




Capital Improvements Program Priorities – Transportation and School Facilities

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Recommendation

Staff recommends transmitting a list of transportation project priorities and school facility recommendations to the County Executive for consideration by County agencies for inclusion in the FY2021-2026 Capital Improvements Program (CIP). We also recommend that the County Executive improve the accountability of Vision Zero-related efforts by creating dedicated Vision Zero CIP projects.

Background

This memorandum provides staff recommendations on priorities to forward to the County Executive as he prepares his biennial 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. Prioritization is based on a desire to keep capital projects in step with the development these plans engender. On the school front, the recommendations are similarly based on ensuring that implementation of recently adopted plans are not hindered by residential development moratoria.

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 and other county policy documents, including the Vision Zero Action Plan. This list is intended to be a resource for the County in selecting projects to be included in the County's CIP program. Projects that are expected to be the State's responsibility are also 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.

In previous biennial reviews, the transportation projects were evaluated using a quantitative scoring system. For this review, this methodology was replaced with a more flexible experiential methodology as follows:

- 1) We started with the 2017 Transportation Priorities list as approved by the Planning Board and eliminated projects that were under construction/constructed.

- 2) Bicycle-related projects were removed from the 2017 list (with the exception of projects that are already funded as stand-alone CIP projects), to be replaced with more up-to-date recommendations from the approved Bicycle Master Plan.¹ We then identified all Tier 0.5 (programmed bikeways) and Tier 1 (near term bikeways) projects from that plan and added them into the recommended 2019 list.
- 3) We adjusted a project's ranking based on how well it addressed the County's Vision Zero goals and the extent to which it would improve safety within the County's High Injury Network (part of the Vision Zero Action Plan).
- 4) We adjusted a project's ranking if it was located in or planned to provide transportation benefits to Equity Emphasis Areas (EEAs) as designated by the Metropolitan Washington Council of Governments.
- 5) We adjusted a project's ranking if it addressed the needs/capital improvement implementation plans in an adopted master plan.

New Master Plans Since Last Review

The Board last reviewed this priority list in September 2017. The list 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:

- White Flint 2 Sector Plan (2018)
- Grosvenor-Strathmore Minor Master Plan Amendment (2018)
- Master Plan of Highways and Transitways Technical Update (2018)
- Bicycle Master Plan (2018)
- Veirs Mill Corridor Master Plan (2019)
- MARC Rail Communities Plan (2019)

Transportation CIP Evaluation – Top 100 Project Priorities

The transportation candidates have been ranked in a matrix that is attached with this memo as Attachment A. For each project, the following information is provided:

- 2019 Priority Ranking
- 2017 Priority Ranking (if applicable)
- Improvement Category (road, transit, bikeway, pedestrian, etc.)
- Project Name, Description and Limits
- Relevant Master Plan(s)
- Positive contribution to an Equity Emphasis Area (yes/no)

¹ **The Montgomery County Bicycle Master Plan**, Approved and Adopted December 2018, Implementing the Vision, p154.

- Positive contribution to roads located on the High Injury Network (HIN) in support of the Vision Zero Action Plan (yes/no)

Staff recommends that the Planning Board transmit the list of the top 100 transportation project priorities (see Attachment A) to the County Executive to provide guidance to Executive Branch agencies as projects are considered for inclusion in the FY2021-2026 Capital Improvements Program. This list (with any changes requested by the Board at the meeting) will show the County Executive where the Board believes capital resources for transportation purposes should be devoted to support implementation of master plan recommendations. The large number of projects, however, should not be understood to mean that all of these projects need to be included in the CIP at this time.

NOTE: The ranking does not include programmatic CIP projects that are ongoing efforts/services provided by the Montgomery County Department of Transportation (including traffic engineering, traffic signal maintenance and operation, streetlighting, and many others).

Planning staff also recommends that the County Executive improve the accountability of Vision Zero-related efforts by creating dedicated Vision Zero CIP projects, including recommendation #5 to conduct corridor assessments of the High Injury Network.

Summary of the Top 100 Priorities

The top 100 transportation project priorities for 2019 represent significant changes from 2017, with 59 of the 100 projects being new to the list. This is reflective of several significant master planning efforts accomplished over the past two years, including the Bicycle Master Plan, as well as the beginning of design projects in support of the Bethesda Downtown Plan.

The projects present a wide diversity of transportation projects, fully consistent with current County policies. Figure 1 below shows the breakdown of top 100 transportation priorities by project type. The largest share of projects is the bikeways/bicycle facilities category (44 projects). The second highest category is transit (17 projects), followed by pedestrian (10 projects). Road-related projects are shown in several categories, but overall account for 28 of the 100 recommended projects.

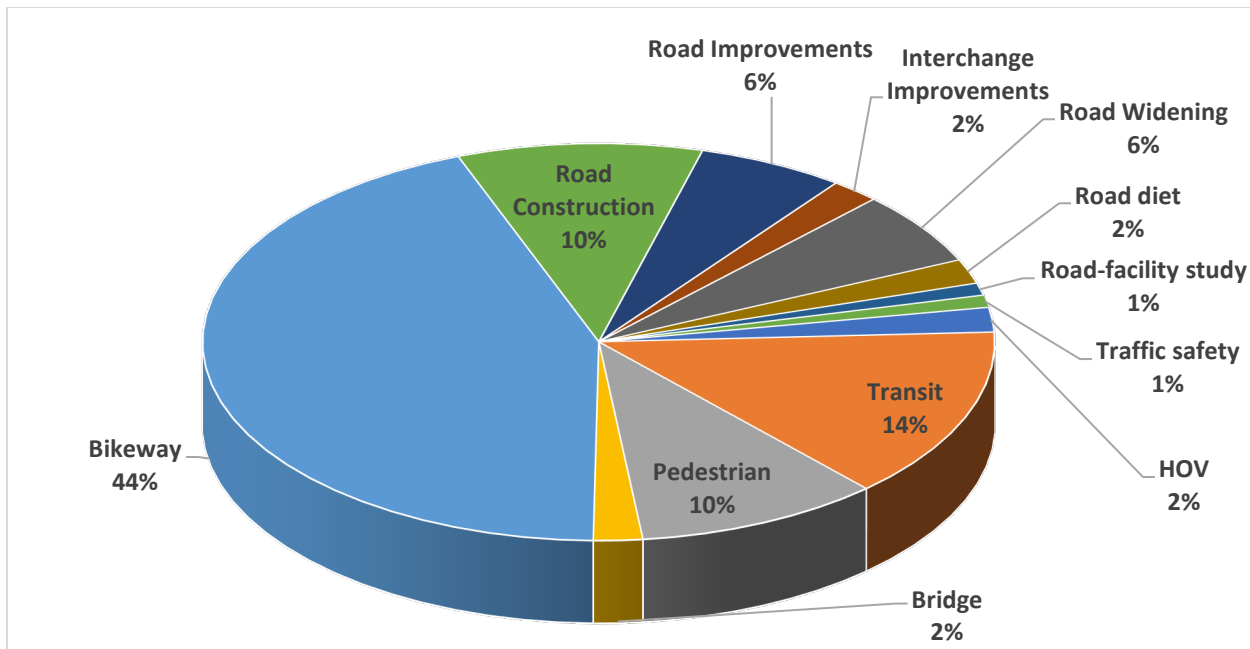


Figure 1 Top 100 Transportation Project Priorities by Type

Bicycle projects are typically programmed in three different methods by the Montgomery County Department of Transportation (MCDOT):

- 1) As part of a Bicycle-Pedestrian Priority Area (CIP item),
- 2) As a stand-alone CIP project,
- 3) As part of the Bicycle Program Minor Projects - CIP Project (P507596).

Of the 44 bicycle projects identified, the vast majority are located primarily within BPPA boundaries of already funded BPPA CIP projects. The CIP budget, however, may not be adequate to accommodate the addition of these recommended projects. MCDOT should review and seek budget modifications as necessary.

Vision Zero Considerations

To assess potential vision zero benefits of the top 100 transportation priorities, an evaluation was conducted to determine if the proposed project would improve the safety of road segments within Montgomery County’s High Injury Network (HIN).² The HIN includes road segments with five or more severe or fatal collisions per year and one or more collisions per mile per year (excluding interstate highways). The HIN represents 54 road miles which is only five percent³ of the County’s road network, but most of these road miles are on some of the heavier-traveled state and county-owned non-interstate roads in Montgomery County. Overall, 46 percent of the staff’s recommended priority projects are expected to provide a safety benefit to road corridors on the Vision Zero Action Plan HIN. As we continue working toward the 10-Year Action Plan, the Planning Department and MCDOT will work

² **Vision Zero: No Deaths by 2030 in Montgomery County, Two-Year Action Plan**, November 2017, p6.

³ Per the Master Plan of Highways and Transitways road mileage. Excludes secondary and tertiary roads.

to refine our analytical skills to expand this focus. This may include the development of a predictive safety analysis tool.

Equity Considerations

In addition to the project types, the locations of the recommended top 100 transportation project priorities are important to review. Unlike other CIP projects that may be point or parcel specific and have a defined area of benefit, however, it is difficult to identify the people who will benefit from a transportation project.

Equity has become a major focus within the Planning Department and is one of the core drivers behind the General Plan update, Thrive Montgomery. The Bicycle Master Plan completed in the past year included an equity evaluation, and it is hoped that Montgomery Planning can make progress in the future in evaluating equity as an integral element of all our planning work. As part of this biennial review, equity was elevated to be a primary consideration in the prioritization of transportation CIP projects.

As a starting point, it is important to assess current capital improvement efforts. staff conducted a detailed spatial review of the adopted FY2017-2022 transportation CIP. Among the 127 transportation CIP projects that have site-specific locations, only 16 were located in an Equity Emphasis Area (13 percent). On a budget basis, these 16 projects accounted for only 9 percent of the funds included in the transportation CIP. Meanwhile, Equity Emphasis Areas represent seven percent of the County's land area and contains 24 percent of the County's population. By comparison, the top 100 transportation CIP project priorities recommended in this staff report present a significantly improved attention to equity, with 46 percent of the priority projects providing transportation benefits to Equity Emphasis Areas. This represents only projects that are locatable, so it ignores ongoing programmatic services provided by MCDOT including traffic engineering, RideOn services, streetlighting and others. We will continue to work to improve this transportation CIP evaluation process in future biennial reviews.

Equity and Vision Zero Findings

Equity and Vision Zero are high priorities within Montgomery County, so providing positive transportation benefits to areas of concern regarding equity and road safety were prioritized. As indicated above, the top 100 transportation project priorities include 46 projects that are expected to provide a transportation benefit to Equity Emphasis Areas, and 46 projects that are expected to provide a transportation benefit to road corridors on the Vision Zero Action Plan High Injury Network. There are 31 recommended projects that are expected to accomplish both equity and Vision Zero benefits.

School Facility Evaluation – Capital Programming Priorities

Staff recognizes that our school CIP priorities – those of the Planning Department and the Planning Board – will not align perfectly with those of the Board of Education or Montgomery County Public Schools (MCPS). MCPS comprehensively reviews the capital needs of every school and cluster on an ongoing basis, and its CIP request will include projects to relieve capacity issues, replace failing systems,

renovate aging schools, and more. Planning staff, however, identified school CIP priorities through the lenses of the Subdivision Staging Policy (SSP) and recently adopted master/sector plans.

The SSP requires an annual review of school and cluster capacity utilization to determine an area's ability to take on new residential development. Schools and clusters that hit certain utilization thresholds may enter into residential development moratoria, meaning that the Planning Board cannot approve any new residential development in those areas.⁴ In general, relieving any moratoria is a priority for staff. There are times when MCPS can relieve over-utilized schools through actions that do not require major CIP funding (e.g., by reassigning students to different schools by either shifting programs between schools or by redrawing the school boundaries). Most capacity issues, however, are resolved through the CIP in the form of new student capacity resulting from additions to schools or the opening of new schools.

Annual School Test

The FY2020 Annual School Test Results were approved by the Planning Board on June 20, 2019. Effective July 1, these results placed the service areas of multiple clusters and individual elementary schools into moratoria:

- Montgomery Blair Cluster
- James H. Blake Cluster
- Albert Einstein Cluster
- Walter Johnson Cluster

- Burning Tree ES (Whitman Cluster)
- Burnt Mills ES (Blake and Springbrook Clusters)
- Clopper Mill ES (Northwest Cluster)
- Cloverly ES (Paint Branch and Blake Clusters)
- Farmland ES (Walter Johnson Cluster)
- Highland View ES (Northwood Cluster)
- Lake Seneca ES (Seneca Valley Cluster)
- Thurgood Marshall ES (Quince Orchard Cluster)
- William T. Page ES (Blake Cluster)
- Judith A. Resnik ES (Magruder Cluster)
- Sargent Shriver ES (Wheaton Cluster)
- South Lake ES (Watkins Mill Cluster)
- Stonegate ES (Blake Cluster)

Additionally, the Quince Orchard and Richard Montgomery clusters avoided moratorium due to an approved CIP project to build Crown HS.

⁴ There are a few exceptions to the moratorium policy, including age-restricted (senior) housing, de minimis projects of three units or less, and projects that generate ten or fewer students and meet certain criteria related to condemned properties and affordable housing.

The FY2020 Annual School Test also identified three individual school service areas that are open conditionally (despite meeting moratorium criteria) due to placeholder funding included in the capital budget by the County Council. Placeholders provide funding for undefined projects that would create sufficient capacity to pull a service area out of moratorium. The following service areas rely on such placeholder projects:

- Bethesda ES (Bethesda-Chevy Chase Cluster)
- Somerset ES (Bethesda-Chevy Chase Cluster)
- Francis Scott Key MS (Springbrook and Blake Clusters)

By adding placeholder projects to the FY2020 capital 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 CIP. Therefore, funding for more fully defined capacity projects for these service areas should remain a top priority.

Finally, there are several school service areas that remain open as a result of the FY2020 Annual School Test, but are on the brink of moratoria, which could be triggered if development applications of sufficient size are approved. Planning staff monitor these on a case-by-case basis, but they are worth highlighting as potential future capital budget priorities:

- Damascus Cluster – 25 middle school students shy of moratorium
- Rockville Cluster – 39 middle school students

- Bannockburn ES (Whitman Cluster) – one student
- Watkins Mill ES (Watkins Mill Cluster) – 9 students
- Olney ES (Sherwood Cluster) – 14 students
- Greencastle ES (Paint Branch Cluster) – 24 students
- Cashell ES (Magruder Cluster) – 26 students
- Capt. James E. Daly ES (Clarksburg Cluster) – 27 students
- John T. Baker MS (Damascus Cluster) – 13 students
- Argyle MS (Kennedy Cluster) – 23 students
- Earle B. Wood MS (Rockville Cluster) – 40 students

Top School CIP Priorities

First Tier Priorities

The top three school priorities are three approved high school CIP projects that have major implications for large areas of the County currently in, or at risk of entering, moratoria. It is vital that these approved CIP projects be completed as currently scheduled to prevent further moratoria:

- **Woodward HS Reopening (P651908) and Northwood HS Addition (P651907)**

Woodward is expected to be rebuilt by September 2023 and will temporarily serve as a holding facility for Northwood HS students until their addition is completed, which is scheduled for September 2025. When the Northwood HS addition is completed, it is anticipated that MCPS will relieve overutilization at Montgomery Blair HS and Albert Einstein HS by reassigning students to Northwood HS, and relieve overutilization at Walter Johnson by reassigning students to a reopened Woodward HS. *To avoid a continuation of moratoria in the Montgomery Blair, Albert Einstein and Walter Johnson cluster service areas, it is a top priority that the Woodward HS and Northwood HS projects remain funded and on schedule to be complete no later than September 2025.*

- **Crown HS Opening (P651909)**

The Richard Montgomery and Quince Orchard cluster service areas are open conditionally due to an approved CIP project that will reassign students to the new Crown HS. *To continue avoiding moratoria in the Richard Montgomery and Quince Orchard cluster service areas, it is a top priority that the Crown HS project remain funded and on schedule to be completed no later than September 2025.*

Second Tier Priorities

A further priority is the assurance of school adequacy for the implementation of master plans recently approved or currently in progress. Although current moratoria cover 12 percent of the County’s total land area, many recently adopted sector/master plans have much larger shares of their area in moratorium, as shown in Table 1.

Sector/Master Plan	Area in Moratorium
White Oak Science Gateway Master Plan (2014)	83%
Montgomery Village Master Plan (2016)	17%
Westbard Sector Plan (2016)	22%
Bethesda Downtown Plan (2017)	95%
Greater Lyttonsville Sector Plan (2017)	50%
Rock Spring Sector Plan (2017)	99%
Grosvenor-Strathmore Metro Area Minor Master Plan (2018)	100%
White Flint 2 Sector Plan (2018)	77%
MARC Rail Communities Sector Plan (2019)	22%
Veirs Mill Corridor Master Plan (2019)	58%
Forest Glen/Montgomery Hills Sector Plan (in progress)	100%

Table 1 Percentage of Area in Recent Master/Sector Plans in Moratorium

The moratoria in the Einstein and Walter Johnson clusters will be resolved with the CIP projects identified in the First Tier Priorities identified above. The Einstein Cluster’s moratorium affects the implementation of the Greater Lyttonsville Sector Plan (2017), the Veirs Mill Corridor Master Plan (2019), and the Forest Glen/Montgomery Hills Master Plan (in progress). The Walter Johnson Cluster

moratorium affects the implementation of the Grosvenor-Strathmore Metro Area Minor Master Plan (2018), the Rock Spring Sector Plan (2017) and the White Flint 2 Sector Plan (2018).

Second Tier Priorities for the school CIP include new projects that would resolve moratoria or replace placeholder projects in the following school services areas (identified with the recently adopted master/sector plans that are affected by the moratoria):

- James H. Blake Cluster Elementary Schools
 - White Oak Science Gateway Master Plan (2014)
- Francis Scott Key MS (Springbrook and Blake Clusters)
 - White Oak Science Gateway Master Plan (2014)
- South Lake ES (Watkins Mill Cluster)
 - Montgomery Village Master Plan (2016)
- Clopper Mill ES (Northwest Cluster)
 - MARC Rail Communities Sector Plan (2019)
- Lake Seneca ES (Seneca Valley Cluster)
 - MARC Rail Communities Sector Plan (2019)
- Bethesda ES (Bethesda-Chevy Chase Cluster)
 - Bethesda Downtown Plan (2017)
- Sargent Shriver ES (Wheaton Cluster)
 - Veirs Mill Corridor Master Plan (2019)
- Somerset ES (Bethesda-Chevy Chase Cluster)
 - Westbard Sector Plan (2016)
 - Bethesda Downtown Plan (2017)

Third Tier Priorities

The third tier of priorities for the school CIP are projects that resolve over-utilization in the following school services areas that are either in or are approaching moratoria:

- Bannockburn ES (Whitman Cluster)
- Burning Tree ES (Whitman Cluster)
- Capt. James E. Daly ES (Clarksburg Cluster)
- Cashell ES (Magruder Cluster)
- Farmland ES (Walter Johnson Cluster)
- Greencastle ES (Paint Branch Cluster)
- Highland View ES (Northwood Cluster)
- Judith A. Resnik ES (Magruder Cluster)
- Olney ES (Sherwood Cluster)
- Thurgood Marshall ES (Quince Orchard Cluster)
- Watkins Mill ES (Watkins Mill Cluster)
- Argyle MS (Kennedy Cluster)
- Damascus Cluster Middle Schools
- Rockville Cluster Middle Schools

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. Planning staff will continue to closely monitor MCPS enrollment projections and CIP efforts.

Attachments

- A.** Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP
- B.** School Project Priorities for the FY2021-FY2026 CIP

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
1	10	Transit	MD 355 BRT	CTCFMP, includes improved transit access	Clarksburg, Clarksburg - Ten Mile Creek, Shady Grove, Gaithersburg Vic., Bethesda Downtown Plan, Woodmont Triangle, B-CC, NB-GP, WF, Twinbrook, CTCFMP	Yes	Yes
2	24	Transit	Veirs Mill Road BRT Alternative 2.5	Intersection Improvements and queue jumps	Veirs Mills Corridor MP, CTCFMP	Yes	Yes
3	11	Road improvements	Georgia Ave Improvement Design - Montgomery Hills	Design of traffic signal improvements, addition of center median and elimination of reversible lane. May include improvements to the MD 97/I-495 ramps.	Montgomery Hills/Forest Glen, North and West Silver Spring, Kensington-Wheaton	No	No
4	--	Bikeway	Capital Crescent Trail Breezeway (Woodmont Ave to Elm Street Park)	Surface Routes and Tunnel Route	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
5	--	Traffic Safety	Conduct corridor assessments on High Injury Network (State and County roads) and develop engineering improvement response (similar to Georgia Avenue and Veirs Mill efforts)	In coordination between MCDOT, MDOT SHA and M-NCPPC. Recommend creation of Vision Zero-focused CIP Project numbers to track these initiatives	NA	Yes	Yes
6	18	Road Construction	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	No	Yes
7	29	Transit	Forest Glen Pedestrian Tunnel	Existing CIP Project. Recommend advancing timeline to complete project construction within current 6 years. Includes sidewalk improvements along Forest Glen Road east of Georgia Avenue to Dameron Drive/opposite Hospital entrance.	Montgomery Hills/Forest Glen	No	Yes
8	--	Transit	White Flint Metro North Entrance	Funding needed for construction	White Flint	No	Yes
9	--	Bikeway	Montgomery Ave Separated Bike Lanes (Wisconsin Ave to East West Hwy)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
10	--	Bikeway	Montgomery Ln Separated Bike Lanes (Woodmont Ave to Wisconsin Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
11	--	Bikeway	Protected intersections	Recommended for any location where separated bike lanes cross major highways, arterial roads, business district streets or other high-volume streets.	Bicycle Master Plan	Yes	Yes
12	--	Road-facility study	MD 355 Corridor Study	MD 355 from MD 27 to Frederick County line. M-NCPPC requested a study by MDOT SHA in 2018.	Clarksburg	Yes	Yes
13	--	Bikeway	City of Rockville to Friendship Heights Breezeway (Old Georgetown Rd to Strathmore St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
14	--	Bikeway	Woodmont Ave Separated Bike Lanes (Strathmore St to Wisconsin Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
15	23	Road Construction	Burtonsville Rear Business Access Road (north of MD 198)	New street with a narrow right of way, on-street parking, streetscape compatible with elementary school (see Master Plan, page 21)	Burtonsville Crossroads, Fairland	No	No
16	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.	Being studied by MDOT SHA as part of the Phase 2 Managed Lanes Study - I-270 from I-370 to I-70	Germantown Employment Area	No	No
17	30	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	Yes	No
18	31	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	Yes	No
19	--	Bikeway	2nd Ave / Wayne Ave Separated Bike Lanes (Spring St to Georgia Ave)	Tier 0.5 Priority in Bicycle Master Plan,. Project funded in CIP Project # P501532	Silver Spring CBD, Bicycle Master Plan		
20	33	HOV	I-270 West Spur HOV/I-495 HOV between ALB and I-270 West Spur	HOV ramps from/to the south side of Westlake Drive/Fernwood Road. Would include HOV ramp to/from south side of Westlake Drive/Fernwood Road. Under Study by MDOT SHA as part of Managed Lanes Study	Rock Spring	No	No
21	34	Pedestrian	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	Yes	No
22	36	Pedestrian	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	Yes	No

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
23	--	Bikeway	Marinelli Rd Separated Bike Lanes (Rockville Pike to Nebel St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project # P507596	Bicycle Master Plan, White Flint	No	Yes
24	59	Pedestrian	Siewalks access to transit along New Hampshire Ave	Pending Purple Line and Takoma/Langley Crossroads plans	East Silver Spring	Yes	Yes
25	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	Yes	Yes
26	52	Transit	New Hampshire Avenue BRT	CTCFMP, includes improved transit access Needed to support GSA FDA Expansion	Takoma, T-L Crossroads, WOSG, CTCFMP	Yes	Yes
27	9	HOV	I-495 (Capital Beltway) HOV between the American Legion Bridge and the I-270 Western Spur	Extend HOV lanes south of I-270 West Spur. Under Study by MDOT SHA as part of Managed Lanes Study	Bethesda-Chevy Chase, Potomac	No	No
28	--	Bikeway	City of Rockville to Friendship Heights Breezeway (Battery Ln to Old Georgetown Rd)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	No
29	--	Bikeway	Fenton St Separated Bike Lanes (Ellsworth Dr to Wayne Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P502001	Silver Spring CBD, Bicycle Master Plan	Yes	Yes
30	--	Bikeway	Fenton St Separated Bike Lanes (Wayne Ave to King St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P502001	Silver Spring CBD, Bicycle Master Plan	Yes	Yes
31	--	Bikeway	Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002 between Arcola Ave and Dawson Ave	Wheaton CBD, Kensington-Wheaton, Bicycle Master Plan	Yes	Yes
32	48	Road Widening	I-270 Widening to 6 lanes from MD 121 to the County Line.	From CLRP. In 2017 joint priorities letter. Under Study by MDOT SHA as part of Managed Lanes Study	Clarksburg, Clarksburg - Ten Mile Creek	No	No
33	--	Pedestrian	Dale Drive Sidewalk	Recommend advancement of project into Preliminary Design. Currently funded for Facility Planning only Project #P509337	North and West Silver Spring	No	No
34	71	Transit	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. Current funding for property acquisition only - Project #P501915	MARC Rail Communities Sector Plan	No	No
35	65	Road Improvements	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	No	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
36	--	Bikeway	Glenmont to Silver Spring Breezeway (Arcola Ave to Blueridge Ave)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002	Kensington-Wheaton, Bicycle Master Plan	Yes	Yes
37	--	Road diet	Middlebrook Road	Germantown Road to Great Seneca Highway	MARC Rail Communities Sector Plan	Yes	Yes
38	49	Road Widening	I-270 Widening to 8 lanes from Little Seneca Creek to MD 121.	From CLRP. In 2017 joint priorities letter. Under Study by MDOT SHA as part of Managed Lanes Study	Clarksburg, Clarksburg - Ten Mile Creek	No	No
39	66	Road Construction	Pearl Street Connector	Supported as a connection in Bicycle Master Plan	Bethesda Downtown Sector Plan 2016	No	No
40	--	Bikeway	Glenmont to Silver Spring Breezeway (Blueridge Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002	Wheaton CBD, Bicycle Master Plan	Yes	Yes
41	6	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	No	No
42	68	Interchange Improvements	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	No	Yes
43	70	Transit	Georgia Avenue North BRT	Wheaton CBD to Olney	Wheaton, Glenmont, Aspen Hill, Olney	Yes	Yes
44	19	Bridge	Dorsey Mill Bridge and Road (B-14)	Crystal Rock Drive to Observation Drive. Intended accomodate the CCT in the median. In design.	Germantown Employment Area, CTCFMP	No	No
45	--	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 Employment Area, CTCFMP	No	No
46	--	Interchange Improvements	Little Seneca Parkway Extended or Newcut Road/I-270 Interchange	Not programmed. Will require developer participation. In CLRP.	Clarksburg, Ten Mile Creek	No	No
47	57	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	Yes	No
48	--	Bikeway	Castle Blvd (Castle Ridge Cir to Briggs Chaney Rd)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, Fairland	Yes	No
49	--	Bikeway	ICC Bikeway	Support extension of existing ICC bikeway with expansion of bikeway between Emory Lane and the Prince George's County line; would provide key east-west connection, help mitigate ICC impacts.	Bicycle Master Plan	Yes	No

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2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
50	27	Road Construction	Midcounty Highway (M-83) from Ridge Road to Montgomery Village Avenue	No current plans by MCDOT to advance	Montgomery Village, Clarksburg, Clarksburg - Ten Mile Creek, Germantown, Germantown EASP	No	No
51	39	Road Construction	Midcounty Highway (M-83) from ICC to Shady Grove Road	No current plans by MCDOT to advance	Shady Grove	No	No
52	74	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 Employment Area, CTCFMP	No	No
53	--	Bikeway	Greenwood Ave Neighborhood Greenway (Wabash Ave to Division St)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, Takoma Park, Silver Spring East	Yes	No
54	83	Pedestrian	Oakview Drive pedestrian and transit access	Improve pedestrian and transit access along Oakview Drive	East Silver Spring	Yes	Yes
55	--	Bikeway	Greenwood Ave Neighborhood Greenway (Piney Branch Rd to Wabash Ave)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, Long Branch Sector Plan	Yes	Yes
56	--	Bikeway	Germantown Town Center BiPPA	Advance planning for Germantown Town Center BiPPA . Add to current CIP Project # P501532.	Germantown/ Germantown Employment Area	Yes	Yes
57	84	Bridge	Old Columbia Pike Bridge at Paint Branch	Bridge and roadway reconstruction	White Oak Science Gateway	Yes	Yes
58	85	Pedestrian	Sidewalk construction on "Community Connector Streets"	The streets identified should have sidewalk on at least one side of the street and wayfinding signs to guide pedestrians to their destinations	Greater Lyttonsville Sector Plan 2016	Yes	No
59	--	Bikeway	Veirs Mill Rd (MD 586) Neighborhood Greenway (Glorus Pl to Veirs Mill Rd)	Tier 1 Priority in Bicycle Master Plan.	Veirs Mill Corridor Master Plan, Bicycle Master Plan,	Yes	Yes
60	--	Bikeway	Flower Ave to University Blvd Neighborhood Greenway (Flower Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan.	Long Branch Sector Plan, Bicycle Master Plan	Yes	Yes
61	94	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 Employment Area, Germantown	Yes	Yes
62	86	Transit	Georgia Avenue South BRT	CTCFMP, includes improved transit access.	SS CBD, North & West SS, Wheaton	Yes	Yes
63	--	Bikeway	Selfridge Rd Neighborhood Greenway (Aspen Hill Rd to Veirs Mill Rd)	Tier 1 Priority in Bicycle Master Plan.	Veirs Mill Corridor Master Plan, Bicycle Master Plan,	Yes	No
64	--	Pedestrian	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	Yes	No
65	--	Bikeway	Friendship Blvd Separated Bike Lanes (Willard Ave to District of Columbia)	Tier 0.5 Priority in Bicycle Master Plan.	Friendship Heights CBD, Bicycle Master Plan	No	No
66	53	Transit	University Boulevard BRT	CTCFMP, includes improved transit access	Takoma Park, T-L Crossroads, Long Branch, Four Corners, K-W, Wheaton	Yes	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
67	51	Road Improvements	Burtonsville Road (MD198)	Widen Burtonsville Road (MD198) to 4-lane divided highway from Old Columbia Road to US29 and add bike and ped improvements. From CLRP and per Burtonsville Crossroads MP.	Burtonsville Crossroads	No	No
68	--	Bikeway	Marinelli Rd Separated Bike Lanes (Executive Blvd to Woodglan Dr)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project # P507596	White Flint, Bicycle Master Plan,	No	No
69	--	Bikeway	Cherry Hill Rd Separated Bike Lanes (Prosperity Dr to Prince George's County)	Tier 1 Priority in Bicycle Master Plan.	White Oak Science Gateway, Bicycle Master Plan,	No	No
70	--	Road Improvements	Redesign of River Rd with median	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	No	No
71	--	Bikeway	Arlington Rd Separated Bike Lanes (Old Georgetown Rd to Bradley Blvd)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	Yes
72	--	Road Improvements	Reconfigure E-W Hwy, Montgomery Ln Old Georgetown Rd and Woodmont Ave into two-way street systems. Alternatively, keep one-way pair but implement a road diet to accommodate bicycle facilities and wider sidewalks.	Conversion would slow vehicular traffic, improve bicycle accommodation and enliven streets for pedestrians. Would also make car travel less confusing and more easily navigable. Alternative configuration: 2 travel lanes, 1 on-street parking lane, 1 bike lane (preferably two-way), wider sidewalks.	Bethesda Downtown Sector Plan 2016	No	Yes
73	--	Bikeway	Edgemoor Ln Neighborhood Greenway (Exeter Rd to Arlington Rd)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	No
74	--	Bikeway	Edgemoor Ln Separated Bike Lanes (Arlington Rd to Bethesda Metrorail Station)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	No	No
75	--	Pedestrian	Redesign Norfolk Ave as a shared street	A portion of Norfolk Ave within the Woodmont Triangle be improved as a shared street with alternative paving materials and flush curbs.	Bethesda Downtown Sector Plan 2016	No	No
76	--	Bikeway	Broadbirch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	Tier 1 Priority in Bicycle Master Plan.	Bicycle Master Plan, White Oak Science Gateway	No	No
77	--	Transit	Circulator Bus Route - Downtown Bethesda		Bethesda Downtown Sector Plan 2016	No	Yes
78	--	Bikeway	Grandview Ave Neighborhood Greenway (Arcola Ave to Blueridge Ave)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD, Kensington-Wheaton, Bicycle Master Plan	Yes	Yes

Top 100 Transportation Project Priorities for the FY2021-FY2026 CIP

2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
79	--	Bikeway	Grandview Ave Separated Bike Lanes (Blueridge Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD, Bicycle Master Plan	Yes	Yes
80	--	Transit	Extend regional bus service to connect to Prince George's County	Extend regional bus service to include connections between major activity centers along US 29 and Prince George's County.	Fairland	Yes	No
81	--	Bikeway	Grandview Ave Separated Bike Lanes (University Blvd to Reddie Dr)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD, Bicycle Master Plan	Yes	Yes
82	--	Sidewalk	Olney Sandy Spring Rd	Improve pedestrian access within walking distance of the village centers.	Sandy Spring/Ashton	No	No
83	--	Transit	Randolph Road BRT	CTCFMP, includes improved transit access	WOSG, Glenmont, K-W, WF	Yes	Yes
84	--	Road Construction	Crabbs Branch Way extension	Facility Planning Study to extend Crabbs Branch Way to Amity Drive	Shady Grove		
85	--	Pedestrian	Construct shared-use path on Westbard Ave from Westbard Cir to Massachusetts Ave	Median: 6' for ped refuge	Westbard Sector Plan 2016	No	No
86	--	Bikeway	Life Sciences Center Loop (Key West Ave to Great Seneca Hwy)	Trigger for Phase 2 GSSC Master Plan	Great Seneca Science Corridor Master Plan, Bicycle Master Plan	No	No
87	37	Road Widening	Snouffer School Rd	Alliston Hollow Way to Goshen Road. Widen from 2 to 5 lanes, with bike lanes and sidepath on north side	Gaithersburg Vicinity	No	No
88	--	Road Widening	Snouffer School Rd	from Goshen to MD 124. Construct 4 lanes	Gaithersburg Vicinity	No	No
89	--	Bikeway	Glenmont to Silver Spring Breezeway (Cameron St to Ellsworth Dr)	Tier 1 Priority in Bicycle Master Plan.	Silver Spring CBD, Bicycle Master Plan	Yes	Yes
90	--	Road Widening	Norbeck Road (MD 28)	Master Plan calls for 4-lane divided highway between Georgia Avenue and New Hampshire Avenue. From CLRP. (part of MD SHA 198/28 corridor) ped and bike improvements included in design concept	Olney, Aspen Hill, Cloverly	No	No
91	--	Road Improvements	Reconfigure Westbard Ave at Ridgefield Rd	Westbard should be reconfigured to tie directly to River Rd with a right-angled intersection instead of teeing into Ridgefield Rd. Travel lanes: 2 each direction Median: 6' for ped refuge Separated bike lane: 5' one-way on each side Landscape buffer: accommodate utility poles Sidewalks: 13' min except in realigned portion where they should be 11' min	Westbard Sector Plan 2016	No	No
92	--	Bikeway	Wayne Ave to Fenton St Neighborhood Greenway (Wayne Ave to Fenton St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project # P501532	Silver Spring CBD, Bicycle Master Plan	Yes	Yes

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2019 Priority	2017 Priority	Category	Project	Comments	Master Plan	Positive Effect to Equity Emphasis Areas	Positive Effect to High Injury Network (Vision Zero)
93	--	Bikeway	Glenmont to Silver Spring Breezeway (Columbia Blvd to Spring St)	Tier 1 Priority in Bicycle Master Plan.	North and West Silver Spring, Bicycle Master Plan	No	No
94	--	Bikeway	Lyttonsville Rd / Michigan Ave Neighborhood Greenway (Pennsylvania Ave to Lyttonsville Pl)	Tier 1 Priority in Bicycle Master Plan.	Greater Lyttonsville Sector Plan 2016, Bicycle Master Plan	Yes	No
95	--	Bikeway	Grubb Rd / Lyttonsville Rd Separated Bike Lanes (Lyttonsville Pl to East West Hwy)	Tier 1 Priority in Bicycle Master Plan.	Greater Lyttonsville Sector Plan 2016, Bicycle Master Plan	Yes	No
96	--	Bikeway	Grubb Rd / Lyttonsville Rd Separated Bike Lanes (Brookeville Rd to Lyttonsville Rd)	Tier 1 Priority in Bicycle Master Plan.	Greater Lyttonsville Sector Plan 2016, Bicycle Master Plan	Yes	No
97	--	Bikeway	Frederick Rd Sidepath (Snowden Farm Pkwy to Stringtown Rd)	Currently under design. Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P501744	Clarksburg, Ten-Mile Creek, Bicycle Master Plan	No	No
98	--	Bikeway	Redland Road bikeway and sidewalk	Stage 3; included in Redland CIP	Shady Grove	No	No
99	--	Bikeway	Olney to Glenmont Breezeway (Matthew Henson Trail to Georgia Ave)	Tier 1 Priority in Bicycle Master Plan.	Kensington-Wheaton, Bicycle Master Plan	Yes	Yes
100	--	Bikeway	Porter Rd / Sundale Dr / Washington Ave Neighborhood Greenway (Michigan Ave to Grubb Rd)	Tier 1 Priority in Bicycle Master Plan.	Greater Lyttonsville Sector Plan 2016, Bicycle Master Plan	Yes	No

School Project Priorities for the FY2021-FY2026 CIP

CIP Priority Tier	CIP Project	Impacted Cluster(s)/ School(s)	FY20 Moratorium Status	Recent Master Plan(s)
1	Northwood HS Addition/Facility Upgrades (P651907)	Albert Einstein HS	Moratorium	Greater Lyttonsville Sector Plan (2017) Veirs Mill Corridor Master Plan (2019) Forest Glen/Montgomery Hills Sector Plan (in progress)
		Montgomery Blair HS	Moratorium	
		Northwood HS	Open Conditionally	
1	Charles W. Woodward HS Reopening (P651908)	Walter Johnson HS	Moratorium	Rock Spring Sector Plan (2017) Grosvenor-Strathmore Metro Area Minor Master Plan (2018) White Flint 2 Sector Plan (2018) Veirs Mill Corridor Master Plan (2019)
1	Crown HS (New) (P651909)	Richard Montgomery HS	Open Conditionally	
		Quince Orchard HS	Open Conditionally	
2	Bethesda ES Solution (P651916)	Bethesda ES	Open Conditionally	Bethesda Downtown Plan (2017)
2		James H. Blake Cluster Elementary Schools	Moratorium	White Oak Science Gateway Master Plan (2014)
2		Clopper Mill ES	Moratorium	MARC Rail Communities Sector Plan (2019)
2	Francis Scott Key MS Solution (P652004)	Francis Scott Key MS	Open Conditionally	White Oak Science Gateway Master Plan (2014)
2		Lake Seneca ES	Moratorium	MARC Rail Communities Sector Plan (2019)
2		Sargent Shriver ES	Moratorium	Veirs Mill Corridor Master Plan (2019)
2	Somerset ES Solution (P651914)	Somerset ES	Open Conditionally	Westbard Sector Plan (2016) Bethesda Downtown Plan (2017)
2		South Lake ES	Moratorium	Montgomery Village Master Plan (2016)
3		Argyle MS	Near Moratorium	
3		Bannockburn ES	Near Moratorium	
3		Burning Tree ES	Moratorium	
3		Cashell ES	Near Moratorium	
3		Capt. James E. Daly ES	Near Moratorium	
3		Damascus Cluster Middle Schools	Near Moratorium	
3		Farmland ES	Moratorium	
3		Greencastle ES	Near Moratorium	
3		Highland View ES	Moratorium	
3		Thurgood Marshall ES	Moratorium	
3		Olney ES	Near Moratorium	
3		Judith A. Resnik ES	Moratorium	
3		Rockville Cluster Middle Schools	Near Moratorium	
3		Watkins Mill ES	Near Moratorium	