



Capital Improvements Program Priorities

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Recommendation

Forward a list of priorities to the County Executive for consideration by County agencies for inclusion in the FY2015-2020 Capital Improvements Program, as well as some individual changes in the description of White Flint projects.

Background

This memorandum provides staff recommendations on priorities to forward to the Executive as he prepares his biennial Capital Improvements Program. These recommendations are the result of staff's ongoing effort to maintain an updated compilation of capital improvement projects recommended in approved and adopted master plans and set priorities to keep capital projects in step with the development those plans engender.

The purpose of this process is to provide a way to objectively prioritize different types of projects as to how they best achieve the County's objectives as outlined in the Subdivision Staging Policy. This list is intended to be used in selecting projects to be included in the County's CIP program. Projects that are expected to be the State's responsibility are included because the County has contributed significant funds to such projects in recent years.

The scoring system is intended to promote sustainability, master plan goals and objectives, connectivity, and design excellence (see Attachment A for a description of the criteria and scoring methodology). Projects that are located in areas where the County's desire is to focus development are scored higher than those farther away from our Metro stations and urban centers. The scoring system is also intended to give projects that serve more than one function a higher score. Because the many factors related to mobility and connectivity do not generally relate to schools, projects intended to address capacity deficiencies in schools are given a higher point score in relation to other "staging" projects to reflect the greater impacts on development activity resulting from a school cluster moratorium.

The current master plan assessment effort provides information on the relationship between the pace of development and the provision of public facilities in ways that use new technologies to make the information more accessible and easier to visualize. The project's aim is to maintain maps and a database that will enable the viewer to see capital projects in the context of development approvals and

other elements of the county's growth policy mechanism, such as priority funding areas and conditions in public school clusters.

Changes since July 2011

The Board last reviewed this priority list in July 2011. The significant changes are as follows:

The table has been updated to reflect the Schools Test for FY14, which would not require that any area be put into moratorium under the Subdivision Staging Policy. Where the test has identified clusters that would require a school facility payment, we have added line items for the needed school capacity and assigned points accordingly; where the test has changed or eliminated deficiencies, the points have been adjusted.

The table has been expanded to add capital projects associated with Parks master plans that have not yet been built. The previous table reflected only the Parks projects that were in area master plans.

The table has been updated to reflect the county's most congested corridors as identified in the County's current Mobility Assessment Report (Fall 2011).

The table has been expanded to include bikeway projects that are recommended in the Countywide Bikeways Functional Master Plan and are located in areas of the county that are slated to be the first to receive bikeshare stations. Additional bikeway projects in areas that are not slated to receive bikeshare stations will be added to the list and scored in the next round.

All of these projects, with the exception of Parks master plan projects, are now located in our GIS database. Analysts can track how development approvals relate to planned, programmed or contemplated projects.

These candidates have been evaluated in a matrix format that facilitates comparison across the evaluation criteria described above. As discussed above, projects in Parks master plans have been added to the list for the first time. Because a significant portion of the score is related to areas where development is targeted but parks are often located in areas just outside these areas, some adjustment in the scoring may be beneficial to ensure that these projects are appropriately rated; that adjustment has not yet been identified however. Because the Parks CIP is not directly prepared by the Executive, we recommend that the Board consider not including park projects in the list that is forwarded to the Executive in this round.

Staff recommends that Planning Board forward the following list of the top 200 project priorities (see Attachment B) to the County Executive in advance of development of the next Capital Improvements Program, providing guidance as projects are considered for inclusion by Executive Branch agencies. This list (with any changes requested by the Board at the meeting) will show the County Executive where the Board believes capital resources should be devoted to support development recommended in area master plans.

The large number of projects being forwarded should not be understood to mean that all of these projects should be included in the CIP at this time. Because of the large number of projects with similar scores, we believe that it is useful to see all the projects in this range, and particularly all of the school projects.

The List of Priority Projects in relation to the CIP

Historically, in addition to commenting on the Executive's Recommended CIP, the Planning Board used to recommend a list of projects to be added to the CIP. This changed several years ago with the creation of the prioritization table and the subsequent forwarding of a list of the top projects to the Executive, to be treated as the pool of candidates from which new projects would be selected, in accordance with budget limitations.

Because of budget concerns when the Board last discussed these priorities in 2011, the Board suggested that staff also recommend which projects should be removed from the CIP in favor of higher scoring projects. We believe that this would be problematic for a number of reasons:

- Most major projects in the CIP are recommended in a master plan, thus the Board would be recommending removing a project that's already County policy that we should build.
- It would put the Board in a difficult position to approve private development based on the presence of transportation projects in the CIP, and to which developers may have even contributed, and then subsequently recommend that those projects be removed.
- Major projects with individual CIP Project Description Forms typically have already had a substantial amount of planning done and may be well into the design phase. To remove such projects from the CIP would mean losing the value of that work, possibly for a project whose score is only slightly higher. In addition, deletion of a project in planning and design would likely cause staff scheduling problems for the Executive.
- The ratings do not reflect every possible consideration. Some projects are politically very desirable even if they do not score highly. A recommendation to remove a project could conflict with the desires of residents who have sometimes have had to lobby elected officials for years to get a particular project put in the CIP. Once a project is included in the CIP, these projects should not be deleted based purely on their scores.

Since we're not recommending that a specific number of projects be added to the CIP, only prioritizing which should be added according to the funds available, we believe that no offset needs to be identified. We recommend against designating projects for removal from the CIP for budgetary reasons only, but for cases where there are problems with a particular project, staff will bring this to the Board's attention in our review of the Executive's Recommended Draft early next year and the Board may subsequently recommend changes or removal.

Future updates

The next update of this list should reflect the following:

- Include all the remaining bikeway projects for scoring. Because of the relatively large number of bikeway projects, the scoring system should be reviewed to ensure that we are not overweighting these projects as a category.
- Review the scoring of Parks projects. As noted above, there are locational scoring criteria that put some park projects at a disadvantage. We should consider appropriate actions to ensure that their priority is appropriately reflected even if it is not transmitted to the Executive.
- Include scoring criteria for political decisions on prioritization that have already been made. While the scoring does include an entry for projects that are included in the Constrained Long Range Plan, other existing priority lists, such as the Council's ten-year transportation plan and the County's joint priority list of State projects are not included. Reflecting these decisions by our elected officials in the scoring criteria would better align the Subdivision Staging Policy list with other already established policies.

White Flint projects

In addition to the countywide list of priority projects, staff also recommends that two changes be made to an existing CIP project and that a facility planning program be added:

- White Flint District West: Transportation No. 501116: Amend to include the connection from Towne Road (formerly Hoya Street) to Old Georgetown Road, which is part of Phase 1 of the Sector Plan's staging plan. Also, amend to include a shared use path into the design for the realignment of Executive Boulevard.
- White Flint public facilities: Create a Project Description Form for a facility planning program to allow public agencies (Parks, Recreation, Public Libraries, and Regional Services Center) to begin programming and planning for future facilities in White Flint.

Attachments

- A. Method for Prioritization of Public Facilities for inclusion in the Capital Improvement Program**
- B. Top 100 Project Priorities for FY14**

Attachment A: Method for Prioritization of Public Facilities for inclusion in the Capital Improvement Program

The identification and prioritization of new capital projects should reflect both the Growth Policy vision and the needs identified in Master Plans. Staff will use the following criteria in prioritizing projects for capital funding. The highest priority projects support Growth Policy principles for connectivity, design, diversity, and the environment as outlined below.

- Sustainability, in terms of cost, environmental impact, and social equity
 - giving higher priority to Metro Station Policy Areas, other urban areas, and State Priority Funding Areas
 - leveraged funds – where the County can maximize its investment by using developer, State, and/or Federal funds
- Master/Sector Plan Goals and Objectives
 - staging requirements
 - Constrained Long Range Plan (CLRP)
- Connectivity
 - meeting transportation serviceability goals
 - Mobility Assessment Report (MAR)
 - traffic forecasts
 - emergency preparedness
 - coordinating public facilities with private development
 - linking jobs to housing
 - linking neighborhoods to services
- Design excellence
 - ensuring safety
 - giving higher priority to projects that serve more than one purpose
 - promoting neighborhood conservation and enhancing community identity
 - restoration of, or minimal impacts to, natural resources
 - promoting, directly or indirectly, the preservation of historic resources
- Diversity
 - promote travel other than SOV: pedestrian accommodation, bikeways, transit; multi-modal Quality of Service
 - provide community facilities that serve all types of neighborhoods and interests

The proposed scoring promotes the overall Growth Policy goals of prioritizing non-SOV transportation facilities that would enhance TOD and community connections and cohesiveness. The chart is organized as follows:

Project types: Bike connector, bikeway, library, park, park acquisition, parking facility, police & fire, recreation center, multiple types of road projects, school, sidewalk, trail, transit, transit center, water and sewer, or other community facility

Master Plan or School Cluster: The appropriate Master or Sector Plan is noted; for schools, the school cluster name is noted with an asterisk.

Priority area:

1. Urban areas as defined in Chapter 49 (Grosvenor, Shady Grove, Twinbrook, White Flint, Silver Spring, Wheaton, Bethesda, Friendship Heights, and Glenmont Metro Station Policy Areas; Germantown Town Center; Clarksburg Town Center; Damascus Town Center; Olney Town Center; Flower/Arliss /Piney Branch commercial area; Montgomery Hills Parking Lot District; North Bethesda Commercial/Mixed-Use area, and Silver Spring Parking Lot District.) – 10 points
2. Areas within a ½ mile buffer around Urban areas (and school clusters that contain these areas) – 5 points
3. Areas within ½ mile of non-MSPA Metro Stations (Forest Glen, Medical Center, Takoma, and Shady Grove) – 8 pts
4. Areas within ½ mile of other existing or programmed transit stations – 5 points
5. MD Smart Growth Priority Funding Area other than the above – 3 points
6. Non- MD Smart Growth Priority Funding Area other than the above – 0 points

Staging Requirement or School Capacity Test:

1. Staging requirement – 5 pts
2. School clusters between 105% and 110% capacity – 15 pts
3. School clusters between 110% and 115% capacity – 20 pts
4. School clusters between 115% and 120% capacity – 25 pts
5. Schools clusters over 120% capacity – 30 pts

Note that a school facility payment is required from residential development in clusters over 105% of capacity; MCPS begins programming new school capacity when 110% of capacity is reached; an area goes into moratorium for residential development when 120% of capacity is reached.

Mobility Assessment Report Corridor: corridors with congestion levels most in excess of their policy standard.

Other Criteria: The projects meeting the other criteria listed above were assigned 5 points for each criterion met.

The scores were then added to achieve the ranking that resulted in the list.

Attachment B: Top 100 Project Priorities for FY14

	Category	Project	Comments	Master Plan Area	School Cluster
1	Road-ped	Improved access to transit along University Blvd		East Silver Spring	
2	Transit	Improvements to enhance bus transit on US 29		North and West Silver Spring	
3	Road-intx	Wayne Ave and Fenton St Intersection	Implemented through development plans	Silver Spring CBD	
4	Road-intx	Intersection of Forest Glen Rd and Georgia Ave	Improvements including widening and signal timing. Of particular importance to goal of enhancing community identity by providing public open spaces and pedestrian friendly streets	Forest Glen	
5	Bikeway	Metropolitan Branch Trail	Trail is complete within city of Takoma Park. The portion in Silver Spring CBD has not been built. MCDOT is revising alignment	Takoma Park	
6	Bikeway	B-2 Midcounty Highway	Portion in town center will be built by developer (Stage 2).	Clarksburg	
7	Bikeway	Complete Capital Crescent Trail	Complete Capital Crescent Trail from Bethesda to Silver Spring (to be built in conjunction with the Purple Line)	Bethesda CBD, N&W Silver Spring, Silver Spring CBD	
8	Road-intx	Add a right-turn lane on westbound Dale and US29		North and West Silver Spring	
9	Transit	Georgia Avenue Busway		Glenmont	
10	Transit	Purple Line connection to Bethesda	Planning for the Purple Line is in Progress	Silver Spring CBD, B-CC, Bethesda CBD	
11	Road-intx	Wayne Ave and Cedar St Intersection		Silver Spring CBD	
12	School	Additional High School Capacity	from FY2014 School Test		B-CC*
13	School	Additional Middle School Capacity	from FY2014 School Test		Rockville*
14	School	Additional Middle School Capacity	from FY2014 School Test		Whitman*
15	Road-construction	Georgia Ave Improvement Studies	Study traffic signals, elimination of median breaks and lane additions. Particularly important to enhancing community identity by providing open spaces and pedestrian friendly streets	Forest Glen	
16	Road-intx	Improve intersection of 2nd Ave, Seminary Rd and Seminary Place		North and West Silver Spring	
17	Bikeway	LSC Loop		Great Seneca Science Corridor	
18	Bikeway	B-5 Old Frederick Road in Clarksburg Town Center	On-road; signage needed.	Clarksburg	
19	Bikeway	Clopper Road(MD117)-Diamond Avenue	from CLRP	Gaithersburg	
20	Road	White Flint Stage 1 network improvement	from Appx G	White Flint	
21	Road-construction	Montrose Parkway	Extend Montrose Parkway to Veirs Mill Rd. Facility planning underway.	Aspen Hill	
22	Road-construction	Construct B-11	Construct B-11 from Marinelli Road (70' ROW, 2 lanes). Will be part of a WMATA joint development project.	North Bethesda/ Garrett Park	

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23	Road-construction	White Flint Ave	Construct White Flint Ave with class I bikeway (B-10) from Nebel St to B-11 (80' Row, 2 lanes). Will be part of a WMATA joint development project with LCOR.	North Bethesda/ Garrett Park	
24	Road-construction	Extend Woodglen Drive	Extend Woodglen Drive from Nicholson Lane to Marinelli Road (80' ROW, 2 lanes).	North Bethesda/ Garrett Park	
25	Road-interchange	US29 at Musgrove-Fairland Road	from CLRP	Fairland	
26	Road-ped	Signal at Old Georgetown Rd and Fairmont Ave	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD	
27	Road-ped	Signal at Old Georgetown Rd and Cordell Ave	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD	
28	Road-ped	Signal at Old Georgetown and Glenbrook Rd	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD	
29	Road-ped	Flower Village Neighborhood Improvements	Need traffic signals at Flower/ Arliss and Piney Branch/ Garland needed.	East Silver Spring	
30	Road-ped	Intersection of Rockville Pike and Nicholson Lane	Aggressive signing program to encourage turns before Nicholson Lane considered infeasible by and SHA study. Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
31	Road-ped	Intersection of Rockville Pike and Tuckerman Lane	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
32	Transit	Forest Glen Pedestrian Tunnel	from CLRP	Forest Glen	
33	Transit	Corridor Cities Transitway	Acquire right-of-way for Corridor Cities Transitway. Draft EIS underway.	GSSC, Shady Grove, Clarksburg	
34	School	Additional Middle School Capacity	from FY2014 School Test		Walter Johnson*
35	School	Additional Middle School Capacity	from FY2014 School Test		Blair*
36	School	Additional Middle School Capacity	from FY2014 School Test		Wheaton*
37	School	Additional High School Capacity	from FY2014 School Test		Northwest*
38	School	Additional Elementary School Capacity	from FY2014 School Test		Paint Branch*
39	School	Additional Elementary School Capacity	from FY2014 School Test		Gaithersburg*
40	Bikeway	Dameron Dr	from Belvedere Blvd to Forest Glen Rd	Forest Glen	
41	Park	Battery Lane Urban Park	Expand Battery Lane Urban park to Rugby Ave (facility plan to renovate existing park is complete, programmed for design and construction in later years of CIP)	Woodmont Triangle	
42	Bike connector	Muddy Branch Trail Connector	Non-park connector between recreational trails	GSSC	
43	Bikeway	Georgia Ave Bikeway	Bikeway on Georgia Ave from Norbeck Rd to Glenmont Metro	Aspen Hill	
44	Bikeway	American Legion Bridge	from CLRP	B-CC, Potomac	
45	Bikeway	Jones Mill Rd BikeLanes (Beach-Jones Bridge Rd)	from Appx G	Bethesda Chevy Chase	
46	Bikeway	GoldsboroRd BW (MacArthurBlvd-RiverRd)	from Appx G	Bethesda Chevy Chase	

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47	Bikeway	North Bethesda Trail	from Appx G: Complete shared use path along Old Georgetown Road	Bethesda-Chevy Chase	
48	Bikeway	B-1 North-South Greenway	Portion in town center will be built by developer (Stage 2).	Clarksburg	
49	Bikeway	Clarksburg Road (MD121)-Stringtown Road	from CLRP	Clarksburg	
50	Bikeway	Germantown Road (MD118)	from CLRP	Germantown	
51	Bikeway	Rockville Pike Bikeway	Provide a Class I bikeway on Rockville Pike from Strathmore Ave to Old Georgetown Rd	North Bethesda/ Garrett Park	
52	Bikeway	Marinelli Bikeway	Provide a class II bikeway on Marinelli From Nebel ST to Executive Blvd. Insufficient road width for bikeway, but sidewalk on part of the length will be 10' wide and will be used as a Class I bikeway	North Bethesda/ Garrett Park	
53	Bikeway	Strathmore Ave Bikeway	Provide a class II bikeway on Strathmore Ave from Weymouth St to Rockville Pike. Portion of Strathmore from Flanders Ave to MD 355 is in planning.	North Bethesda/ Garrett Park	
54	Bikeway	River Road (MD190)	from CLRP	Potomac	
55	Bikeway	Underpass of Crabbs Branch Way under Shady Grove Rd	Class I bikeway required for Stage 3	Shady Grove	
56	Bikeway	Redland Road bikeway and sidewalk	Stage 3; included in Redland CIP	Shady Grove	
57	Bikeway	Silver Spring Green Trail	To be implemented with Purple Line	Silver Spring CBD	
58	Bikeway	Shared Use Path (PB-12) along Wisconsin Ave	From Somerset Terrace to Dorset Ave	Friendship Heights	
59	Bikeway	Dual Bikeway (DB-6) along Colesville Road	From 16th St Circle to East West Hwy	Silver Spring CBD	
60	Library	New Clarksburg Library	from Appx G	Clarksburg	
61	Park	Expand Battery Lane Urban Park to Rugby Avenue	Feasibility depends on providing parking for existing residents. Facility plan completed in FY10, programmed for design and construction in FY16-18. Negotiations on going for additional land acquisition.	Bethesda CBD	
62	Road-construction	Geico/ Brookdale Greenway		Friendship Heights	
63	Road-construction	Hillcrest Ave and Appomattox Ave	Connect Hillcrest Ave with a realigned Appomattox Ave through the Village Mart Shopping Center property	Olney	
64	Road-construction	North High Street extension	Extend North High Street to Morningwood Drive as a business district street with a 70' right of way.	Olney	
65	Road-interchange	I-270 at Clarksburg Road (MD121)	from CLRP	Clarksburg	
66	Road-interchange	I-270 at Watkins Mill Extended	from CLRP	Gaithersburg	
67	Road-ped	Signal on Arlington Rd at Bradley Shopping Center	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD	
68	Road-ped	Piney Branch pedestrian and transit access	Improve pedestrian and transit access along Piney Branch. South of Sligo Parkway is complete	East Silver Spring	

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69	Road-ped	Wayne Ave and Dale Dr intersection	Wayne Ave from Silver Spring CBD to Sligo Creek Parkway as three-lanes and right turn at Dale Dr. Improvement deferred pending Purple Line study.	East Silver Spring	
70	Road-ped	Reconstruct GA Ave to improve pedestrian environment	Consistent right-of-way, remove reversible lane, install median, wide sidewalks, streetscaping, signal timing. Not yet programmed by the State	North and West Silver Spring	
71	Road-ped	Intersection of Rockville Pike and Marinelli Rd	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
72	Road-ped	Intersection of Rockville Pike and Old Georgetown Rd	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
73	Trail	Magruder Branch Trail	Extend Magruder Branch Hiker/Biker Trail from Valley Park Drive to Damascus Town Center. Design in CIP for FY13-14 but no construction money. [Facility planning approved by Planning Board 2007. Programmed in CIP for design and construction in FY15-20. Project has been pushed out in CIP several times by County Council.]	Damascus	
74	Trail	Crystal Rock Drive Greenway	Linear recreation corridor between Town Center and Black Hills Regional Park. Parks has constructed the connector from Crystal Rock Drive to the Black Hill Trail. The connection from there would be part of the development in that area. The only Greenway connector that will be built will be along Observation Drive to the park entrance off of Old Baltimore.	Germantown	
75	Transit	Veirs Mill Road bus enhancements	from Appx G	Kensington-Wheaton, Wheaton CBD	
76	Transit	Randolph Road bus enhancements	from Appx G	White Flint	
77	Transit Ctr	New Marc station to serve Twinbrook and Montrose Crossing	Under study in the White Flint sector plan	North Bethesda/ Garrett Park	
78	Road-intx	Restripe and widen Sligo Creek Pkwy at Colesville Rd		North and West Silver Spring	
79	School	Additional Middle School Capacity	from FY2014 School Test		Northwood*
80	School	Additional High School Capacity	from FY2014 School Test		Quince Orchard*
81	School	Additional Elementary School Capacity	from FY2014 School Test		Rockville*
82	School	Additional Middle School Capacity	from FY2014 School Test		Springbrook*
83	School	Additional High School Capacity	from FY2014 School Test		Johnson*
84	School	Additional High School Capacity	from FY2014 School Test		Montgomery*
85	School	Additional High School Capacity	from FY2014 School Test		Northwood*
86	School	Additional High School Capacity	from FY2014 School Test		Blair*
87	School	Additional High School Capacity	from FY2014 School Test		Whitman*
88	School	Lake Seneca ES	from FY2014 School Test		Seneca Valley*
89	Bikeway	Forest Glen Rd Bikeway	Between Sligo Creek and Forest Glen Metro	Forest Glen	
90	Bikeway	Belvedere Blvd Bikeway	Belvedere Blvd from Dameron Drive to Woodland Dr	Forest Glen	

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91	Bikeway	Belvedere Blvd Bikeway	Belvedere Blvd from Georgia Ave to Greeley Ave. Awaits Georgia Ave improvement studies by SHA/ MCDOT	Forest Glen	
92	Bikeway	Greeley Ave Bikeway	Greeley Ave from Churchill Rd to Arthur Ave	Forest Glen	
93	Bikeway	Forest Grove Dr bikeway from northern sector plan boundary to Forest Glen Rd		Forest Glen	
94	Bikeway	B-10 Proposed Bikeway	Stage 3. (Clarksburg Road to Black Hill Regional Park) Implementation through subdivision review process.	Clarksburg	
95	Bikeway	Norbeck Rd Bikeway	Bikeway on Norbeck Rd between Georgia Ave and Layhill Rd	Aspen Hill	
96	Bikeway	Frederick Road	Develop bikeways in Hyattstown Special Study Area B3 and B4. Not programmed at this time.	Clarksburg	
97	Bikeway	Bike Lane (PB-6) along Woodmont Ave	From Bradley Blvd to Bethesda Ave	Bethesda CBD	
98	Bikeway	Shared Use Path/Bike Lane (PB-7) along East Ln	From Hampden Ln to North Ln	Bethesda CBD	
99	Bikeway	Shared Use Path (SP-44) along Bethesda Ave/Willow Ln/46th St	From Woodmont Ave to Georgetown Branch Trail	Bethesda CBD	
100	Bikeway	Shared Road Path (SR-10) along Battery Ln	From Woodmont Ave to Glenbrook Rd	Bethesda CBD	