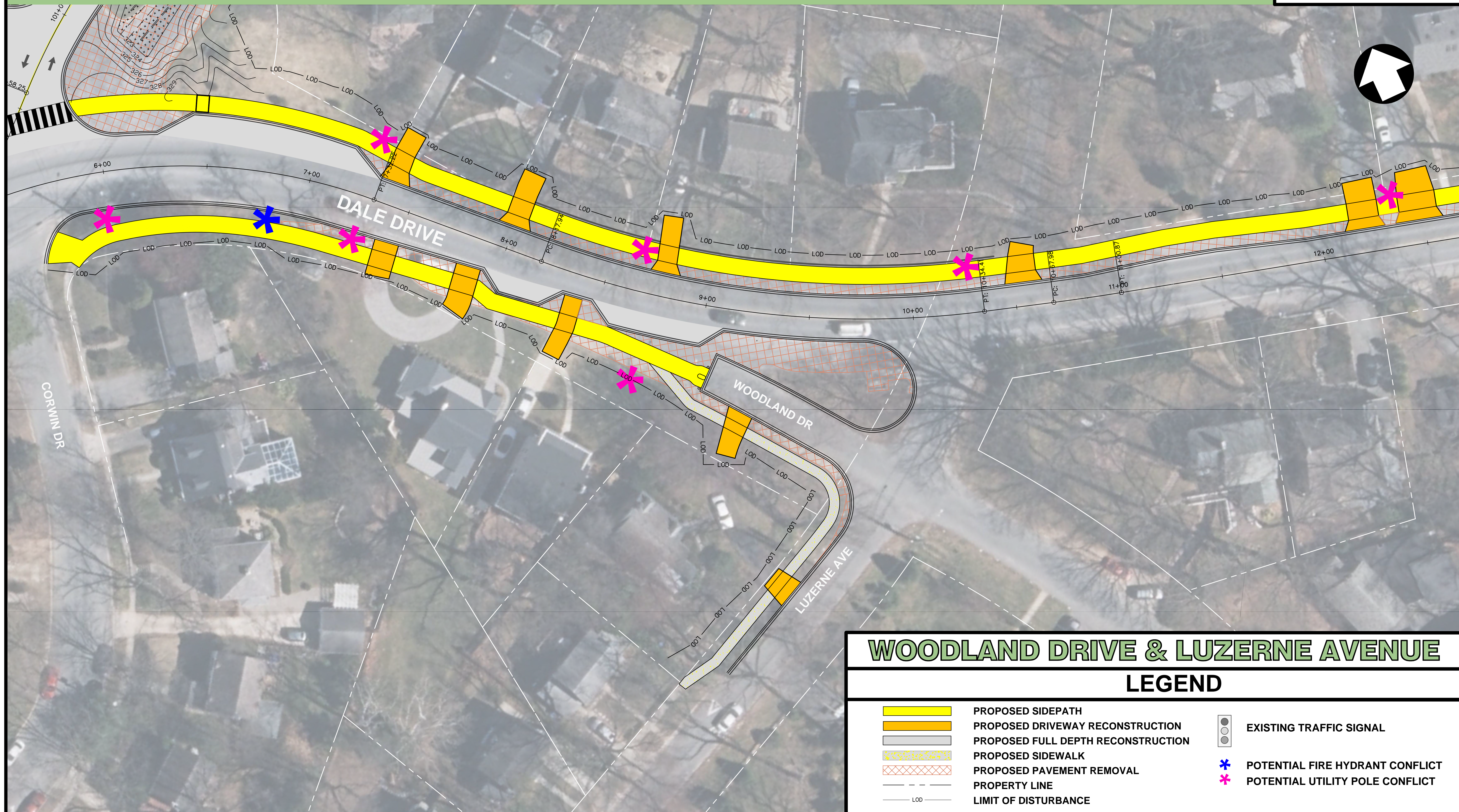
MC DOT



DALE DRIVE PEDESTRIAN FACILITY: PRELIMINARY DESIGN

2

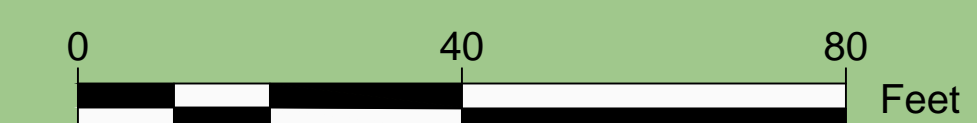
MC DOT



WOODLAND DRIVE & LUZERNE AVENUE

LEGEND

- | | | | |
|--|------------------------------------|--|---------------------------------|
| | PROPOSED SIDEPATH | | EXISTING TRAFFIC SIGNAL |
| | PROPOSED DRIVEWAY RECONSTRUCTION | | POTENTIAL FIRE HYDRANT CONFLICT |
| | PROPOSED FULL DEPTH RECONSTRUCTION | | POTENTIAL UTILITY POLE CONFLICT |
| | PROPOSED SIDEWALK | | |
| | PROPOSED PAVEMENT REMOVAL | | |
| | PROPERTY LINE | | |
| | LIMIT OF DISTURBANCE | | |

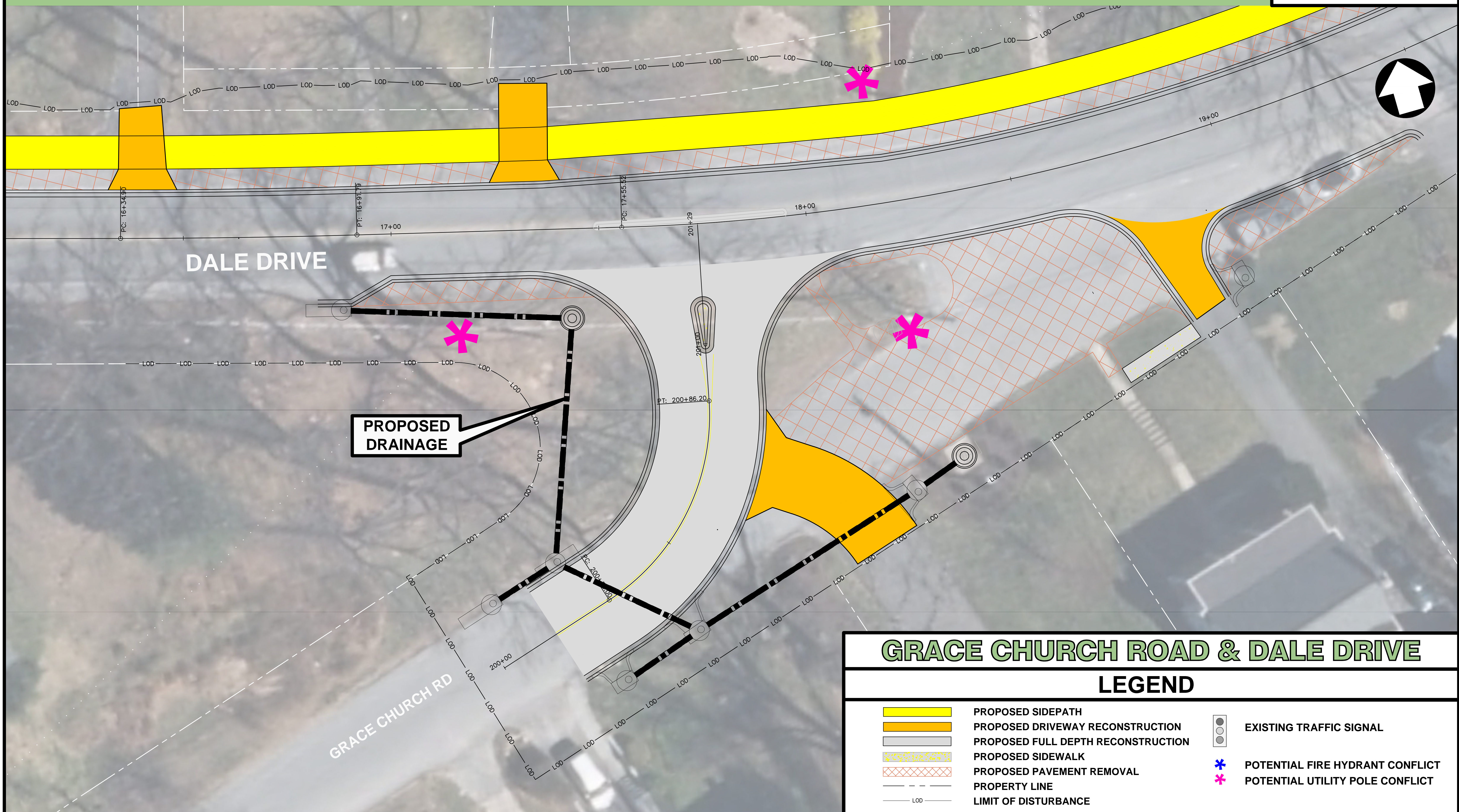


FEBRUARY 2020

DALE DRIVE PEDESTRIAN FACILITY: PRELIMINARY DESIGN

3

MC DOT





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

April 21, 2020

Stacey Thompson Gill
40 Wight Avenue
Hunt Valley, MD 21030

Re: Forest Conservation Exemption 42020079E; Dale Drive Pedestrian Facility

Dear Stacey Thompson Gill:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Plan Exemption request submitted on January 30, 2020 for the Dale Drive Pedestrian Facility, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(e) because the site is a State or County highway construction activity that is subject to Section 5-103 of the Natural Resources Article of the Maryland Code or Section 22A-9 of the Forest Conservation Law.

Please note that since impacts to specimen trees within or adjacent to the LOD are expected but unknown at this 30% design stage, a Tree Save Plan must be submitted along with the Mandatory Referral application, which should be submitted at the 70-90% design stage so these impacts are known.

A pre-construction meeting is required prior to any clearing and grading to verify the limits of disturbance and to determine what tree protections are required. The contractor Site Supervisor, Montgomery County DOT Project Manager, M-NCPPC Forest Conservation Inspector David Wigglesworth (david.wigglesworth@montgomeryplanning.org), the Montgomery County Department of Permitting Services Sediment and Erosion Control Inspector and Right-of-Way Inspector, and a private Maryland licensed Tree Expert should attend this meeting.

You may contact me at kristin.taddei@montgomeryplanning.org or at 301-495-4597 if you have further questions.

Sincerely,

Kristin Taddei
Forest Conservation Planner Coordinator
Development Application and Regulatory Coordination Division



Attachment D

DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

May 28, 2020

Mr. Kevin Schiefer, P.E.
RJM Engineering, Inc.
6031 University Blvd., Suite 290
Ellicott City, MD 21043

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
Dale Drive Bike and Pedestrian Path
Preliminary Plan #:
SM File #: 285748
Tract Size/Zone: 4.41 Ac. / R-60
Total Concept Area: 4.41 Ac.
Watershed: Sligo Creek

Dear Mr. Schiefer:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP with the use of micro-bioretenention. Due to site constraints and existing conditions (i.e. underground utilities, slopes, soil characteristics, and spatial constraints) the request for a partial waiver of quality control and a full waiver of quantity control is granted.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Use MCDPS latest design criteria at the time of plan submittal.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**. If a fee was due it would be in the amount of \$52,474.00.



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingervices

Mr. Kevin Schiefer
May 28, 2020
Page 2 of 2

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact David Kuykendall at 240-777-6332.

Sincerely,



Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: CN285748 Dale Drive Bike and Pedestrian Path.DWK

cc: N. Braunstein
SM File # 285748

ESD: Required/Provided 14,432 cf / 1,628 cf
PE: Target/Achieved: 2.0"/0.23"
STRUCTURAL: 0.0 cf
WAIVED: 4.41 ac.