




## Capital Improvements Program Priorities – Transportation and School Facilities

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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 and school investments. Each is presented separately. The transportation related 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 setting priorities to keep capital projects in step with the development these 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. A project is removed from this list once it is either under construction or fully funded and in the Right of Way acquisition process.

The scoring system is intended to support our master plan goals and objectives, as well as to promote sustainability and connectivity, (see Attachment A for a description of the criteria and scoring methodology). Projects 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, the section on school facilities focuses more broadly on capacity requirements in conformance with the Subdivision Staging Policy listing school facilities in need of capital programming, but not suggesting a specific ranking.

## **Changes since July 2015**

The Board last reviewed this priority list in July 2015. The significant changes are as follows:

The table has been updated to reflect the addition of facilities recommended in master plans that have been approved and adopted since the Board's last review:

- Montgomery Village Master Plan (2016)
- Westbard Sector Plan (2016)
- Subdivision Staging Policy (2016)
- Greater Lyttonsville Sector Plan (2016)
- Bethesda Downtown Sector Plan (2017)

The table has also been updated to reflect the county's most congested corridors as identified in the County's Spring 2016 Mobility Assessment Report (MAR). This scoring criterion has been modified to include projects on Interstate highways, which are not included in the MAR but have chronic congestion problems, as well as projects on rail corridors. It is worth noting the addition of criteria for projects already in the Constrained Long Range Plan or in the CIP, and a weight for projects contained in multiple Master Plans has elevated some older projects into the transportation Top 100 compared to previous evaluations, including Observation Drive Extended, MidCounty Highway, and the Falls Road Bikeway project.

Projects on the County's joint priority list of State projects transmitted to the Maryland Department of Transportation on June 29, 2017 have been included as a criterion in the State Transportation Priorities column.

## **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 following list of the top 100 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 need to be included in the CIP at this time.

## **School Facility Evaluation –Capital Programming Priorities**

The Montgomery County Public Schools Division of Capital Planning is in the process of rolling out a new method of prioritizing school capital expenditures that takes into account capacity needs,

modernizations and other factors. Nevertheless, there are two Planning Department functions that directly relate to the need for capital funding for school construction that warrant mentioning: the Annual School Test and master planning.

#### Annual School Test

The FY18 Annual School Test Results were approved by the Planning Board on June 22, 2017. Effective July 1, these results placed the service areas for seven elementary schools into moratorium:

- Burnt Mills ES
- Highland View ES
- Kemp Mill ES
- Lake Seneca ES
- Rosemont ES
- Strawberry Knoll ES
- Summit Hall ES

While under moratorium, the Planning Board cannot approve any new residential development of three or more units in these school service areas. Therefore, these areas deserve prioritization for consideration of capital funding.

The school test also identified service areas for nine schools that are open conditionally for new development. These areas meet the criteria for moratorium, however placeholder projects in the County's FY18 budget provide funding for undefined projects that would create sufficient capacity to pull the service areas out of moratorium. The placeholder projects cover the following service areas, where future residential development is anticipated:

- Montgomery Blair HS
- Albert Einstein HS
- Walter Johnson HS
- Northwood HS
- Parkland MS
- Cedar Grove ES
- Clarksburg ES
- Clopper Mill ES
- Ronald McNair ES

By adding placeholder projects to the budget, the County Council has already prioritized capital funding for these school service areas. However, the placeholder funding is most likely insufficient to cover the cost of final projects to be included in a future Capital Improvement Program. Therefore, funding for more fully defined capacity projects for these service areas should be top priorities.

Finally, there are several school service areas that remain open as a result of the FY18 Annual School Test, but that are on the brink of moratoria, which could be triggered if development applications of

sufficient size are approved. Planning staff monitors these on a case-by-case basis, but they are worth highlighting as potential future capital budget priorities:

- Ashburton ES
- Capt. James E. Daly ES
- South Lake ES
- Earle B. Wood MS

### Master Planning

Another priority for the Planning Department is the assurance of school adequacy for the implementation of master plans recently approved or currently in progress. These include the following plans:

- Bethesda Downtown Plan
- Chevy Chase Lake Sector Plan
- Greater Lyttonsville Sector Plan
- Grosvenor-Strathmore Metro Area Minor Master Plan
- Montgomery Village Master Plan
- Rock Spring Sector Plan
- Westbard Sector Plan
- White Flint and White Flint 2 Sector Plans
- White Oak Science Gateway Master Plan

At full buildout, these plans would collectively produce thousands of new students; with many of these students headed to schools in the down-county area. Therefore, residential development approvals in these areas should be monitored to ensure adequate school capacity and priorities should be set accordingly.

### **Next Steps**

From the transportation side, the identification of CIP transportation priorities is one tool that planners use to evaluate the extent to which the transportation elements of the County's multiple Master Plans have been built, offering guidance as to what remains to be completed and providing feedback to the County by identifying projects for consideration when CIP programs are under development. This information will be stored in a GIS format and maintained to facilitate tracking of what remains unbuilt in future years.

From the school side, the Annual School Test will continue to provide timely information on the capital needs of schools throughout the county, and the work underway by MCPS to develop a new system for prioritization of capital programming is anticipated to improve this process even more.

## **Attachments**

- A. Method for Prioritization of Transportation Facilities for inclusion in the Capital Improvement Program**
- B. Top 100 Transportation Project Priorities for FY2019-FY2024**

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

Staff will use the following criteria in prioritizing projects for capital funding. The highest priority projects will support both Subdivision Staging Policy principles and Master Plan goals and objectives as outlined below.

- Master/Sector Plan Goals and Objectives
  - Recommended in previous Master Plans
  - Staging requirements
  
- Sustainability, Connectivity and Congestion Management
  - Mobility Assessment Report (MAR) – Congested corridors
  - Master Plan exceedances (traffic operations)
  - Promote travel other than SOV: pedestrian accommodations, bikeways, and transit
  
- Previous Decisions on County Priorities
  - Constrained Long Range Plan (CLRP)
  - County Council and Executive Joint Priorities for State Projects
  - Already in the CIP as a project
  - Number of years that a project has been in the CIP
  - Identify missing link to complete transportation connection

The chart is organized as follows:

**Project Types:** Bicycle Pedestrian Priority Area, bike connector, bikeway, intersection improvement, interchange construction, sidewalk, transit, and transit center

**Master Plan:** The appropriate Master or Sector Plan is noted. Projects may have more than one entry in this column.

**Project Status:** Prioritizes projects that are “shovel-ready” for Right of Way acquisition and construction activities to proceed. Project ready receive 10 points. All other projects receive 0 points.

**State Transportation Priority:** Prioritizes projects that were identified in the 2017 Joint Transportation Priorities letter (June 29, 2017). Priorities given for each subject area (Interstate program, Other state highways, WMATA, Bus rapid transit, Pedestrian and bicycle, Commuter rail, and transportation alternatives) using a 0 to 10 point rating (10 points for #1 priority, 7 points for #2 & #3 priority, 3 points for #4 or lower priority, and 0 points if not mentioned in letter). Maximum of 10 points.

**Constrained Long-Range Plan:** Projects currently in the MWCOG CLRP are prioritized using a 0 to 10 point rating (10 points for construction program, 5 points for feasibility study, and 0 points if not included in CLRP).

**CIP/STP:** Projects currently in either the County Capital Improvement Program or in the MDOT State Transportation Program are prioritized using a 0 to 10 point rating (10 points for projects in design stage, 7 points for projects in project planning stage, 3 points for projects on hold, 0 points if not included in CIP/STP).

**Years in the CIP/STP:** Projects that have been in the CIP/STP are prioritized based on time in program budget using a 0 to 10 point rating (10 points if in program 10 years or more, 8 points for 8-9 years, 6 points for 6-7 years, 4 points for 4-5 years, 2 points for 1-3 years, and 0 points if not in CIP or STP.)

**Master Plan Recommendations:** Projects identified in Master or Sector Plans are prioritized based on the number of Master Plans that recommend the project using a 0 to 20 point rating (10 points for one Master/Sector Plan recommendation, 2 additional points (up to a max of 10) for each additional Master/Sector Plan recommendation, and 0 points if not recommended in any Master/Sector Plans).

**Missing Link:** Projects that would complete a transportation facility or service and complete a “missing link” receive 10 points.

**Transit Projects:** Projects that include transit elements are prioritized based on the type of transit investment on a 0 to 10 point rating (10 points for transit infrastructure/services, 7 points for other transit amenities, 5 points for transit operational improvements, and 0 points for no or unmeasurable transit improvements).

**Bicycle/Pedestrian Projects:** Projects that include bicycle and pedestrian facilities as major project components are prioritized based on a 0 to 10 point rating (10 points for bike and pedestrian elements in project, 5 points for bicycle elements only, 5 points for pedestrian elements only, and 0 points for no bike and pedestrian elements).

**MAR Report – Congested Corridors:** Projects are prioritized based on the current weekday peak period congestion percentage in the project vicinity using a 0 to 10 point rating (1 point for every 10% congestion (maximum of 100% or 10 points)).

**MAR Report - Master Plan Area Congestion:** Projects are prioritized based on the current measured traffic operations exceedances (deficient Level of Service based on Critical Lane Volume criteria) using a 0 – 10 point rating (1 point for each deficient CLV intersection (maximum of 10 points)).

**Subdivision Staging Policy Category:** Projects are prioritized based on current land use density using the 2016 SSP Policy Area Categories on a 0 to 10 point rating (10 points for Red or Orange Policy Areas, 5 points for a Yellow Policy Areas, and 0 points for a Green Policy Areas).

**Link to Master Plan Staging:** Projects that are Master Plan staging requirements are prioritized using a with 10 point addition in this criterion.

The scores were then added to achieve the ranking that resulted in the list. A maximum score of 140 points is possible.

**ATTACHMENT B: TOP 100 Transportation Project Priorities for FY2019-2024 CIP**

2017 Priority	Category	Project	Comments	Master Plan	Area Team	Project Status	State Transportation Priority	CLRP	In CIP/CTP	Years in CIP	In Multiple Master Plans	Recommended in Master Plan	Missing Link	Transit	Ped/Bike	Congested Corridor	CLV Exceedences	SSP Category	Linked to Staging	Score
1	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	1	10	10	10	10	10	10	10	0	10	10	7	7	10	10	124
2	Road-construction	Montrose Parkway East	Extend Montrose Parkway to Veirs Mill Rd. From CLRP.	Aspen Hill, North Bethesda/Garrett Park, WF, WF2, Twinbrook	2	0	0	10	10	10	10	10	10	10	10	6	5	10	0	101
3	Transit	Bethesda Metro Station South Entrance	Provides direct connection to Purple Line transit station	Bethesda Downtown Sector Plan 2016, CTCFMP, PLFMP	1	0	10	10	10	10	4	10	0	10	0	7	7	10	10	98
4	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	1	0	0	10	10	10	4	10	10	0	10	5	7	10	0	86
5	Bike Ped Priority Area	Bicycle-Pedestrian Priority Area improvements	Construction FY 16-FY 17.	Silver Spring CBD	1	10	7	10	10	0	2	10	0	0	10	8	7	10	0	84
6	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	1	0	10	10	10	0	2	10	0	5	10	7	7	10	0	81
7	Road-interchange	I-495 (Capital Beltway) HOV	Extend HOV lane south of I-270 West Spur.	Bethesda-Chevy Chase, Potomac	1,3	0	10	5	10	0	2	10	10	10	0	7	5	10	0	79
8	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	3	0	0	10	7	2	6	10	10	10	10	5	3	5	0	78
9	Transit	MD 355 North BRT	CTCFMP, includes improved transit access	Clarksburg, Clarksburg - Ten Mile Creek, Shady Grove, Gaithersburg Vic., CTCFMP	2,3	0	7	5	7	0	10	10	0	10	0	6	10	10	0	75
10	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	1,2	0	3	5	7	0	4	10	0	10	10	8	7	10	0	74
11	Transit	MetroBus Priority Corridor Network	Metro Extra Bus Service or RideOn Extra Service	Multiple	1,2,3	0	7	10	0	0	10	10	0	10	0	6	10	10	0	73
12	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	1	0	10	10	10	0	2	10	0	0	10	3	7	10	0	72
13	Transit	US29 Shoulder Repairs, Transit Reliability & Congestion Management	To support US29 BRT. In 2017 joint priorities letter	Fairland, White Oak, WOSG,	2,3	0	10	0	10	0	4	10	0	10	0	7	10	10	0	71
14	Road-construction	Frederick Road (MD 355) (A-251) - intersection improvements at Brink, WOB, Little Seneca Parkway, Shawnee Blvd, and other intersections between MD 27 and Stringtown Road -	In 2017 joint priorities letter	Clarksburg	3	0	7	0	10	0	0	10	10	10	10	6	3	5	0	71
15	Bikeway	Capital Crescent Trail tunnel connection - Downtown Bethesda	connect from Apex Building to Elm Street Park	Bethesda Downtown Sector Plan 2016	1	0	0	0	10	0	4	10	10	5	10	7	3	10	0	69
16	Transit	US29 BRT (Silver Spring to Burtonsville)	CTCFMP, includes improved transit access	WOSG & CTCFMP	1,2	0	0	10	10	0	2	10	0	10	0	10	7	10	0	69
17	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	2,3	0	10	10	0	0	10	10	0	10	0	5	3	10	0	68
18	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	2	0	0	10	10	2	0	10	0	0	10	5	1	10	10	68
19	Bridge/Road-construction	Dorsey Mill Bridge and Road (B-14)	Crystal Rock Drive to Observation Drive. Intended accommodate the CCT in the median. In design.	Germantown EASP, CTCFMP	3	0	10	10	7	0	2	10	0	10	10	0	3	5	0	67
20	Road-interchange	US29 at Tech Road-Industrial Blvd	In 2017 joint priorities letter.	Fairland, White Oak Science Gateway	2,3	0	7	10	3	0	2	10	0	0	5	9	10	10	0	66
21	Transit	Forest Glen Pedestrian Tunnel and left turn lanes on MD97 at Forest Glen Road	from CLRP	Forest Glen	2	0	3	5	7	0	0	10	0	10	10	8	1	10	0	64
22	Road-interchange	I-270 West Spur HOV	HOV ramps from/to the south side of Westlake Drive/Fernwood Road.	Rock Spring	2	0	10	0	0	0	0	10	10	10	0	10	3	10	0	63
23	Transit	Veirs Mill Road BRT Alternative 2.5	Int Improvements and queue jumps	CTCFMP, Veirs Mills Corridor MP	2	0	7	5	7	0	2	10	0	10	0	6	5	10	0	62



**ATTACHMENT B: TOP 100 Transportation Project Priorities for FY2019-2024 CIP**

2017 Priority	Category	Project	Comments	Master Plan	Area Team	Project Status	State Transportation Priority	CLRP	In CIP/CTP	Years in CIP	In Multiple Master Plans	Recommended in Master Plan	Missing Link	Transit	Ped/Bike	Congested Corridor	CLV Exceedences	SSP Category	Linked to Staging	Score
24	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	1	0	0	10	0	0	2	10	10	0	10	7	3	10	0	62
25	Bikeway	Capital Crescent Trail surface route	Bethesda Avenue; Elm St to Willow Ln via 47th St	Bethesda Downtown Sector Plan 2016	1	0	0	10	0	0	2	10	10	0	10	7	3	10	0	62
26	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	3	0	10	0	7	0	2	10	10	0	10	4	3	5	0	61
27	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	3	0	3	10	3	0	4	10	0	0	10	6	10	5	0	61
28	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	3	0	10	10	3	0	0	10	0	5	0	10	3	10	0	61
29	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	1	0	0	0	0	0	0	10	10	7	10	6	7	10	0	60
30	Road-intx	Improve intersection of 2nd Ave, Seminary Rd and Seminary Place		North and West Silver Spring	1	0	3	10	7	0	0	10	0	0	5	8	7	10	0	60
31	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	2	0	0	10	7	0	0	10	10	0	10	3	5	5	0	60
32	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	1, 2	0	7	0	10	2	2	10	0	0	10	8	1	10	0	60
33	Bikeway	Falls Road Bikepath	Recommended for CIP. In CLRP.	Potomac Subregion	3	0	0	10	7	10	0	10	0	0	10	3	5	5	0	60
34	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	Potomac	3	0	0	10	7	10	0	10	0	0	10	3	5	5	0	60
35	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	3	0	3	10	0	0	2	10	10	0	5	3	10	5	0	58
36	Road-construction	Midcounty Highway (M-83) from ICC to Shady Grove Road		Shady Grove	2	0	0	10	0	0	0	10	10	0	10	3	5	10	0	58
37	Road-interchange	US29 at Stewart Lane		WOSG	3	0	3	10	3	0	0	10	0	0	5	7	10	10	0	58
38	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 MP.	Burtonsville Crossroads	3	0	3	10	7	10	0	10	0	0	10	3	0	5	0	58
39	Road-ped	Transit Access along New Hampshire Ave	Purple Line and Takoma/ Langley Crossroads plans	East Silver Spring	1	0	0	0	0	0	4	10	10	7	5	5	7	10	0	58
40	Bikeway	Bradley Blvd separated bike lane	Improves e/w connectivity and close an important gap.	Bethesda Downtown Sector Plan 2016	1	0	0	10	0	0	2	10	10	0	5	7	3	10	0	57
41	Bikeway	CCT Surface Rt along Bethesda Ave/ Willow Ln	Council request	Bethesda Downtown Sector Plan 2016	1	0	0	10	0	0	2	10	10	0	5	7	3	10	0	57
42	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	3	0	10	10	0	0	2	10	0	0	10	4	1	10	0	57

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43	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	3	0	10	10	3	0	2	10	0	0	0	9	3	10	0	57
44	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	2	0	0	0	10	2	2	10	0	0	10	3	0	10	10	57
45	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	1	0	0	0	0	0	0	10	10	7	10	3	7	10	0	57
46	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	3	0	0	10	0	0	10	10	10	0	5	5	1	5	0	56
47	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	3	0	0	10	7	2	0	10	10	0	5	5	1	5	0	55
48	Transit	New Hampshire Avenue BRT	CTCFMP, includes improved transit access Needed to support GSA FDA Expansion	Takoma, T-L Crossroads, WOSG, CTCFMP	1	0	3	0	0	0	6	10	0	10	0	9	7	10	0	55
49	Transit	University Boulevard BRT	CTCFMP, includes improved transit access	Takoma Park, T-L Crossroads, Long Branch, Four Corners, K-W, Wheaton	1,2	0	0	0	0	0	2	10	0	10	10	6	7	10	0	55
50	Bike improvements	Norbeck Road (MD28)	Construct bike and ped improvements on Norbeck Rd between Muncaster Mill Road and Layhill Road.	Aspen Hill, Olney	2,3	0	10	0	7	0	2	10	0	0	10	6	5	5	0	55
51	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	2	0	7	0	0	0	0	10	0	10	0	5	1	10	10	53
52	Bikeway	Pearl Street bike lane	Improves n/s connectivity on east side of Sector Plan. Direction connection b/n 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 Pearl 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	1	0	0	10	0	0	2	10	0	0	10	7	3	10	0	52
53	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	1	0	0	0	0	0	0	10	10	0	10	5	7	10	0	52
54	Bikeway	New Hampshire Avenue	from CLRP	Takoma Park	1	0	0	10	0	0	0	10	0	0	10	5	7	10	0	52
55	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	1	0	0	0	0	0	2	10	0	10	10	7	3	10	0	52
56	Road-reconst/realign	Old Columbia Pike Bridge at Paint Branch	Bridge and roadway reconstruction	White Oak Science Gateway	2	0	0	0	0	0	0	10	10	0	10	9	3	10	0	52
57	Road-construction	MD 355 Bypass (A-251), including facility plan to address connection issues and relocation of public schools		Clarksburg - Ten Mile Creek	3	0	0	0	7	2	0	10	0	5	10	6	1	10	0	51

**ATTACHMENT B: TOP 100 Transportation Project Priorities for FY2019-2024 CIP**

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58	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	2,3	0	3	10	3	8	2	10	0	0	0	5	5	5	0	51
59	Road-intersection	Clarksburg Road (MD 121) & MD 355	Add eastbound lane on Clarksburg Road (MD 121)	Clarksburg- Ten Mile Creek	3	10	0	0	10	0	0	10	0	0	10	0	1	10	0	51
60	Transit	Georgia Avenue North BRT	CTCFMP	Wheaton, Glenmont, Aspen Hill, Olney	2,3	0	0	0	0	0	8	10	0	10	0	8	5	10	0	51
61	Transit Center	Boyd's 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.	Boyd's	3	0	10	0	7	2	0	10	0	10	0	4	3	5	0	51
62	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	1	0	0	0	0	0	0	10	0	7	10	6	7	10	0	50
63	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	1	0	0	0	0	0	0	10	0	7	10	6	7	10	0	50
64	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	1	0	0	0	0	0	0	10	0	7	10	6	7	10	0	50
65	Bike connector	Cherry and Colby ave connections	Connect Cherry and Colby Ave to the Sligo Creek Trail	Takoma Park	1	0	0	0	0	0	0	10	10	0	10	3	7	10	0	50
66	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	3	0	10	0	0	0	2	10	10	10	0	0	3	5	0	50
67	Road-interchange	US29 at Musgrove-Fairland Road	From CLRP. On Hold. MCDOT reconsidering solutions for US 29 Corridor	Fairland	3	0	7	10	3	0	0	10	0	0	5	0	10	5	0	50
68	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	3	0	7	0	0	0	0	10	10	0	10	3	5	5	0	50
69	Roadway	Pearl Street Connector	new project	Bethesda Downtown Sector Plan 2016	1	0	0	0	0	0	0	10	10	0	10	7	3	10	0	50
70	Bikeway	Wilson Ln (MD 188) bike lane	Proposed in a previous plan	Bethesda Downtown Sector Plan 2016	1	0	0	10	0	0	4	10	0	0	5	7	3	10	0	49
71	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	1	0	0	0	0	0	2	10	0	7	10	3	7	10	0	49
72	Transit	Georgia Avenue South BRT	CTCFMP, includes improved transit access.	SS CBD, North & West SS, Wheaton	1,2	0	0	0	0	0	4	10	0	10	0	8	7	10	0	49
73	Transit	MD355 South BRT	CTCFMP, includes improved transit access	Bethesda BDP, Woodmont Triangle, B-CC, NB-GP, WF, Twinbrook	1,2	0	7	0	0	0	2	10	0	10	0	7	3	10	0	49
74	Bikeway	Briggs Chaney Road East (SP-19)	From CLRP. 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	3	0	0	0	0	0	0	10	10	0	10	3	10	5	0	48

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75	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	3	0	0	0	0	0	0	10	10	0	10	3	10	5	0	48
76	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	3	0	0	0	0	0	2	10	10	0	10	3	3	10	0	48
77	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	3	0	0	0	0	0	0	10	10	0	10	3	10	5	0	48
78	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	3	0	0	0	0	0	2	10	10	0	10	3	3	10	0	48
79	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	3	0	3	10	0	?	8	10	0	0	10	0	1	5	0	47
80	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	1	0	0	0	0	0	0	10	0	0	10	10	7	10	0	47
81	Bikeway	Lyttonville Rd/ Grubb Rd separated bike lanes	Provides direct connection from East-West Highway and points south of the Sector Plan area, and the Lyttonville Purple Line Station.	Greater Lyttonville Sector Plan 2016	1	0	0	0	0	0	2	10	0	7	5	6	7	10	0	47
82	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	3	0	10	10	3	0	2	10	0	0	0	9	3	0	0	47
83	Road-intx	Restripe and widen Sligo Creek Pkwy at Colesville Rd		North and West Silver Spring	1	0	0	0	0	0		10	0	0	10	10	7	10	0	47
84	Transit	MARC Brunswick Line Growth and Investment Plan improvements	Includes third track west of Metropolitan Grove	Germantown, CTCFMP	3	0	7	0	0	0	2	10	0	10	0	10	3	5	0	47
85	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	3	10	0	0	0	0	0	10	0	10	0	6	1	10	0	47
86	Bikeway	White Oak Center shared use path loop and connection to FDA		White Oak Science Gateway	2	0	0	0	0	0	0	10	10	0	10	3	3	10	0	46
87	Road-interchange	I-270 at Clarksburg Road (MD121)	from CLRP	Clarksburg, Ten Mile Creek	3	0	0	0	10	0	2	10	0	0	10	3	1	10	0	46
88	Bikeway	North Bethesda Trail	Complete shared use path along Old Georgetown Road	Bethesda-Chevy Chase	1	0	0	0	0	0	0	10	10	0	10	3	3	10	0	46
89	Bike Ped Priority Area	Germantown Town Center		CTCFMP	3	0	7	0	0	0	0	10	0	0	10	5	3	10	0	45
90	Road-construction	Summit Avenue extension	from Pliers Mill Road to Connecticut Avenue via Farragut Avenue	Kensington	2	0	0	0	7	0	0	10	0	0	10	7	1	10	0	45
91	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	3	0	10	0	0	0	0	10	0	0	5	5	10	5	0	45
92	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	2	0	7	10	0	0	0	10	0	0	0	7	1	10	0	45
93	Bikeway	American Legion Bridge Bikeway	from CLRP	B-CC, Potomac	1,3	0	0	5	0	0	0	10	0	0	5	9	5	10	0	44
94	Road improvements	I-495/I-270 East Spur Improvements	Ramp metering, shoulder use, spot improvements. In 2017 joint priorities letter	Potomac, North Bethesda/ Garrett Park	2,3	0	7	0	0	0	2	10	0	0	0	10	5	10	0	44
95	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	2	0	0	0	0	0	0	10	0	7	5	3	9	10	0	44
96	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	3	0	0	0	0	0	0	10	0	0	10	9	10	5	0	44

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97	Road-intx	Improve intersection of GA ave and 16th St	Included in Montgomery Hills project planning study	North and West Silver Spring	1	0	?	0	0	0	2	10	0	0	5	9	7	10	0	43
98	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	1	0	0	0	0	0	2	10	5	0	10	3	3	10	0	43
99	Bike Ped Priority Area	Cloverleaf		Germantown EASP	3	0	7		0	0	0	10	0	0	10	3	3	10	0	43
100	Bikeway	Matthew Henson Trail	from CLRP: Alderton Road to ICC Trail	Aspen Hill	2	0	0	0	0	0	0	10	10	0	10	3	5	5	0	43