



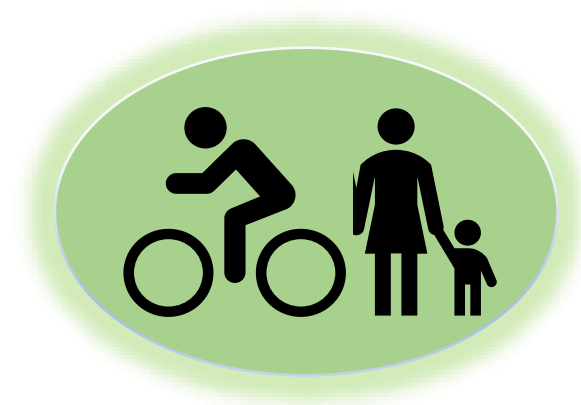
# Summary of Shared Use Pathway Task Force Report

for the

## WG Special Town Meeting

Dec 4, 2021

# Task Force Members



**Mary Blake**

**Kriss Grisham (Co-Chair)**

**Gretchen Horlacher**

**Andrew Hotaling**

**Jeff McCrehan**

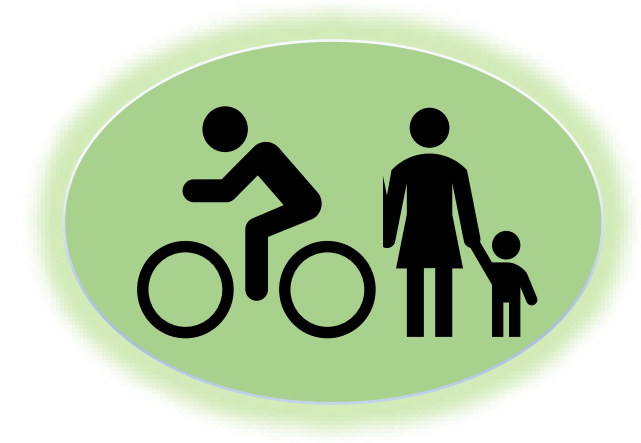
**Eva Patrone**

**Oscar Ramos**

**Nicholas Suzich**

**Gary Temple (Co-Chair)**

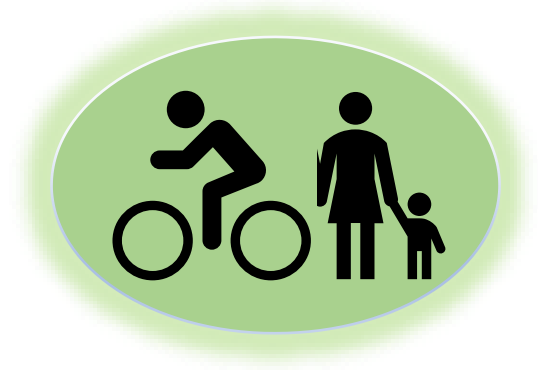
# Twelve Evaluation Criteria



## Criteria That Distinguish the Options

1. Overall safety
2. Impacts on specific areas of Town
3. Environmental & historical impacts
11. Planning & construction timeline & funding

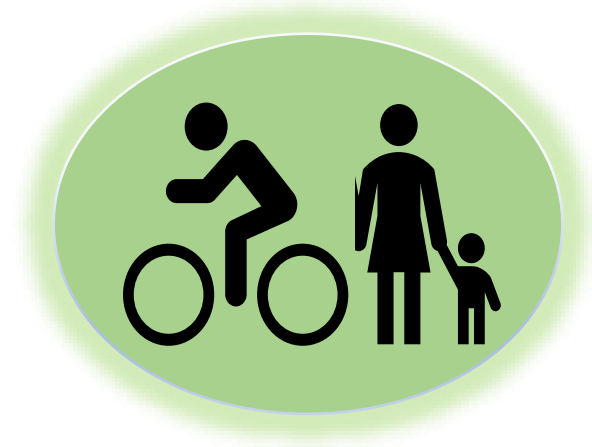
# Evaluation Criteria



## Shared Criteria Among Options

4. Legal implications of the Town's responsibilities
5. Ease of access to Metro by Town and nearby communities
6. Recreational use of a shared use path
7. Social equity implications
8. Potential mitigations for connections
9. Projections of use 10 years out
10. Other Town-wide impacts
12. Other relevant criteria

# Key Findings



## Three MC DoT Pathway Options

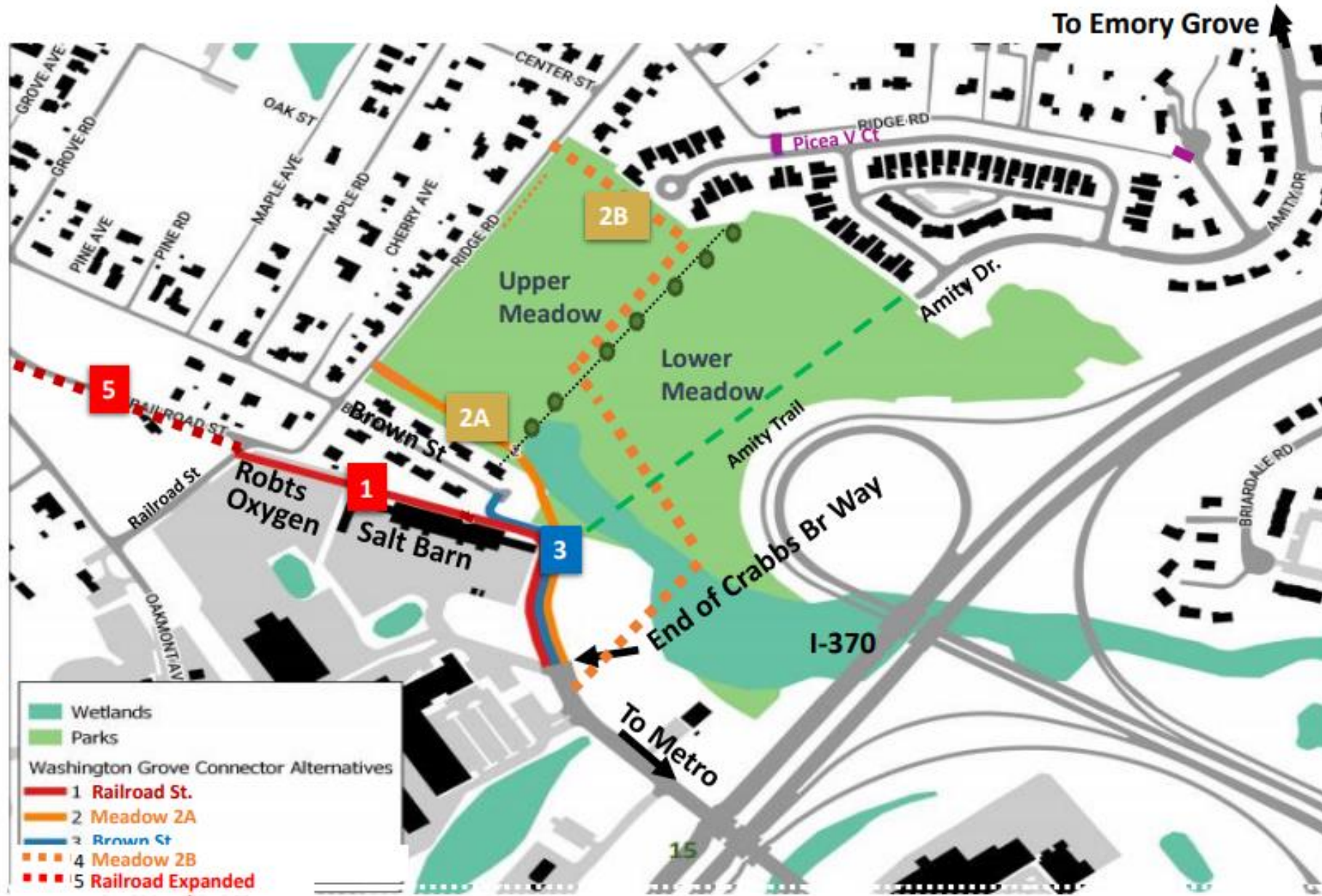
- **Railroad St**
- **Meadow 2A**
- **Lower Brown St**

## Pathway Options Proposed by Town Residents

- **Meadow 2B**
- **Expanding Railroad St to create shared use pathway**

# 5 Pathway Alternatives

Also shown: Picea View Ct-Ridge Rd Connection  
Heavy Dashed Routes Added by WG Residents





# National Register of Historic Places

Section MAPS  
P. 129  
Feb 2020

Annotated by TF for  
Clarity

## WG Historic District Map

| Washington Grove Historic District (M: 21-5) |                          |  |  |
|--|--------------------------|--|--|
| Latitude and Longitude Coordinates           |                          |  |  |
| A. 39.146773, -77.178570                     | M. 39.137979, -77.169748 |  |  |
| B. 39.147610, -77.175318                     | O. 39.139158, -77.170726 |  |  |
| C. 39.148612, -77.173890                     | P. 39.137955, -77.171697 |  |  |
| D. 39.144399, -77.172820                     | Q. 39.137192, -77.170122 |  |  |
| E. 39.143408, -77.171762                     | R. 39.135192, -77.172209 |  |  |
| F. 39.143012, -77.167928                     | S. 39.135901, -77.173567 |  |  |
| G. 39.142591, -77.167679                     | T. 39.135407, -77.174058 |  |  |
| H. 39.139897, -77.169945                     | U. 39.135004, -77.173805 |  |  |
| I. 39.139211, -77.168732                     | V. 39.135231, -77.174099 |  |  |
| J. 39.139419, -77.167946                     | W. 39.134446, -77.175831 |  |  |
| K. 39.139028, -77.166035                     | X. 39.139080, -77.179963 |  |  |
| L. 39.137908, -77.165993                     | Y. 39.139768, -77.179347 |  |  |
| M. 39.138216, -77.167905                     | Z. 39.140081, -77.180068 |  |  |

Railroad  
Tracks

Ridge Rd

Salt Barn

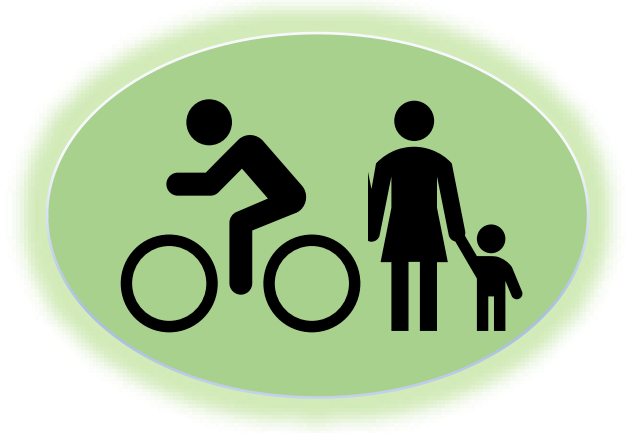
End Brown St

End Crabbs Br Way

N

N

# All Pathway Options



- Increase access for cyclists and pedestrians in WG and nearby communities to Metro and commercial and recreational sites
- Will increase pedestrian and bicycle traffic on WG roads, esp. where traffic funnels to pathway connection

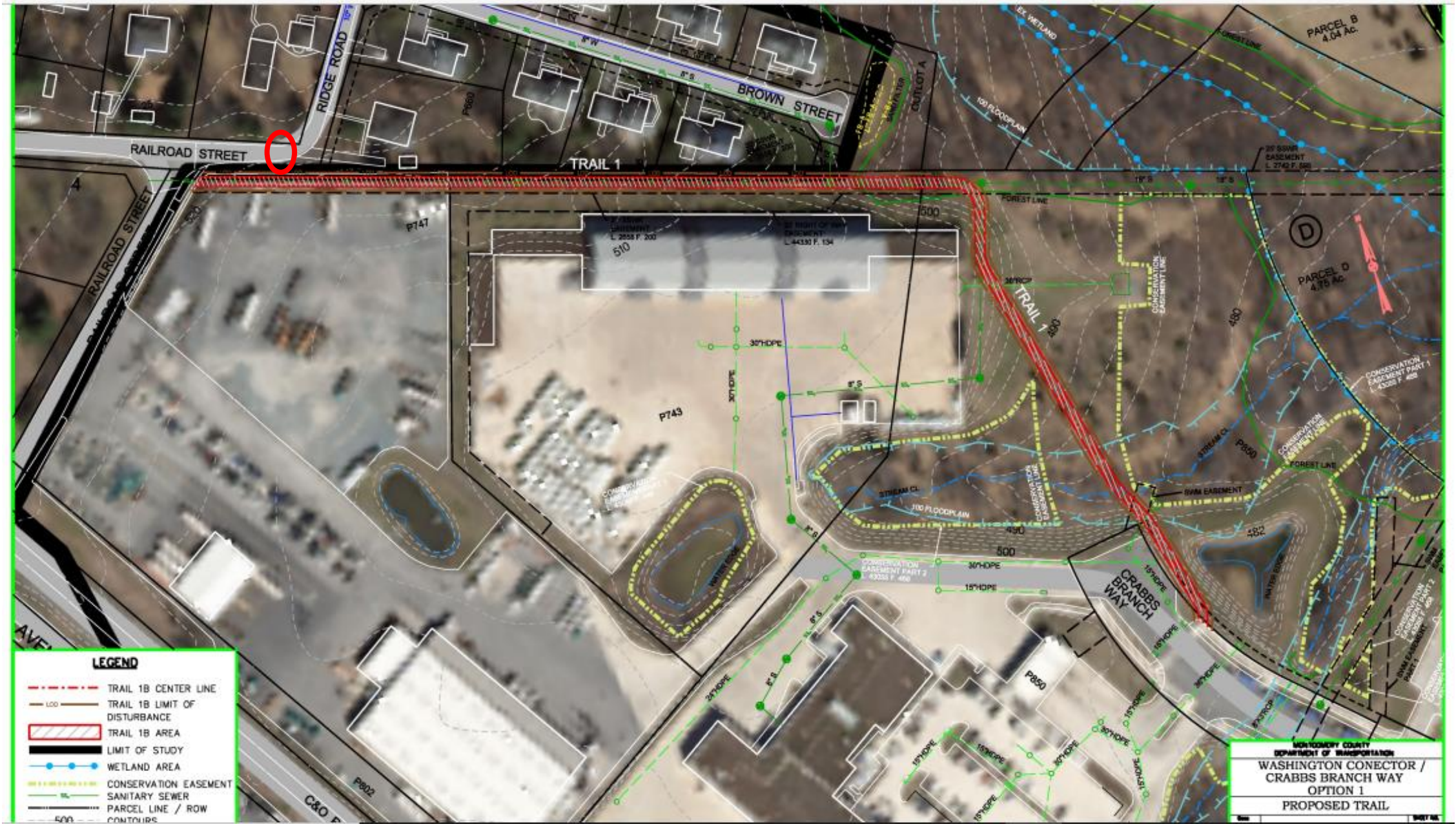


# Findings on Railroad St Option 1



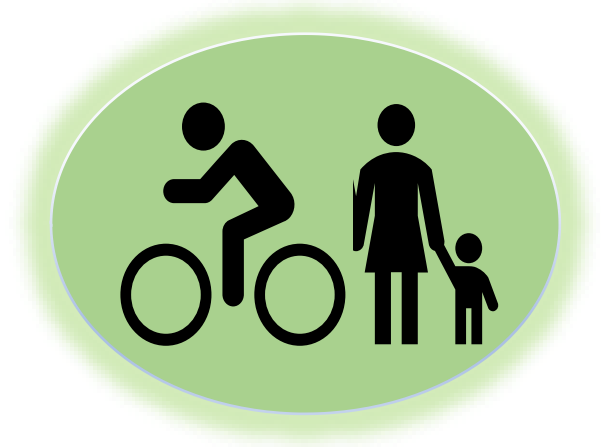
- Presents the most safety concerns, joining Ridge Rd at a blind curve with oncoming auto traffic from heavily travelled Railroad St.
- Mitigation possible at junction: signage, speed bumps, flashing lights.
- Minimal environmental & viewscape impact, but removes young trees bordering WG & Brown St houses.
- Avoids archeologically sensitive sites in both meadows.
- Overlays/adjoins WSSC sewer easement, Ridge Rd past Salt Barn.
- Requires acquisition of Roberts Oxygen property.
- Not funded for construction by DoT.

# Railroad St Connection (Option 1)



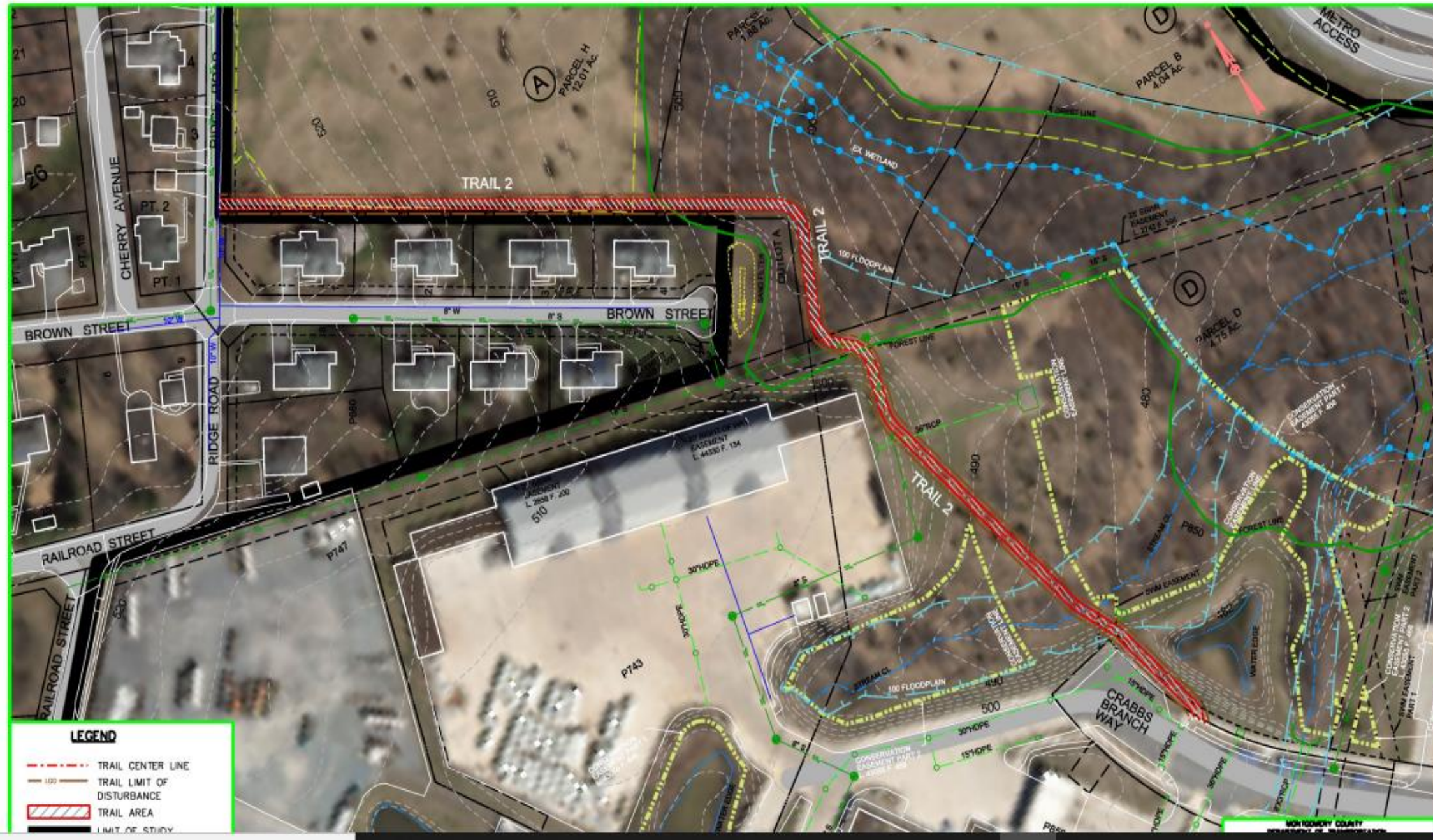


# Findings on Option Meadow 2A



- **Pathway creates significant environmental and historical viewscape disturbance across Conservation Meadow**
- **Crosses forested hedgerow with archeologically sensitive sites**
- **Minimal traffic safety concerns**
- **Not funded for construction by DoT**

## Conservation Meadow Trail (Option 2A)



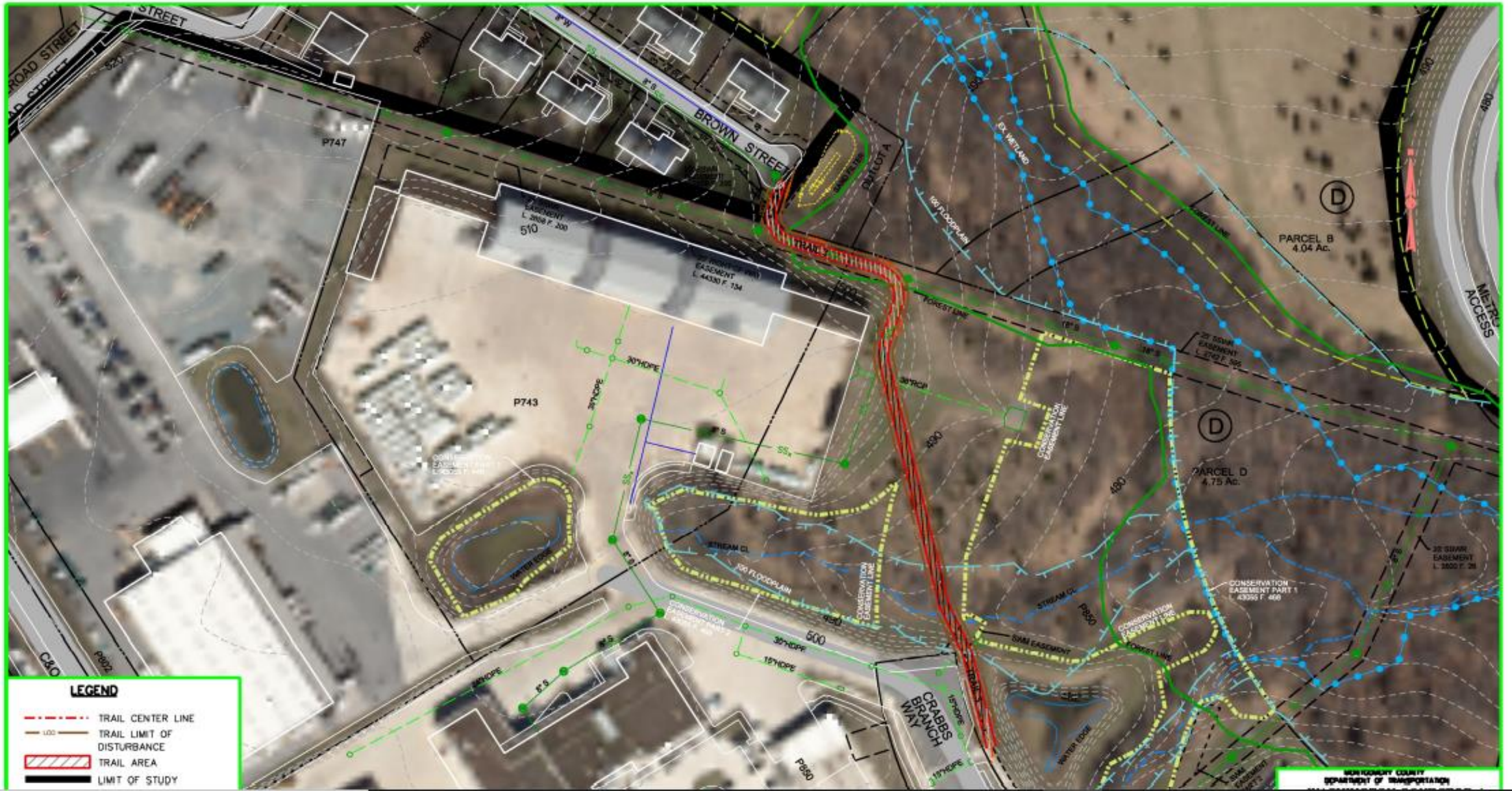


# Findings on Option 3 Brown St



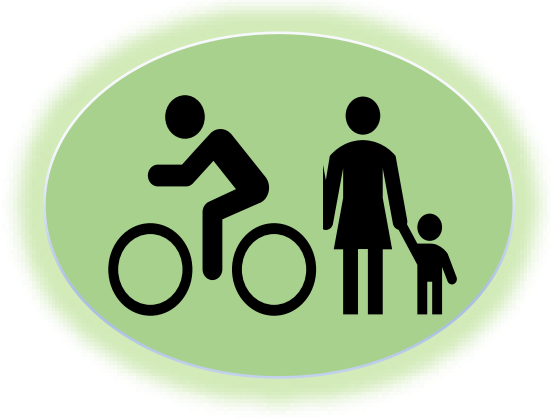
- Introduces added pedestrian and bicycle traffic into a cul-de-sac environment.
- Signage may be needed to warn drivers and bicyclists.
- Shortest connection from WG to Crabbs Branch Way
- Produces the least environmental disturbance.
- Minimal impact on historical boundary/viewscape - close planning with DoT warranted.
- Only option funded by MC DoT for design/construction.

### Brown St Connection (Option 3)





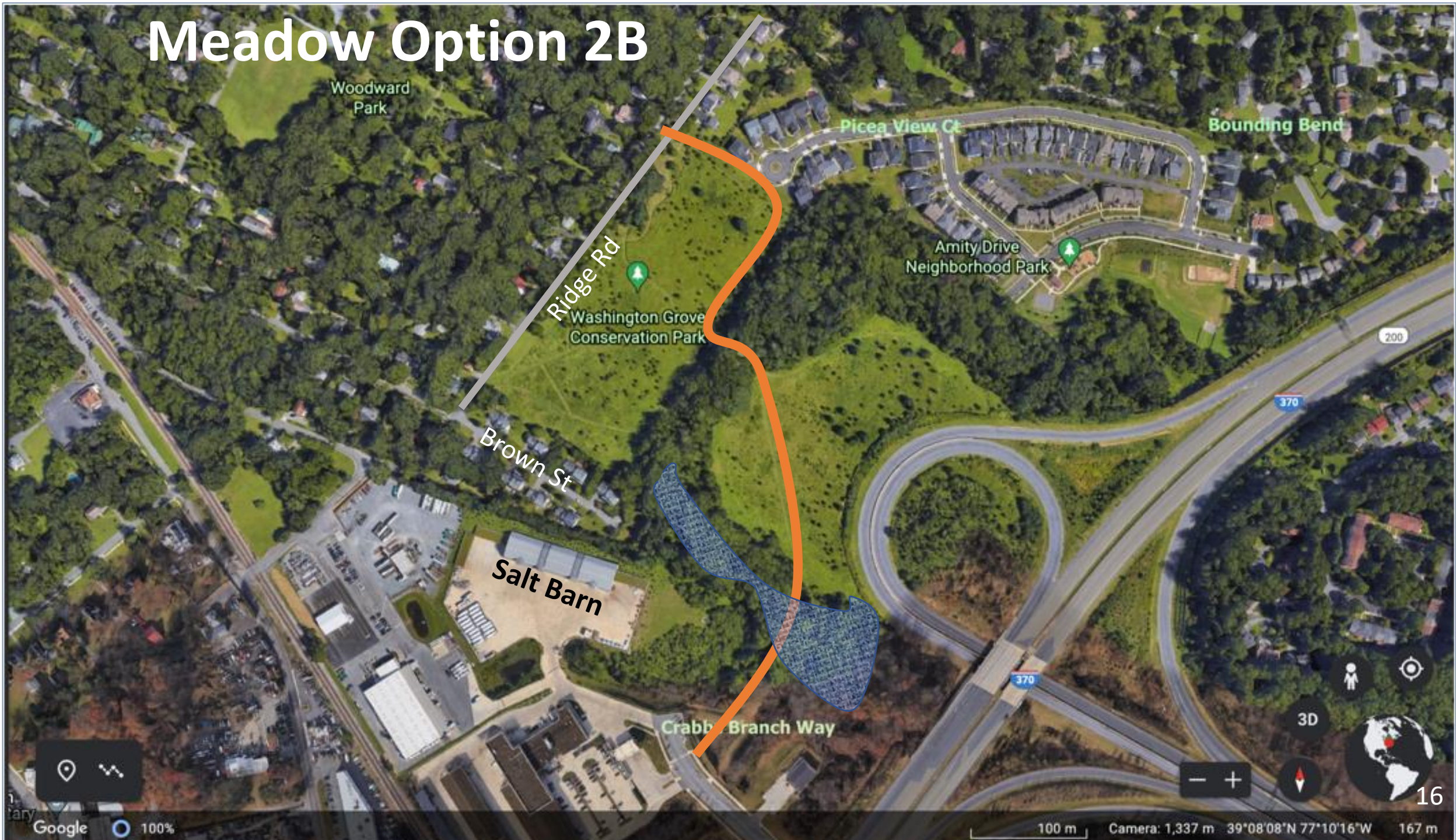
# Findings on Option 4 Meadow 2B



- Longest pathway through both meadows
- Creates significant environmental and historical disturbance to both Conservation and Piedmont Meadows.
- Traverses forested wetland at base of Piedmont Meadow
- Use of service road avoids crossing forested hedgerow
- Close proximity to Picea View Ct could connect Amity & Emory Grove to Crabbs Branch Way in absence of Amity pathway
- Not evaluated by MC DoT



# Meadow Option 2B





# Findings on Option 5 Expanded Railroad St



- **Widening and Extending Railroad St creates traffic safety concerns similar to Railroad St.**
- **This expansion could result in future major increases of traffic and noise pollution.**
- **Not an actual connection option: It requires presence of Railroad St Option to complete a connection to Crabbs Branch Way.**
- **Not evaluated by MC DoT.**

# Mitigation



- **Mitigation approaches can minimize negative effects of all options (speed control, signage, tree replacement, lighting).**
- **Close coordination with MC DoT on pathway design.**
- **All WG roads could experience increased bicycle and pedestrian traffic, requiring, in turn, greater driver vigilance.**
- **Encouraging Town residents to back into their driveways.**

# No-Pathway Option



- **Avoids potential negative effects of pathway on Town**
- **Forfeits opportunities for Town and Neighbors**
  - **To increase access to shopping and Metro**
  - **To advance transportation and social equity**

Even with no pathway, if Amity Drive pathway and/or roadway is constructed, traffic from Gaithersburg would still use WG roads to reach the Amity Drive trail.



# A Task Force Recommendation

If a pathway option is selected...

A Shared Use Pathway Town Committee should be created to:

- Monitor pathway concerns
- Advocate for needed mitigations
- Promote education on safe cycling
- Maintain communication with MC DoT



# Thank You!



- **Kathy Lehman:** for receiving & posting TF materials
- **Christine Dibble:** for WG Website support
- **Mary Challstrom:** for taking minutes at two open meetings
- **John Compton:** for WG's support of the Task Force
- **WG Residents:** for joining TF meetings & submitting evidence
- **Kriss and Gary** wish to thank fellow TF members for their untiring commitment and many contributions!