

Washington Grove Shared Use Path Connector



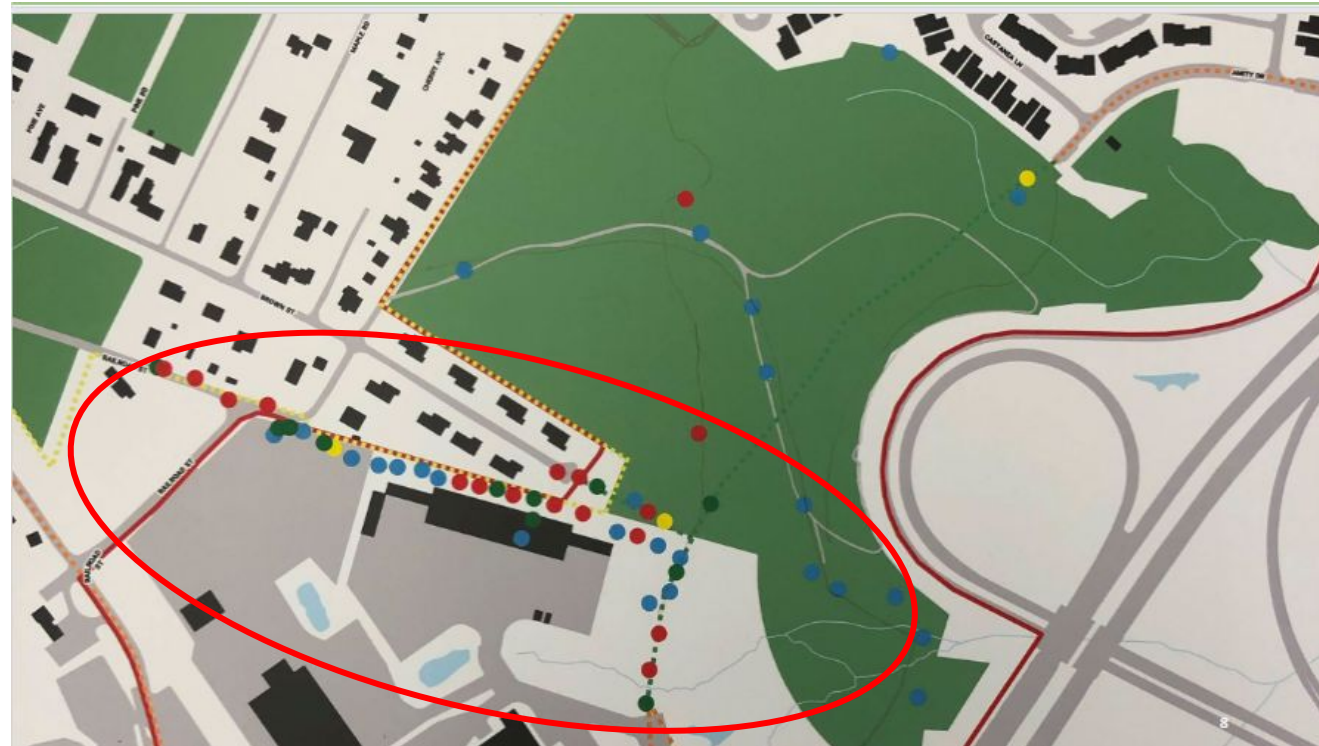
Salt Barn/Ridge Road Route - Let's optimize advantages for the shared use path connection to Washington Grove.

Advantages of the Salt Barn/Ridge Road route include:

- Safety without competition from vehicular traffic
- Less destruction of historic and environmentally sensitive areas
- Lower grade slope than Brown Street route
- Down-focused lighting with less effect on Brown Street houses which are uphill from the path
- Easing of the zoning aberration at Robert's Oxygen
- Easy access to Town at either 3 Ridge Road or at Ridge and Railroad Streets
- Facilitate future connections with our neighbors in Gaithersburg and north

EC 11 – PLANNING AND CONSTRUCTION

- January 25, 2020, Town Meeting
- Clear preference of WG residents for the Salt Barn route – See dots.
- Pros and cons of the Railroad Street route – item #3.



Alternative County Bikeway routes from Crabbs Branch Way to Washington Grove

1. **The Wetlands route:** entering at the end of Brown Street
 - a. Pros: shortest from Crabbs Branch.
 - b. Cons: must cross wetlands, uses Town roads
2. **The Meadow route:** Crosses wetlands, crosses Meadow, enters Ridge Road opposite 106 Ridge (current path into Meadow).
 - a. Pros: may effect less forest.
 - b. Cons: must cross wetlands, uses Town roads
3. **The Railroad Street route:** on buffer between DOT Salt Barn and Town, through Roberts Oxygen to Railroad Street, then entering Town at Grove Road or Chestnut Avenue to bypass bridge.
 - a. Pros: least use of Town roads; may skirt wetlands.
 - b. Cons: requires property from Roberts Oxygen, requires widening Railroad Street or constructing a parallel dedicated path, requires additional right-of-way along Railroad St., probable tree loss along Railroad Street, cost.
4. **The Ridge Road Route:** follows the extension of Crabbs Branch to Amity, then enters Ridge Road at Bounding Bend.
 - a. Pros: less cost if coordinated with roadway connecting Crabbs Branch and Amity
 - b. Cons: most use of Town roads, must cross wetlands, most indirect to Metro

Alternative Gaithersburg bikeway routes to Washington Grove.

1. **Commercial Corner route:** East Diamond to Railroad Street, entering on Brown Street.
 - a. Pros: Stimulus to redesign the intersection and improve pedestrian safety.
 - b. Cons: need to cross intersection seems likely, uses Town roads
2. **Oak Street route:** E. Diamond to Washington Grove Lane, entering on Oak Street, then on Hickory to Brown Street.
 - a. Pros: safer crossing than at Commercial Corner intersection
 - b. Cons: uses more Town roads

EC 2 – NOTES FROM A MCDOT REPORT TO THE MONTGOMERY COUNTY COUNCIL,
February 2021

Roberts Oxygen / Railroad St

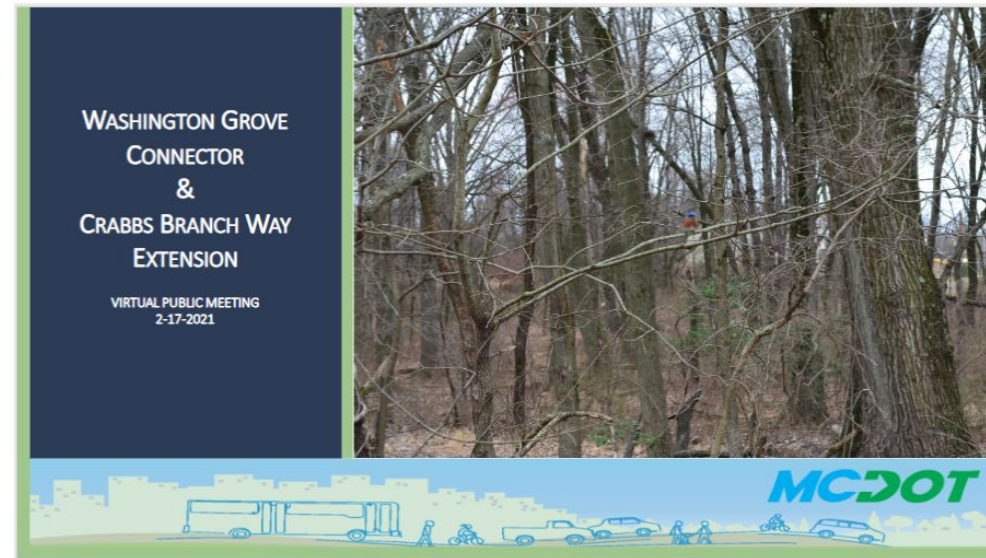
• 8 Support – 1 Oppose

• Positive

- Avoids using Washington Grove roads
- Gradual incline compared to Brown St
- Less backlash from Brown St residents
- Minimizes distance traveled on Brown street
- If a path were added to Railroad street, it would connect the City of Gaithersburg, Town of Washington Grove, and Montgomery County.

• Negative

- Requires acquisition of private property
- Railroad Street is dangerous and a retrofit would be very expensive
- Not the shortest route
- Not an inviting route as path would be sandwiched between salt barn and houses





EC 4, EC 11 – LEGAL IMPLICATIONS; PLANNING AND CONSTRUCTION

- 53-foot-wide swath of County unused land
- Between the salt barn and the residences on Brown Street
- This route would minimize the use of Town roads for a through shared use path in the future.
- This route permits the most future options for a connection to Gaithersburg.

EC 10 – CONTINGENT PLANNING

- Recent communications between MCDOT and the WG Task Force show that the Salt Barn route may be a possibility in the future. This is exciting!
- Why not initiate the WG Connector along the Salt Barn Route now?
- An extension along Railroad Street in the future would make connecting to Gaithersburg a reality and offer commuters direct access to the MARC Train.
- Improvements to Railroad Street are much needed as outlined by the WG Emergency Preparedness and Safety Committee.

Name: Communication between Eva Patrone and Kyle Lukacs (DOT)

Date: August 25, 2021

Inquiry type: Email exchange

Email:

Category: EC11, EC12

*“It’s also worth noting that the Brown Street and Railroad Street connections could both be built. The first 90% or so of the Brown Street connection is the same as the Railroad Street connection. **The Railroad Street connection could be constructed at a later date or as part of a project to improve Railroad Street or as a standalone project.** Just something that might be worth mentioning.”*

Comments by Kyle Lukacs (MCDOT)

**EC 1, EC 5, EC 6, E7 - DEDICATED
SHARED USE PATH**

A graphic design of the Salt Barn route (right), based on a photo from the MC Shared Use Path site (below).

This graphic shows:

- Safe and attractive route
- 10-foot surface with 2-foot easement
- Lower grade slope
- Down-focused lighting
- Potential for beautiful landscaping
- Free from competition with vehicular traffic

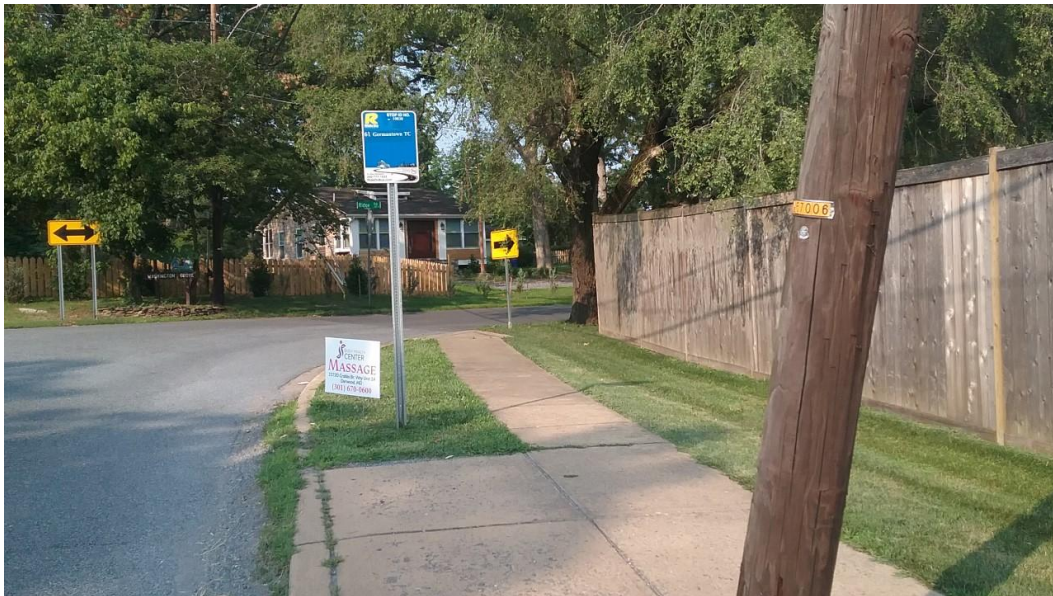
This view was envisioned from the intersection of Ridge and Railroad Street.



EC 1, EC 2 - RELIEF FROM ZONING ABERRATION

This photograph (right) was taken from the eastern edge of the Robert's Oxygen property.

- Wooden fence separates this area from 3 Ridge Road
- 10-foot WSSC easement separates WG from the huge parked trucks at Robert's Oxygen – this is a serious aberration of zoning which prohibits such industrial activity so close to residential properties.
- The Salt Barn route would ease this zoning nuisance and visually open the intersection of Ridge Road and Railroad Street (below) by moving the fence away from Ridge Road up closer to the bus stop.





EC 3 – LESS ENVIRONMENTAL IMPACT


- **Impacts to historical, ecological, and environmental resources are not anticipated.**
- **Terrain and hydrology have been extensively engineered during construction of EMOC and the salt barn.**
- **Mature trees are on private property on Brown Street.**

EC 3 – LESS ENVIRONMENTAL IMPACT

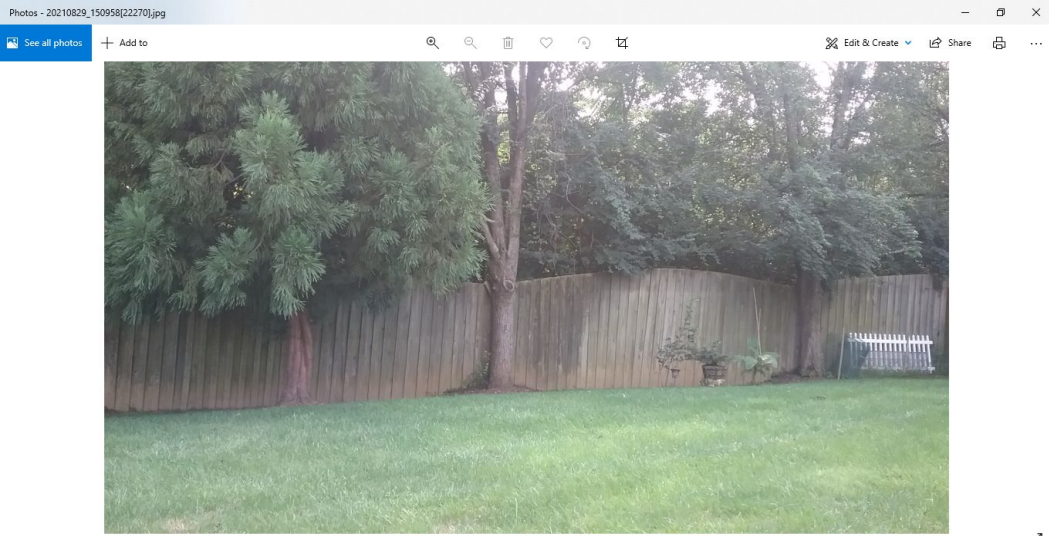
This aerial photo from MCDOT shows a line of mature trees along the boundary between Brown Street extended and the Montgomery County Salt Barn and Robert's Oxygen properties.



WASHINGTON GROVE
CONNECTOR
&
CRABBS BRANCH WAY
EXTENSION
VIRTUAL PUBLIC MEETING
2-17-2021



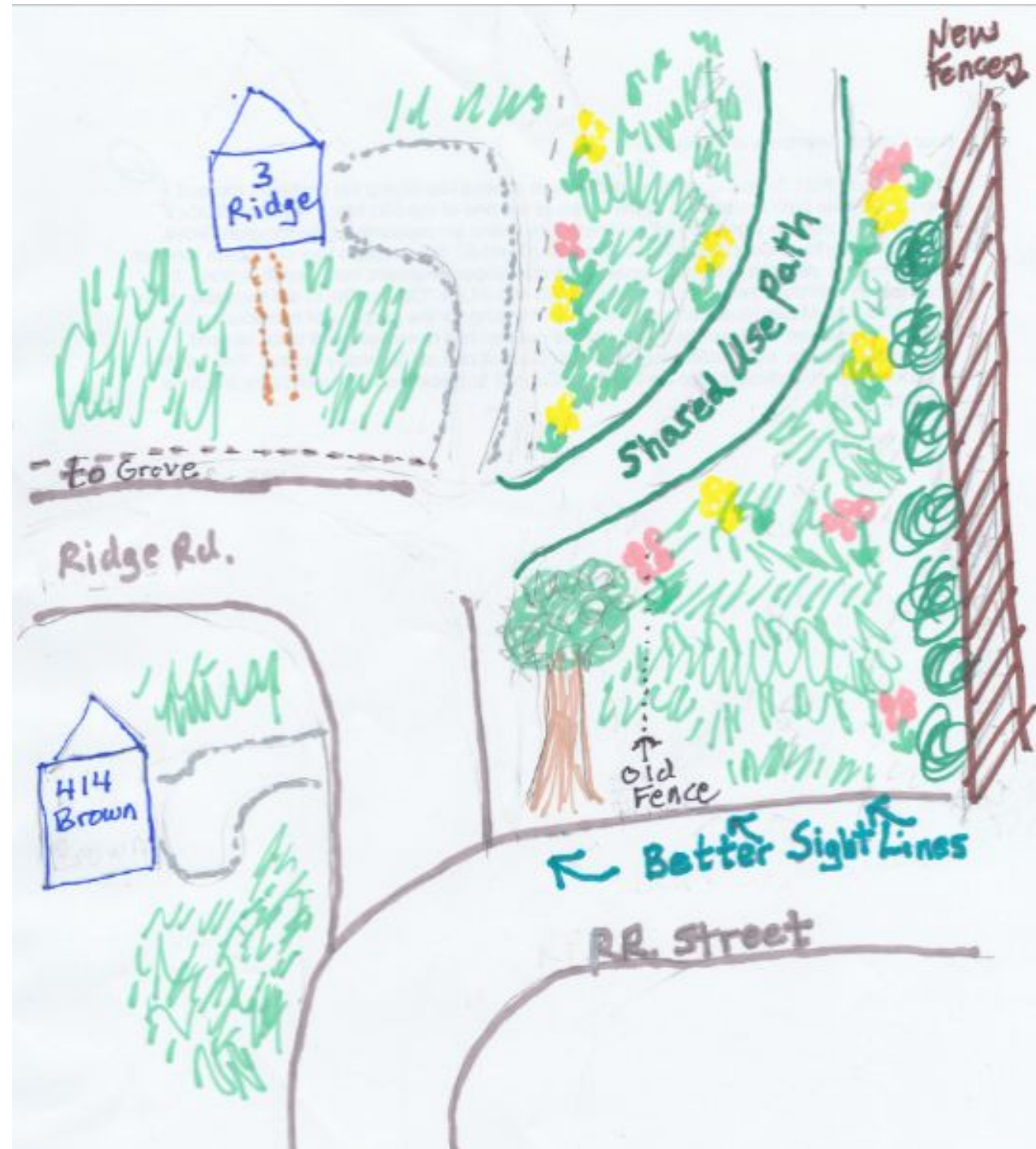
MCDOT



The photo at left taken at 506 Brown Street, shows that these trees are on private property.

EC 10 - EASY ACCESS TO WG WITH ALL FUTURE OPTIONS

- Shared use path might connect to the Town either:
 - Near 3 Ridge Road (as shown)
 - At the intersection of Ridge and Railroad Street
 - Or Both
- Residents could continue up Ridge Road to Brown Street
- If there was interest in connection with points north, the County could choose to connect this path along Railroad Street.
 - In the process, Montgomery County could address many health and safety issues defined by the Emergency Preparedness and Safety Committee.



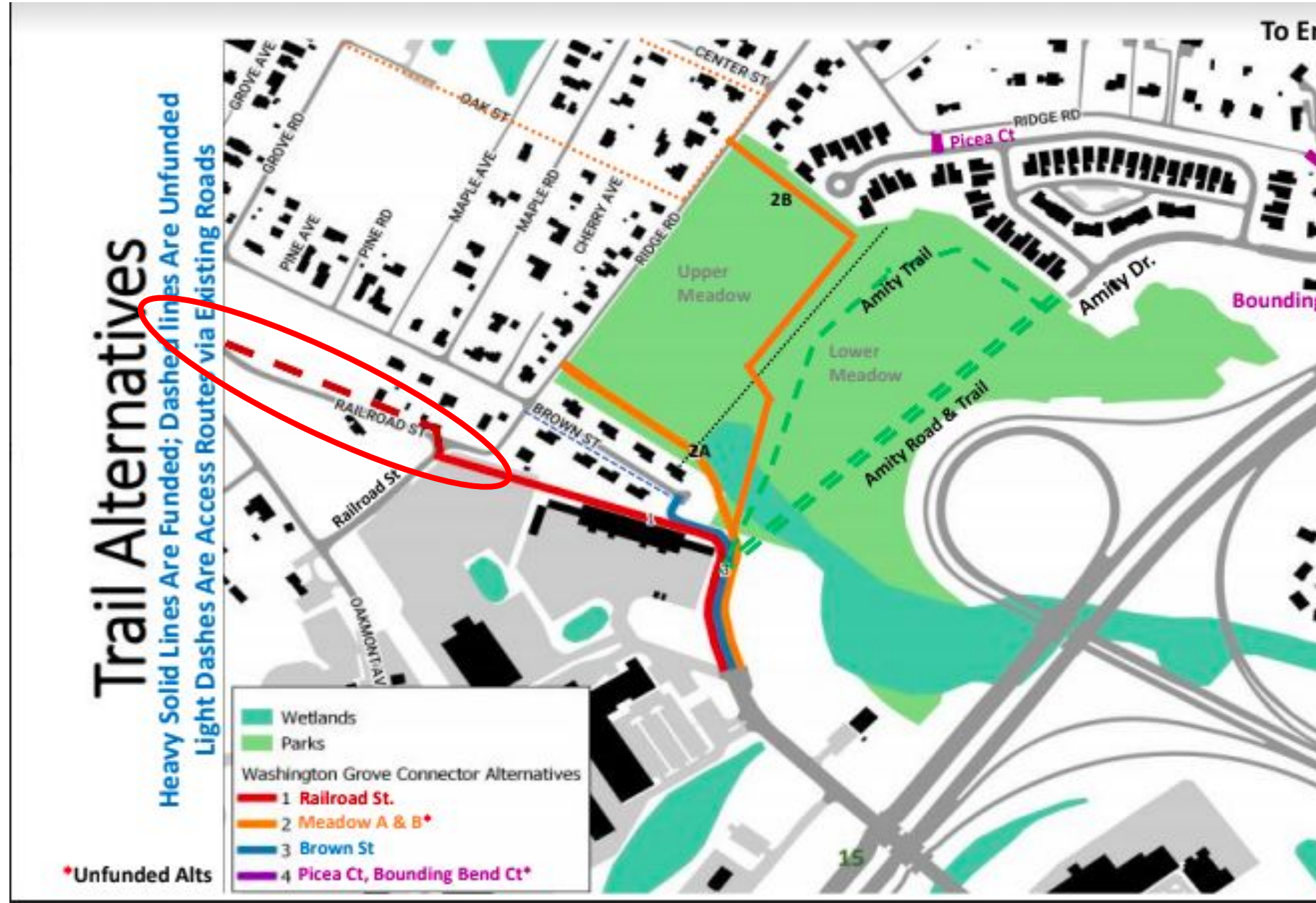
EC 7 – BENEFITS FOR WG AND SURROUNDINGS COMMUNITIES

Other critical issues could be addressed if Montgomery County and Washington Grove chose to extend the Shared Use Path along Railroad Street **in the future** (circled in red.)

These issues include

- Speeding
- Drainage
- Lighting
- Pedestrian safety
- Access to public bus shelters
- Direct bike access to MARC Train

Choosing the Salt Barn Connector would pave the way for these future improvements for Washington Grove and surrounding communities.



Let's Keep Our Options Open to Make this Shared Use Path Success for WG and Surrounding Communities Far into the Future!

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