




## Capital Improvements Program Priorities – Transportation – Part 2

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### Recommendation

Forward a list of transportation project priorities and recommendations regarding school facilities to the County Executive for consideration by County agencies for inclusion in the FY2019-2024 Capital Improvements Program.

### Background

This memorandum provides staff recommendations on priorities to forward to the Executive as he prepares his biennial Capital Improvements Program (CIP) for transportation investments. An initial staff recommendation was presented to the Planning Board on September 14, 2017 based on a ranking developed using 14 evaluation criteria. During the Board's review, there was a concern noted that the 2017 rankings seemed to more heavily weight projects that might not be a current funding priority, and staff was asked to evaluate how the elimination of the "Years in the CIP" criterion would affect the relative rankings. In response, staff has prepared two alternative project rankings: one using the 14 evaluation criteria presented at the previous Planning Board meeting, and the second eliminating the criterion titled "Years in CIP."

In addition, there was some concern about the use and/or scoring of the CLRP (MWCOG Constrained Long-Range Plan) criterion. In response staff reviewed the scores in this category. Our conclusion is that the CLRP is very specific for major investments, such as roads and transit project, but not as specific for bicycle and pedestrian programs in terms of funding or stage of development. Staff feels that the scoring should be modified to simply provide full credit (10 points) if a project is in the CLRP and no points if it is not in the CLRP. This eliminates an "under study" score of 5 points. We feel that this provides a more equitable comparison between all modes of transportation as a regional commitment. It takes funding or phase of project development out of this criterion. With this modification, we feel that the CLRP criterion serves a valid purpose in the prioritization of transportation projects.

Therefore, the 2017 Transportation Priorities have been revised with the modified CLRP criterion scoring. In addition, an alternative scenario has also been scored to assess the effects of removing the "Years in CIP" criterion. **Attachment A** provides a summary of this comparison. The first column presents the "Revised 2017 Priority" and the second column presents the "2017 Priority without Years in

CIP” criterion. Overall, the two rankings contain the same 100 projects, but there are a few significant differences as follows:

- Metropolitan Branch Trail drops five places from #4 to #9 without the Years in CIP criterion,
- Falls Road Bikepath drops 19 places from #32 to #51 without the Years in CIP criterion,
- Seven Locks Bikeway drops 19 places from #33 to #52 without the Years in CIP criterion,
- Widening of Burtonsville Road (MD 198) between Old Columbia Pike and US29 drops 30 places from #36 to #66 without the Years in CIP criterion, and
- Old Columbia Pike Bridge at Paint Branch Bridge and Roadway Reconstruction drops from #52 to #91 without the Years in CIP criterion.

The change for the Metropolitan Branch Trail is not significant and the project is still in the Top 10. The Falls Road and Seven Locks bikeway projects are likely to be re-prioritized once the ongoing Bicycle Master Plan is adopted so these projects should be kept as placeholders. Their shift is difficult to evaluate at this time. The widening of Burtonsville Road (MD 198), with a divided four-lane highway with bicycle and pedestrian facilities and improved access management, is needed to support the Burtonsville Crossroads Plan. The Old Columbia Pike Bridge is a key improvement that will provide vehicular, bicycle and pedestrian connections between the White Oak shopping center area and the Industrial Parkway/Tech Road corridors as detailed in the White Oak Science Gateway Master Plan and the rank of #52 seems more appropriate than #91. We therefore recommend that the “2017 Revised Priority” ranking be selected (with the adjusted CLRP metric ranking and retaining the “Years in CIP” criterion).

### **Comparison of Revised 2017 Priority Ranking to 2015 Ranking**

In addition to the concerns raised during the Board review, the Board requested a comparison of the transportation rankings developed in preparation of 2017-2022 CIP (the “2015 Ranking”). This comparison is complicated by two changes in the development of the rankings. The first is that in 2015 transportation, school, and park facilities were all ranked together, resulting in 71 transportation projects within the top 100 CIP priority projects. The second change between 2015 and now is that staff has revised the metrics used to rank facilities. **Attachment B** provides a summary of the composition of the 2017 Revised Priority projects. Of the 100 projects, 52 were in the 2015 Top 100 list, 31 projects moved into the Top100, and 17 projects are new compared to 2015. The 52 projects represent 73 percent of the 71 transportation projects contained in the 2015 Top 100. Of the 17 new priority projects, six include bicycle facilities, with most of these projects providing access to transit, including MARC, the Purple Line, and Metro. There are three road-related projects in the 17 new priority projects; two are design projects, and one is a facility planning study.

The composition of the transportation priorities between 2015 and 2017 has changed only marginally as shown below.

Transportation				
Projects by Type	2017 Revised	% of total	2015 Priorities	% of total
<b>Bicycle Projects</b>	36	36%	22	31%
<b>Road Projects</b>	44	44%	33	46%
<b>Transit Projects</b>	20	20%	16	23%
<b>Total</b>	100	100%	71	100%

While the composition of the priority list has remained fairly stable, several projects have moved up or down on the Top 100 list, as shown in Attachment A. These projects include:

- MidCounty Highway from Montgomery Village Avenue to Ridge Road moved into the 2017 Top100 at #35,
- MidCounty Highway between the ICC and Shady Grove Road moved into the 2017 Top100 at #42,
- Montrose Parkway East/MD 355 Phase 2 moved from #23 (2015) to #2 (2017),
- I-495 HOV moved from #40 (2015) to #6 (2017),
- US29 Interchange at Tech Road/Industrial Parkway moved from #67 (2015) to #22 (2017),
- I-270 West Spur HOV Ramps moved from #47 (2015) to #23 (2017),
- Spencerville Road (MD 198) bikeway moved from #70 (2015) to #26 (2017),
- I-270 Widening to 12 lanes from Little Seneca Creek to Great Seneca Creek moved from #47 (2015) to #27 (2017), and
- The MD 355 BRT moved from #7 (2015) to #43 (2017).

### Transportation CIP Evaluation – Top 100 Project Priorities

The transportation candidates have been evaluated in a matrix format that facilitates comparison across the evaluation criteria described above and in more detail in Attachment A. We recommend that the Planning Board forward the **2017 Revised Priority** list of the top 100 project priorities (see Attachment A) 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 need to be included in the CIP at this time.

## **Attachments**

- A. Top 100 Transportation Project Priorities for FY2019-FY2024 Comparison of Revised Ranking with Alternative Scenario**
- B. Summary of 2017 Top 100 Transportation Projects**

**Attachment A: Top 100 Transportation Project Priorities for FY 2019-2024**  
**Comparison of Revised Ranking with Alternative Scenario**

Revised 2017 Priority	2017 Priority without Years in CIP Criterion	2015 Priority	Change 2015 to 2017 Revised	Change 2015 to 2017 Without Years in CIP	Category	Project	Comments	Master Plan
1	1	1	NC	NC	Transit	Purple Line	Planning for the Purple Line is in Progress. Includes improved transit access.	Takoma Park, T-L Crossroads, Long Branch, Silver Spring CBD, B-CC, Bethesda CBD
2	2	23	21	21	Road-construction	Montrose Parkway East/MD355 Phase 2	Extend Montrose Parkway to Veirs Mill Rd. From CLRP.	Aspen Hill, North Bethesda/Garrett Park, WF, WF2, Twinbrook
3	3	1	-2	-2	Transit	Bethesda Metro Station South Entrance	Provides direct connection to Purple Line transit station	Bethesda Downtown Sector Plan 2016, CTCFMP, PLFMP
4	9	2	-2	-7	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.	Silver Spring CBD, Takoma Park, Bicycle Master Plan
5	4	8	3	4	Bike Ped Priority Area	Bicycle-Pedestrian Priority Area improvements	Construction FY 16-FY 17.	Silver Spring CBD
6	5	40	34	35	Road-interchange	I-495 (Capital Beltway) HOV	Extend HOV lane south of I-270 West Spur.	Bethesda-Chevy Chase, Potomac
7	6	1	-6	-5	Bikeway	Capital Crescent Trail	Complete Capital Crescent Trail from Bethesda to Silver Spring (to be built in conjunction with the Purple Line)	Bethesda BDP, N&W Silver Spring, Silver Spring CBD
8	7	13	5	6	Transit	MD 355 North BRT	CTCFMP, includes improved transit access	Clarksburg, Clarksburg - Ten Mile Creek, Shady Grove, Gaithersburg Vic., CTCFMP

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9	8	10	1	2	Road-construction	Georgia Ave Improvement Studies Montgomery Hills	Study traffic signals, elimination of median breaks and lane additions. Particularly important to enhancing community identity by providing open spaces and pedestrian friendly streets; Montgomery Hills under study	Forest Glen, North and West Silver Spring, Kensington-Wheaton
10	10	>100	NA	NA	Road-construction	Observation Drive Extended (A-19)	MNCPPC recommended advancement in 2017 review of County Exec CIP. Within the Germantown EASP area, Observation Drive only extends as far north as Waters Discovery Lane, just north of Dorsey Mill Road.	Clarksburg, Clarksburg - Ten Mile Creek, Germantown, Germantown EASP
11	11	11	NC	NC	Transit	MetroBus Priority Corridor Network	Metro Extra Bus Service or RideOn Extra Service	Multiple
12	12	1	-11	-11	Bikeway	Silver Spring Green Trail	This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring.	Silver Spring CBD, North and East Silver Spring, Bicycle Master Plan
13	13	6	-7	-7	Transit	US29 Shoulder Repairs. Transit Reliability & Congestion Management	To support US29 BRT. In 2017 joint priorities letter	Fairland, White Oak, WOSG,
14	14	NEW	NA	NA	Road-construction	Frederick Road (MD 355) (A-251) - intersecton improvements at Brink, WOB, Little Seneca Parkway, Shawnee Blvd, and other intersections between MD 27 and Stringtown Road -	In 2017 joint priorities letter	Clarksburg

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15	15	NEW	NA	NA	Bikeway	Capital Crescent Trail tunnel connection - Downtown Bethesda	connect from Apex Building to Elm Street Park	Bethesda Downtown Sector Plan 2016
16	16	6	-10	-10	Transit	US29 North and South BRT (Silver Spring to Burtonsville)	CTCFMP, includes improved transit access Note: Project Combined in 2017. 2015 priorities were #6 and #12	WOSG & CTCFMP
17	17	9	-8	-8	Transit	Forest Glen Pedestrian Tunnel and left turn lanes on MD97 at Forest Glen Road		Forest Glen
18	18	3	-15	-15	Transit	Corridor Cities Transitway	Acquire right-of-way for Corridor Cities Transitway. Planning and design underway. From CLRP.	Clarksburg, Ten Mile Creek, GSSC, Shady Grove, Germantown, Germantown EASP, CTCFMP
19	21	15	-4	-6	Road	White Flint East & West transportation network improvements	Rockville Pike, Executive Blvd Extended East, Nebel Street, Bridge across WMATA tracks, and future MacGrath Blvd	White Flint
20	19	>100	NA	NA	Bridge/Road-construction	Dorsey Mill Bridge and Road (B-14)	Crystal Rock Drive to Observation Drive. Intended accomodate the CCT in the median. In design.	Germantown EASP, CTCFMP
21	20	22	1	2	Transit	Veirs Mill Road BRT Alternative 2.5	Int Improvements and queue jumps	CTCFMP, Veirs Mills Corridor MP
22	22	67	45	45	Road-interchange	US29 at Tech Road-Industrial Blvd	In 2017 joint priorities letter.	Fairland, White Oak Science Gateway
23	23	47	24	24	Road-interchange	I-270 West Spur HOV	HOV ramps from/to the south side of Westlake Drive/Fernwood Road.	Rock Spring
24	24	1	-23	-23	Bikeway	Capital Crescent Trail surface route	Bethesda Avenue; Elm St to Willow Ln via 47th St	Bethesda Downtown Sector Plan 2016

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25	25	17	-8	-8	Bikeway	Frederick Road (SP-72) Germantown bikeways	From Little Seneca Creek (north end of Germantown Policy Area) to Seneca Creek Park (south end of Germantown Policy Area). Some parts have been completed. Missing segments: Little Seneca Creek south to Ridge Road Recreational Park, just north of Collins Drive to Germantown Road, and Oxbridge Drive to Middlebrook Road.	Germantown EASP, Germantown
26	26	70	44	44	Bikeway	Spencerville Road (MD 198) (SP-21, DB-48, SP-20)	New Hampshire Avenue to PG County line. Sidepath outside Burtonsville. Sidepath and bike lanes from Old Columbia Pike to US 29. (part of MD SHA 198/28 corridor)	Burtonsville Crossroads, Fairland, Cloverly
27	27	47	20	20	Road-widening	I-270 Widening to 12 lanes from Little Seneca Creek to Great Seneca Creek with some preferential treatment to transit vehicles and high-occupancy vehicles.		Germantown EASP
28	28	NEW	NA	NA	Bikeway	16th Street Separated Bike Lane (related to 16th Street Road Diet and Woodside ped crossing)	Bikeway should be located on the east side of 16th Street to facilitate connections to Woodside/16th St Purple Line Station and future CCT.	Greater Lyttonsville Sector Plan 2016
29	29	45	16	16	Road-intx	Improve intersection of 2nd Ave, Seminary Rd and Seminary Place		North and West Silver Spring

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30	30	>100	NA	NA	Road-widening	Snouffer School Rd	Turkey Thicket to Goshen. Widen from 2 to 5 lanes, with bike lanes and sidepath on north side	Gaithersburg Vicinity
31	31	8	-23	-23	Bike Ped Priority Area	Bicycle-Pedestrian Priority Area improvements	Construction FY 18 + Implementation of subprojects in the Grosvenor, Glenmont, Wheaton CD, Veirs Mill Road/Randolph Road, Flower Avenue/Piney Branch Road; Piney Branch Road/University Boulevard, and Takoma-Langley Crossroads BiPPAs will begin in FY17 and subsequent years.	CTCFMP, Bicycle Master Plan
32	51	>100	NA	NA	Bikeway	Falls Road Bikepath	In CLRP.	Potomac Subregion
33	52	>100	NA	NA	Bikeway	Seven Locks Road bikeway (DB-3)	In CLRP and CIP. Designed but awaiting construction funding. Master Plan: from Rockville City Line to I-270. (Now recommending sidepath and bikeable shoulders.)	Potomac
34	32	>100	NA	NA	Road-construction	Burtonsville Rear Business Access Road (north of MD 198)	Phase I feasibility study completed. Phase II scheduled. New street with a narrow right of way, on-street parking, streetscape compatible with elementary school (see Master Plan, page 21)	Burtonsville Crossroads, Fairland
35	33	>100	NA	NA	Road-construction	Midcounty Highway (M-83) from ICC to Shady Grove Road	Not included in MCDOT Corridor Study. MCDOT has no plans at this time	Shady Grove
36	66	70	34	4	Road-reconst/realign	Burtonsville Road (MD198)	Widen Burtonsville Road (MD198) to 4-lane divided highway from Old Columbia Road to US29. From CLRP and per	Burtonsville Crossroads
37	34	>100	NA	NA	Road-ped	Transit Access along New Hampshire Ave	Purple Line and Takoma/ Langley Crossroads plans	East Silver Spring

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38	35	57	19	22	Bikeway	Old Frederick Road in Clarksburg (SP-72)	Shared use path from Brink Road/Little Seneca Creek to just north of Snowden Farm Parkway.	Clarksburg, Clarksburg - Ten Mile Creek
39	36	47	8	11	Road-widening	I-270 Widening to 8 lanes from Little Seneca Creek to MD 121.	From CLRP. In 2017 joint priorities letter.	Clarksburg, Clarksburg - Ten Mile Creek
40	39	>100	NA	NA	Bikeway	Life Sciences Loop Trail	LSC Loop Trail is in design. This project is 3.5 mile recreational path connecting major destinations in the Life Sciences Center districts. LSC Loop must be funded in the Stage I GSSC Master Plan, refer to page 79.	Great Seneca Science Corridor Master Plan, Bicycle Master Plan
41	37	59	18	22	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
42	38	>100	NA	NA	Road-construction	Midcounty Highway (M-83) from Ridge Road to Montgomery Village Avenue	No current plans by MCDOT to advance	Clarksburg, Clarksburg - Ten Mile Creek, Germantown, Germantown EASP, AREA 2 PLANS?
43	43	7	-36	-36	Transit	MD355 South BRT	CTCFMP, includes improved transit access	Bethesda BDP, Woodmont Triangle, B-CC, NB-GP, WF, Twinbrook
44	40	NEW	NA	NA	Road-facility study	Observation Drive Extended (A-19) - Intersection of Observation Drive and Robert's Tavern Road	Study intersection of Observation Drive and Robert's Tavern Drive to see how the intersection can be brought to SHA standards so this can be the MD 355 bypass called for in the Clarksburg plan.	Clarksburg
45	41	21	-24	-20	Transit	New Hampshire Avenue BRT	CTCFMP, includes improved transit access Needed to support GSA FDA Expansion	Takoma, T-L Crossroads, WOSG, CTCFMP

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46	42	69	23	27	Transit	University Boulevard BRT	CTCFMP, includes improved transit access	Takoma Park, T-L Crossroads, Long Branch, Four Corners, K-W, Wheaton
47	44	51	4	7	Bike improvements	Norbeck Road (MD28)	Construct bike and ped improvements on Norbeck Rd between Muncaster Mill Road and Layhill Road.	Aspen Hill, Olney
48	45	14	-34	-31	Transit	White Flint MARC Rail Station and Service	MDOT - conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the plan area	White Flint
49	46	NEW	NA	NA	Road-intx	Woodmont Ave/ Bethesda Ave Intersection Improvements	Reconfigure the intersection of Woodmont Ave/Bethesda Ave to shorten or otherwise improve the pedestrian crossing distance and expand the plaza located on the northwest side of the intersection. Future evaluation should specifically evaluate a concurrent exclusive pedestrian phase (i.e. a pedestrian scramble or Barnes Dance) for all crossings during periods of peak pedestrian demand.	Bethesda Downtown Sector Plan 2016
50	47	67	17	20	Bikeway	Cycle Tracks on New Hampshire Avenue	Route Number DB-7 (to Kennewick Ave), connecting to the Purple Line Transit Center, Sligo Creek Trail, and to a proposed shared use path in DC	Takoma/Langley Crossroads

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51	48	NEW	NA	NA	Road diet	Redesign Wisconsin Avenue as an urban boulevard	Redesign the road to conform to Urban Road Code and make room for BRT operations. Options included dedicated lanes (curb and median), stations (curb and median), and BAT lanes. Wider sidewalks and buffers are also included. For transportation purposes, the Urban Boulevard concept envisions a pedestrian through zone of 10-20ft with a planting/furnishing zone of 6-10ft.	Bethesda Downtown Sector Plan 2016
52	91	68	16	-23	Road-reconst/realign	Old Columbia Pike Bridge at Paint Branch	Bridge and roadway reconstruction	White Oak Science Gateway
53	61	38	-15	-23	Road-interchange	Georgia Avenue (MD97) at Norbeck Road (MD28)	Construct a grade-separated interchange at intersection of Georgia Ave and Norbeck Rd. SHA has completed a facility planning study; waiting for construction funding. From CLRP. In 2017 joint priorities letter	Olney, Aspen Hill
54	49	>100	NA	NA	Road-construction	MD 355 Bypass (A-251),	including facility plan to address connection issues and relocation of public schools	Clarksburg - Ten Mile Creek
55	50	NEW	NA	NA	Road-intersection	Clarksburg Road (MD 121) & MD 355	Add eastbound lane on Clarksburg Road (MD 121)	Clarksburg- Ten Mile Creek
56	62	42	-14	-20	Transit	Georgia Avenue North BRT	CTCFMP	Wheaton, Glenmont, Aspen Hill, Olney
57	53	NEW	NA	NA	Transit Center	Boyds Station, Bus Loop, and Parking	Acquire the for-sale Anderson property north of the MARC station for station facilities, bus loop, and additional parking. MTA may help fund.	Boyds

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58	54	50	-8	-4	Road-interchange	US29 at Musgrove-Fairland Road	From CLRP. On Hold. MCDOT reconsidering solutions for US 29 Corridor	Fairland
59	55	NEW	NA	NA	Road diet	16th Street Road Diet (related to 16th Street Separated Bike Lane and Woodside ped crossing)	Reduce 16th Street between 2nd Ave and DC from 6 travel lanes to 4. Project will reduce pedestrian crossing distance at future Woodside Purple Line Station and at Spring Street, reduce travel speeds and provide room for on-street separated bike lanes.	Greater Lyttonsville Sector Plan 2016
60	56	NEW	NA	NA	Road-intx	16th Street/Woodside Station Pedestrian Crossing (Related to two 16th Street projects)	At the time the Purple Line Station opens, SHA should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or other traffic control device.	Greater Lyttonsville Sector Plan 2016
61	57	NEW	NA	NA	Roadway	Lyttonsville Station Brookville Road Entrance	At the time the Purple Line Station opens MCDOT should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or another traffic control device. To further improve pedestrian safety between the future Purple Line station and the Forest Glen Annex, the sidewalk on the southwest side of Stewart Lane, between Brookville Rd and the CCT should be widened to a min width of 10'.	Greater Lyttonsville Sector Plan 2016
62	58	>100	NA	NA	Bike connector	Cherry and Colby ave connections	Connect Cherry and Colby Ave to the Sligo Creek Trail	Takoma Park

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63	59	>100	NA	NA	Road-construction	New Road (B-25)	Seneca Meadows Pkwy to Milestone Center Court. This new road would also carry the eastern leg of the CCT over Ridge Road.	Germantown EASP, CTCFMP
64	60	>100	NA	NA	Bikeway	River Road (MD190) (DB-2)	Master Plan: from Seneca Creek to I-495. Looking to fill missing pieces. (Now recommending bikeable shoulders and/or sidepath.)	Potomac
65	63	NEW	NA	NA	Roadway	Pearl Street Connector	new project	Bethesda Downtown Sector Plan 2016
66	64	NEW	NA	NA	Bikeway	Lyttonsville Place Bike Lanes	Should be located on northeast side of Lyttonsville Place to facilitate connections to the future Lyttonsville Purple Line Station and future CCT ramp at the station.	Greater Lyttonsville Sector Plan 2016
67	65	20	-47	-45	Transit	Georgia Avenue South BRT	CTCFMP, includes improved transit access.	SS CBD, North & West SS, Wheaton
68	67	>100	NA	NA	Bikeway	Briggs Chaney Road East (SP-19)	Complete missing piece of shared use path from PG County line to ICC (and upcoming shared use path designation from Paint Branch to west of Old Columbia Pike)	Fairland
69	68	>100	NA	NA	Bikeway	Fairland Road (SP-18)	Provide a shared use path along Fairland Road from Old Columbia Pike to the Prince George's County line. Complete missing piece from Old Columbia Pike to just west of US29.	Fairland
70	69	>100	NA	NA	Bikeway	Father Hurley Blvd (SP-68)	From CSX to I-270. Complete missing pieces (current plans missing pieces are from Wisteria to Crystal Rock Drive).	Germantown EASP, Germantown

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71	70	>100	NA	NA	Bikeway	Greencastle Road (PB 52, DB-11, SP-23)	Provide a shared use path and/or bike lanes along Greencastle Road from Prince George's County line to Carson Drive. Complete missing pieces: US29 to Carson Drive and section just west of PG County line.	Fairland
72	71	>100	NA	NA	Road-construction	Locbury Drive (B-5)	Wisteria Drive to Middlebrook Drive. Construct new road to connect existing Locbury Drive north of Middlebrook to Waters Road.	Germantown EASP, Germantown
73	72	51	-22	-21	Bikeway	Norbeck Rd Bikeway (DB-12)	Shared use path: Norbeck Rd between Muncaster Mill Road and Georgia Avenue	Aspen Hill
74	73	NEW	NA	NA	Bikeway	Bradley Blvd separated bike lane	Improves e/w connectivity and close an important gap.	Bethesda Downtown Sector Plan 2016
75	74	>100	NA	NA	Bikeway	ICC trail/shared use bikepath(SP-40)	Shared use path: ICC Trail between Emory Lane and Prince George's County line	Upper Rock Creek Area, Olney, Aspen Hill, Fairland, Cloverly
76	75	47	-29	-28	Road-widening	I-270 Widening to 6 lanes from MD 121 to the County Line.	From CLRP. In 2017 joint priorities letter.	Clarksburg, Clarksburg - Ten Mile Creek
77	76	>100	NA	NA	Bikeway	Bicycle lanes on Sligo Creek Pkwy between Colesville Rd and University Rd	Improvements have been made to slow traffic on Sligo Creek Pkwy	North and West Silver Spring
78	77	NEW	NA	NA	Bikeway	Lyttonsville Rd/ Grubb Rd separated bike lanes	Provides direct connection from East-West Highway and points south of the Sector Plan area, and the Lyttonsville Purple Line Station.	Greater Lyttonsville Sector Plan 2016
79	78	>100	NA	NA	Road-intx	Restripe and widen Sligo Creek Pkwy at Colesville Rd		North and West Silver Spring

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80	79	49	-31	-30	Transit	Line Growth and Investment Plan improvements	Includes third track west of Metropolitan Grove	Germantown, CTCFMP
81	80	11	-70	-69	Transit	Peak period limited stop Ride On bus service	Provide peak period, limited stop, Ride On service from Clarksburg Town Center Lakeforest/Gaithersburg MARC via 355 and Milestone via 355	Clarksburg - Ten Mile Creek
82	81	>100	NA	NA	Bikeway	White Oak Center shared use path loop and connection to FDA		White Oak Science Gateway
83	82	34	-49	-48	Road-interchange	I-270 at Clarksburg Road (MD121)	from CLRP	Clarksburg, Ten Mile Creek
84	83	48	-36	-35	Bikeway	North Bethesda Trail	Complete shared use path along Old Georgetown Road	Bethesda-Chevy Chase
85	84	8	-77	-76	Bike Ped Priority Area	Germantown Town Center		CTCFMP
86	85	>100	NA	NA	Road-construction	Summit Avenue extension	from Plyers Mill Road to Connecticut Avenue via Farragut Avenue	Kensington
87	86	>100	NA	NA	Bikeway	New Hampshire Avenue (BL-11)	Currently planned for bike lanes; planned for shared use path on both sides of the road in upcoming plan. Extents: ICC to Spencerville Road.	Cloverly
88	87	47	-41	-40	Road improvements	I-495/I-270 East Improvements	Ramp metering, shoulder use, spot improvements. In 2017 joint priorities letter	Potomac, North Bethesda/ Garrett Park
89	88	>100	NA	NA	Sidewalk	Provide a sidewalk along Redland Road between MD 200 and Briardale Road.	Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements.	Shady Grove

NC = No Change  
NA = Not Applicable



**Attachment A: Top 100 Transportation Project Priorities for FY 2019-2024**  
**Comparison of Revised Ranking with Alternative Scenario**

Revised 2017 Priority	2017 Priority without Years in CIP Criterion	2015 Priority	Change 2015 to 2017 Revised	Change 2015 to 2017 Without Years in CIP	Category	Project	Comments	Master Plan
90	89	>100	NA	NA	Bikeway	US29 (DB-9)	Include a commuter bikeway facility (shared use path) in the design of US29 from MD 198 in Burtonsville to Industrial Parkway (more details in plan, page 90).	Fairland
91	90	43	-48	-47	Transit	Randolph Road BRT	CTCFMP, includes improved transit access	WOSG, Glenmont, K-W, WF
92	92	NEW	NA	NA	Road-intx	Improve intersection of GA ave and 16th St	Included in Montgomery Hills project planning study	North and West Silver Spring
93	93	NEW	NA	NA	Road-ped	Redesign of River Rd with median and cycle track	Median: to accommodate left turns and ped refuge area Separated bike lane: 11' two-way on north side, with buffer Landscape buffer: accommodate street trees Sidewalks: minimum 15'; may need to be narrower under CCT bridge	Westbard Sector Plan 2016
94	94	8	-86	-86	Bike Ped Priority Area	Cloverleaf		Germantown EASP
95	95	>100	NA	NA	Bikeway	Matthew Henson Trail	from CLRP: Alderton Road to ICC Trail	Aspen Hill
96	96	NEW	NA	NA	Bikeway	Germantown Road (MD 118) (DB-25)	From CLRP. Recommended as dual bikeway (shared use path and shared roadway). From Great Seneca Creek to South Germantown Recreation Park. Some sections have a shared use path already.	Germantown, Germantown EASP
97	97	>100	NA	NA	Road-construction	Dorsey Mill CCT station - direct access from I-270	The Plan recommends direct access to the Dorsey Mill station to and from north I-270 through direct access ramps at the interchange or a revision to the Father Hurley Boulevard interchange.	Germantown EASP, CTCFMP

NC = No Change  
NA = Not Applicable

**Attachment A: Top 100 Transportation Project Priorities for FY 2019-2024  
Comparison of Revised Ranking with Alternative Scenario**

Revised 2017 Priority	2017 Priority without Years in CIP Criterion	2015 Priority	Change 2015 to 2017 Revised	Change 2015 to 2017 Without Years in CIP	Category	Project	Comments	Master Plan
98	98	22	-76	-76	Transit	Veirs Mill Road BRT Alternative 3 (MP Alignment)	Full BRT Implementation	CTCFMP, Veirs Mills Corridor MP
99	99	>100	NA	NA	Road-interchange	US29/Stewart Lane Interchange	Recommends design changes to Stewart Lane interchange that requires less right-of-way acquisition and improves pedestrian/bicycle access across US 29. SHA is adhering to their original design.	White Oak
100	100	NEW	NA	NA	Bikeway	Pearl Street bike lane	Improves n/S connectivity on east side of Sector Plan. Direction connection btn Pearl District and single-unit residential neighborhood to the north and east of the Plan area. Needs clear wayfinding signage. May be implemented as a shared use path if the County Council abandons Peal Street south of Montgomery Ave. The "LB" designation is a "local bikeway" that is not included in the Countywide Bicycle Master Plan due to its limited importance to the County as a whole. LB bikeways can be implemented as any facility designation.	Bethesda Downtown Sector Plan 2016

NC = No Change  
NA = Not Applicable

## Attachment B: Summary of 2017 Top 100 Transportation Projects

<b>No.</b>	<b>Project Category</b>
52	Projects in 2015 Top 100 List
31	Projects that jump into the Top 100
17	New Projects
100	Top 100 Projects

**Revised**

**2017 Rank New Project**

14	Frederick Road Intersection Improvements
28	16th Street Separated Bike Lane
45	Observation Drive Extended - Intersection FP Study
50	Woodmont Avenue/Bethesda Avenue intersection
52	Redesign Wisconsin Avenue as an Urban Boulevard
56	Clarksburg at MD355 Int Improvement
58	Boys Transit Center
60	16th Street Road Diet
61	16th Street/Woodside Station Ped Crossing
62	Lyttonsville Station Brookeville Road Entrance
66	Pearl Street Connector
67	Lyttonsville Place Bike Lanes
75	Bradley Boulevard Bike Lanes
79	Lyttonsville/Grubb Separated Bike Lanes
93	Intersection - Georgia and 16th Street
94	Redesign of River Road with Median and Cycle Track
97	Germantown Road shared use path - completion

**17 New Projects**

**Revised**

**2017 Rank Older Projects that jump into the Top 100**

10	Observation Drive Extended
15	Capital Crescent Trail - Tunnel FP Study
20	Dorsey Mill Road Bridge and Road
30	Snouffer School Road - missing section
32	Falls Road Bikeway
33	Seven Locks Road Bikeway
34	Burtonsville Rear Business Access Road
35	MidCounty Highway from ICC to Shady Grove Road
37	Improve transit access along New Hampshire Avenue
41	Life Sciences Center Loop Trail
43	MidCounty Highway from Montgomery Village Avenue to Ridge Road
55	MD 355 Bypass
63	Cherry and Colby Avenue Connections to the Sligo Creek Trail
64	New Road (B-25) over Ridge Road (next to Wegmans)
65	River Road bikeway from Seneca Creek to I-495
69	Briggs Chaney Road Bikeway - missing sections
70	Fairland Road Bikeway - Old Columbia Pike to Prince George's Co Line
71	Father Hurley Bikeway - from CSX Tracks to I-270
72	Greencastle Road Bikeway - from Carson Drive to Prince George's Co Line
73	Loebury Drive from Wisteria to Middlebrook new road connection
76	ICC Trail - Emory Lane to Prince George's Co Line
78	Sligo Creek Parkway bike lanes between Colesville & University
80	Sligo Creek at Colesville - widen and restripe
83	White Oak Center shared use path loop ad connection to FDA
87	Summit Avenue Extension
88	New Hampshire Avenue Bikeway - MD200 to MD198
90	Redland Road Sidewalk - MD200 to Briardale Road
91	US29 Bikeway - MD198 to Industrial Parkway
96	Matthew Henson Trail extension to ICC Trail
98	Dorsey Mill Road - access to I-270
100	US29/Stewart Lane Interchange

**31 Projects**

**Master Plan**

Clarksburg
Greater Lyttonsville Sector Plan
Clarksburg
Bethesda Downtown Plan
Bethesda Downtown Plan
Clarksburg
Boys/MARC Rail Communities
Greater Lyttonsville Sector Plan
Greater Lyttonsville Sector Plan
Greater Lyttonsville Sector Plan
Bethesda Downtown Plan
Greater Lyttonsville Sector Plan
Bethesda Downtown Plan
Greater Lyttonsville Sector Plan
North & West Silver Spring
Westbard
Germantown

Clarksburg
Bethesda Downtown Plan
Germantown Sector Plan
Gaithersburg Vicinity
Potomac
Potomac
Burtonsville Crossroads
Shady Grove
East Silver Spring
Great Seneca Science Corridor
Montgomery Village, Clarksburg
Clarksburg - Ten Mile Creek
Takoma Park
Germantown Sector Plan
Potomac
Fairland
Fairland
Germantown Sector Plan
Fairland
Germantown Sector Plan
North and West Silver Spring
North and West Silver Spring
White Oak Science Gateway
Kensington
Cloverly
Shady Grove
Fairland
Aspen Hill
Germantown Sector Plan
WOSG