

## Vision Zero Questions

### March 2, 2026, Special Presentation

- When is the Stonestreet Corridor scheduled to be completed?
  - The design of the Stonestreet Corridor project is currently at 30% and is expected to be completed in 2027. Property acquisition is necessary to complete before construction can begin. Construction timing is dependent on design completion but bidding and construction is expected to take around two years.
- When is the Maryland - Dawson Ave. extension going to be completed?
  - The schedule for this project is highly dependent upon development progression of 414/416 Hungerford Drive. Staff coordinated schedules with them during their entitlement phase at the end of 2024 and recently met with their representatives for an update. They indicate they are still seeking funding sources and need to secure that before they move on to the permitting stage. Staff continue to seek necessary right of way from other adjacent properties.
- Can you share an update/inventory of needed bridge replacements/reinforcements?
  - The only projects that include significant bridge repairs are the bridge replacement of Hurley Avenue (TE16) and the joint replacement at abutments of West Gude Drive (TA25). Both projects are in the process of obtaining federal funding. Other repairs identified by inspections of Long Span Bridges and Pedestrian Bridges are part of the Bridge Rehabilitation CIP (TB21 and TB26). These repairs include routine maintenance to bridges that do not require major improvements but still increase service life. Each fiscal year, staff evaluate identified improvements to determine if any significant rehabilitation justifies a separate CIP.
- When will the Sidewalk Gap inventory will be completed? Do we have new sidewalks planned for the next budget season that are not currently already budgeted from previous cycles? I have been tracking the ones in the report that were already funding from previous cycles.

- An internal review of all sidewalk gaps, which includes more than 400 missing links, will be complete in the next 6 months. The FY27 proposed budget includes construction funding for two projects at Carr Avenue and Charles Steet that are currently under design. An additional sidewalk link will also be proposed for construction in FY27 from the links already reviewed if funding is available in the fiscal year.
  
- Can additional information be added on the Twinbrook Pedestrian bridge be added to the Vision Zero update? I see the request for proposals was closed. What is next and what is the timeline?
  - The Twinbrook Pedestrian and Bicycle Study is expected to be completed within 13-months from the initial kick-off meeting, which will take place after the qualified consultant is selected and the contract is approved and executed. Department of Public Work staff is presently reviewing proposals and anticipates the contract to be awarded in spring 2026, with a kick-off meeting held shortly afterwards. While a detailed schedule will be prepared by the selected consultant at the time of the kick-off meeting, city staff expect the first phase of the project to include data collection and conceptual design of the railroad crossings, the second phase will include the cost-benefit analysis and initial public outreach, and the final phase will include incorporation of public feedback, final evaluation of each option, and follow up public outreach with a recommended crossing option.
  
- We have received concerns about lighting from King Farm to the Shady Grove Metro and The Reed to the Shady Grove metro. It is my understanding that this will be included in the next budget based on previous information. Is this correct?
  - Yes, a new CIP is included in the proposed FY27 budget.
  
- There is a crash history/high injury network between Mannakee/Hurley and 28. What is being done to address? I recognize that there are mostly HIN on state roads. How are we getting the state roads addressed? Can we share an update on the state roads with our D17 colleagues?

- City staff have shared the HIN and crash data with MDOT SHA. Staff can request them to provide a summary of any planned improvements by the state, which can be shared with D17.
  
- Page 23 includes a table with the total distance of recommended bicycle facilities, and the percentage of facilities constructed since plan adoption in 2017. How can we get each of the bike masterplan sections to be at least 30 percent complete? The plan was created in 2017. How are we tracking with plan completion? We could be almost at the 30 percent mark for each, but there are a few that are under (shared use path, bicycle lanes, and climbing lanes).
  - Yes. City staff can evaluate any quick projects for each category that could help achieve 30% for each facility. Some projects require more effort and resources to complete, particularly Shared Use Paths, and bicycle lanes/climbing lanes that do not have available right-of-way. We are currently evaluating Shared Use Paths on Research Blvd and Scott Dr./Veirs Dr. This process takes time but will meet that 30% threshold when constructed. Staff also track the bicycle facilities as they are completed and compare the mileage proposed with what is constructed.
  
- Can we look at mapping out locations for the next bicycle fix it racks to get to more parts of the City? Thank you for moving forward on this idea from M&C.
  - Yes.
  
- Has the team had any luck with improving safety at bus stop crossings in terms of midblock pedestrian access, particularly along Veirs Mill and 355. Was there coordination with the Better Bus Network initiative?
  - Staff continues to raise awareness regarding safety concerns and mid-block crossings on state roadways with MDOT SHA. On both MD 355 and MD 386, many improvements will be included as part of the BRT project implementation.
  
  - Staff received an audit report for bus stop accessibility in Rockville and is compiling the shared information to identify opportunities to improve bus stops as part of our ongoing work program. City

staff has requested relocating bus stops to MCDOT, however there are bus-operational requirements that can limit how close bus stops can be moved to intersections. Furthermore, staff can request eliminating bus stops, however this may have detrimental impacts on bus riders.

- The data by year in the early part of the report should likely have a few asterisks. For example, the drop in crashes/pedestrian safety issues/deaths in 2020 and 2021 were previously reported as a correlation with COVID. The increase in citations from automated enforcement also is correlated with a previous issue with cameras not working, and the subsequent new contract to get the cameras back up online.
  - Good points, DPW staff will reference these caveats when discussing the data.