

## CAPITAL IMPROVEMENTS PROGRAM TRANSPORTATION PRIORITIES FOR THE FY25-30 CAPITAL IMPROVEMENTS PROGRAM



### Summary

Every two years, the Planning Board transmits a list of recommended transportation projects to the County Executive and County Council for their consideration during the development and approval of the six-year Capital Improvements Program.

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## SUMMARY

- Staff recommends transmitting a list of transportation project priorities to the County Executive and County Council for consideration in the FY2025-FY2030 Capital Improvements Program.
- Projects were prioritized based on previous Planning Board prioritization (if applicable), safety considerations, equity considerations, and the bicycle and pedestrian prioritization included in the Planning Board Draft of the Pedestrian Master Plan.
- The prioritization includes 119 projects across nine categories, including 46 bikeway projects, 20 road improvement projects, and nineteen transit projects.

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## RECOMMENDATIONS SUMMARY

**Planning Staff recommends transmitting the list of transportation project priorities by project category (as shown in Attachment A) to the County Executive and County Council for consideration in the FY2025-FY2030 Capital Improvements Program.**

## INTRODUCTION

The County Council adopts a six-year Capital Improvements Program (CIP) every two years in May of even-numbered years. The process of preparing the CIP begins much earlier as county agencies submit CIP requests to the County Executive the prior fall. The County Executive releases his recommended CIP on January 15. During the spring, the County Council reviews the County Executive's request and makes amendments to the CIP before adoption. Transportation funding typically constitutes about one-quarter of the CIP. To help inform development of the six-year CIP, the Planning Board transmits a prioritized list of transportation projects to the County Executive and County Council in the summer of odd-numbered calendar years.

This memorandum provides Planning staff's recommended transportation priorities for the upcoming six-year CIP.

## 2023 RANKING METHODOLOGY

The purpose of this process is to provide a way to objectively prioritize different types of transportation projects as to how they best achieve the county's objectives as outlined in Thrive Montgomery 2050, functional, master and sector plans, 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 CIP. 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.

New to this review is a modification of how projects are ranked. Previously we ranked a top 100 list of transportation projects. This year we decided to shift the evaluation to rank the projects solely within each category. This allows a more comparative ranking of similar projects using equity focused tools. We included a top ten list within this memo to highlight the projects that we believe to be the most important projects to move forward across all categories.

For this review, the methodology developed in 2021 has been continued and expanded upon as follows:

- 1) Started with the 2021 Transportation Priorities list as approved by the Planning Board and eliminated projects that were under construction/constructed.

- 2) In a change from 2021, the projects have been sorted into their project Category and then ranked.
- 3) Assigned a weighted Bicycle and Pedestrian Prioritization (BiPPA) score where appropriate to each mappable project and used this score to adjust a project's ranking.
- 4) Included bicycle-related projects from the Bicycle Master Plan Biennial Monitoring Report, 2021-2022.
- 5) Added transportation recommendations from master plans that were approved since the last CIP review in October 2021.
- 6) 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).
- 7) Adjusted a project's ranking if it was located in or planned to provide transportation benefits to Equity Focus Areas (EFAs) as designated by Montgomery Planning.
- 8) Adjusted a project's ranking if it addressed the needs/capital improvement implementation plans in an adopted master plan.

## PROJECT EVALUATION

Overall, Planning staff prioritized 119 transportation projects, most of which are recommended in master plans. The projects are prioritized based on an in-depth review of the following factors:

- 2021 Planning Board Ranking
- Safety: Is the project located on the county's High Injury Network (HIN)?
- Equity: Is the project located in an Equity Focus Area (EFA)?
- Bicycle and Pedestrian Priority: The Bicycle and Pedestrian Priority Area score identified in the Planning Board Draft of the Pedestrian Master Plan [Appendix](#).

The overall transportation project rankings by project category are shown in Attachment A.

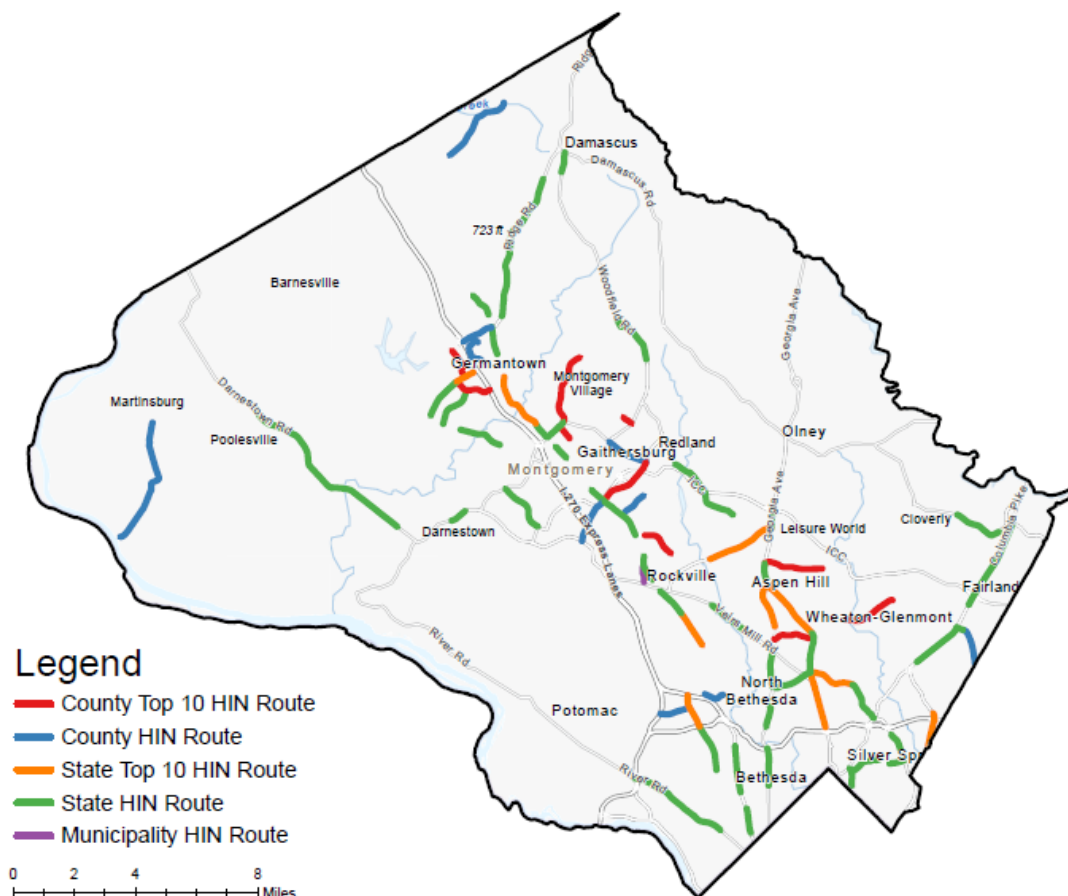
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### 2021 PLANNING BOARD RANKINGS

The starting point for the recommended 2023 Planning Board rankings are the 2021 Planning Board rankings.

## SAFETY CONSIDERATIONS

To assess potential safety benefits of the top 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). The HIN is identified in Montgomery [County's Vision Zero 2030 Action Plan](#) and 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 102 road miles, which is only five percent 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, 47 percent of Planning staff's recommended priority projects are expected to provide a safety benefit to roads in the High Injury Network. The High Injury Network is shown in Figure 1.



**Figure 1: High Injury Network**

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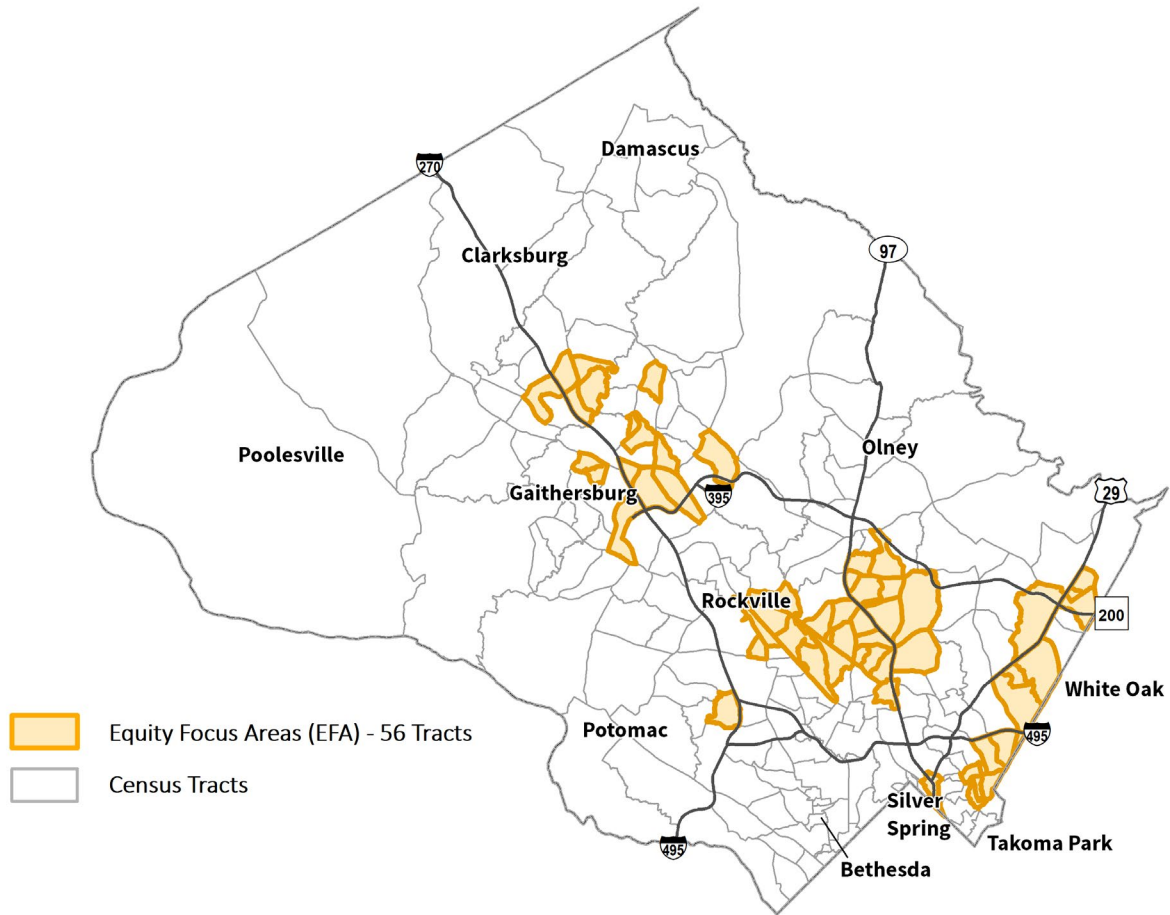
## EQUITY CONSIDERATIONS

Equity has become a major focus within the Planning Department and is one of the core drivers behind the General Plan update, Thrive Montgomery 2050. Recent transportation planning efforts, including the Pedestrian Master Plan and the Bicycle Master Plan Biennial Monitoring Report, include an equity evaluation. The department's Equity Agenda for Planning ensures that equity is a consideration in all the department's work, and Planning staff will continue to enhance our abilities to address equity concerns and evaluate equity impacts. As part of this biennial review, equity remains a primary consideration in the prioritization of transportation CIP projects.

Equity Focus Areas (EFAs) are parts of Montgomery County that are characterized by high concentrations of lower-income people of color who may also speak English less than very well, as shown in Figure 2. While they represent seven percent of the county's land area, they contain approximately 26 percent of the county's population. By comparison, the top transportation CIP project priorities recommended in this staff report present an improved attention to equity, with 62 percent of the priority projects providing transportation benefits to Equity Focus Areas. This is an increase of 8 percent compared to the 2021 evaluation. This represents only projects that are mappable, 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.

Overall, significant effort was expended during the project ranking process to include equity to the fullest extent possible.





**Figure 2: Equity Focus Areas**

### BICYCLE AND PEDESTRIAN PRIORITY AREAS

The Planning Board Draft of the Pedestrian Master Plan uses a data-driven approach to prioritize where pedestrian and bicycle improvements should be made by reimagining the county’s Bicycle and Pedestrian Priority Area (BiPPA) program framework. This comprehensively evaluates how BiPPAs are created and prioritized. The Pedestrian Master Plan evaluated discreet geographies throughout the county and assigned a score based on the following criteria: pedestrian activity, bicycle activity, pedestrian crashes, bicyclist crashes, pedestrian pathway comfort, bikeway comfort, pedestrian crossing comfort, bicyclist crossing comfort, equity, school access, and transit access. A more detailed explanation of the Pedestrian Master Plan prioritization scoring can be found in the [Prioritization Methodology appendix to the Pedestrian Master Plan](#). Each project is scored on a scale from generally range from 0 (no priority) to 100 (highest priority). The scores are relative, such that a project with a score of 50 would have twice the priority of a project with a score of 25.



## PRIORITIZATION

Since fiscal capacity limits the county's ability to implement all of the transportation projects identified in master plans, this staff report identifies the top 10 transportation projects overall and the top five transportation projects in each transportation category. All the transportation project rankings by project category are shown in Attachment A. For each project, the following information is provided:

- 2023 Priority Ranking
- 2021 Priority Ranking (if applicable)
- Project Name, Description and Limits
- Relevant Master Plan(s)
- Whether the project is located in an Equity Focus Area
- Whether the project is located in the county's High Injury Network (HIN) and would improve safety
- Bicycle and Pedestrian Priority Area (BiPPA) Score

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### TOP TRANSPORTATION PROJECTS OVERALL

Table 1 displays the proposed Top Ten priority projects for all transportation modes. The 2023 overall ranking was informed both by the 2021 ranking (out of 100 transportation projects) and the mode-specific prioritization presented in Attachment A. Following is a summary of the top transportation projects selected:

- **Priority #1 – MD 355 Central BRT**  
**Priority #2 – Veirs Mill Road BRT**  
Similar to 2021, two Bus Rapid Transit projects (the MD 355 Central and Veirs Mill Road BRT projects) remain the top two priorities for the county.
- **Priority #3 – MD 97 (Georgia Avenue)/Montgomery Hills Design Project**  
The third priority is a Maryland Department of Transportation State Highway Administration (MDOT SHA) project that is now in 75 percent design. Included in this project, is an MDOT SHA-proposed bikeway extension from 16<sup>th</sup> Street and MD 97 down 16<sup>th</sup> Street to Spring Street to link up with existing bikeways on Spring Street and to connect to the planned Woodside Purple Line station. This project is included in this list to indicate level of priority, and while it is desired for this project to be funded entirely by MDOT SHA, there are a lot of interconnections with adjacent county-funded projects.
- **Priority #4 – Vision Zero Projects**  
Vision Zero projects continue to require our constant attention and most discrete level of effort work from staff at the Montgomery County Department of Transportation (MCDOT) to implement on a regular basis.

- **Priority #5 – Level of Effort Sidewalk Retrofit Program**

The Pedestrian Master Plan helped to highlight the under-investments of many county streets for pedestrian infrastructure, particularly the need to improve the safety of crossings and to complete or improve connections to schools, parks and transit. While there is an existing CIP project in the Montgomery County CIP budget for minor projects, the funding level is insufficient to serve the demand and/or need.

- **Priority #6 – Capital Crescent Trail Tunnel (Woodmont Avenue to Elm Street Park)**

The completion of this vital link under Wisconsin Avenue in downtown Bethesda is a critical need to complete the Capital Crescent Trail connection. This project has been a very high priority for the county for many years.

- **Priority #7 – Montgomery Village Avenue Sidepath between Stewartown Road and the City of Gaithersburg**

This sidepath was recently identified during the 2021-2022 Bicycle Monitoring Report as a top equity need within the county. It also will help providing synergies with the coming redevelopment of Lakeforest Mall.

- **Priority #8– Park Trail and Crossings Improvements**

CIP funding is also needed to continue to improve existing trails, trail crossings, and provide protected crossings across the county’s Park system, where feasible.

- **Priority #9 – Aspen Hill BiPPA**

Enhanced funding and the creation of a separate CIP project for the Aspen Hill BiPPA is recommended. This area was the focus of a Vision Zero study by the Planning Department in 2020.

- **Priority #10 – Forest Glen Pedestrian Tunnel**

The Forest Glen Pedestrian Tunnel is a key safety improvement needed to support the Forest Glen Metro station area, as identified in the 2020 Forest Glen/Montgomery Hills Sector Plan. This project has been subject to funding delays and should be advanced expeditiously.

**Table 1: Top Ten List - All Transportation Priorities**

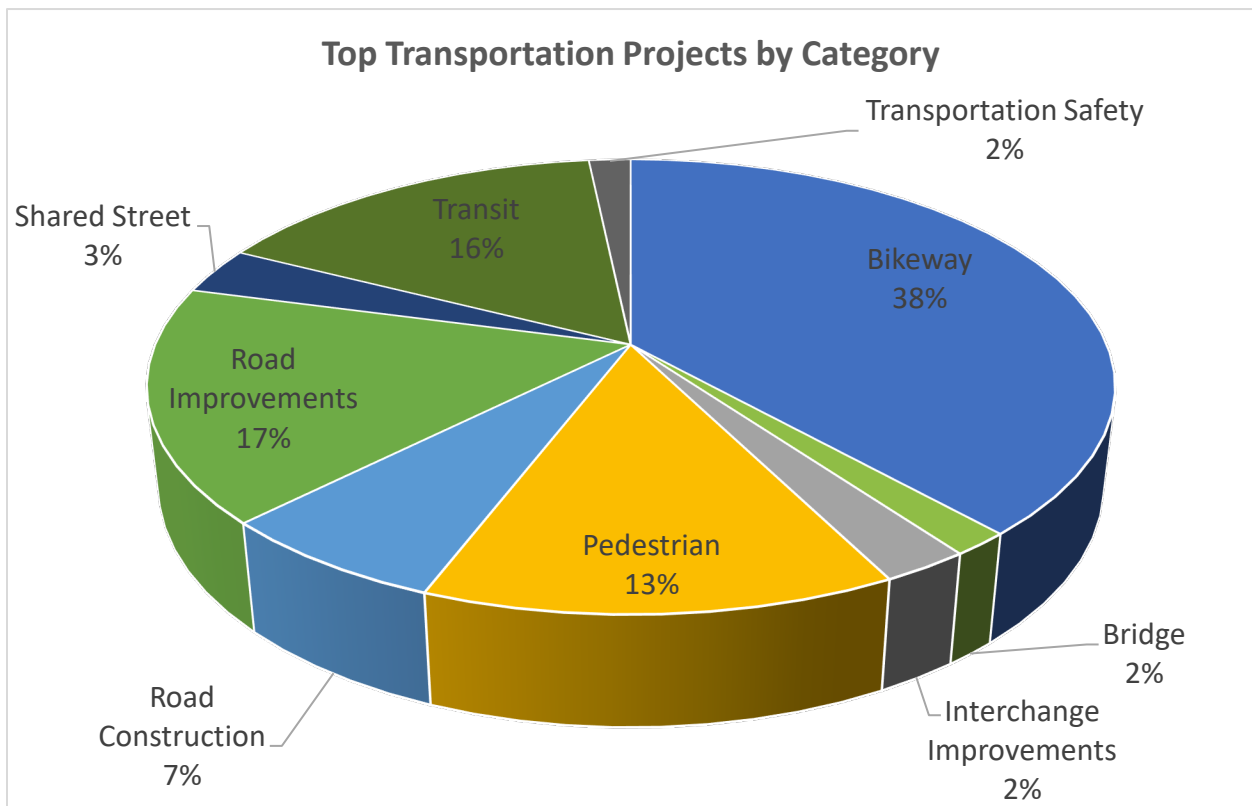
2023 Overall Priority	2021 Overall Priority	Category	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	1	Transit	MD 355 Bus Rapid Transit (Central Segment)	Multiple	Yes	Yes	N/A
2	2	Transit	Veirs Mill Road Bus Rapid Transit	Veirs Mill Corridor	Yes	Yes	N/A
3	3	Road Improvements	MD 97 (Georgia Avenue) / Montgomery Hills Design Project	Forest Glen/Montgomery Hills	No	No	12.7
4	5	Transportation Safety	Vision Zero Projects - Design and implement safety countermeasures on identified high-risk and Vision Zero priority state highways, county roads, and Park roads.	Multiple	Yes	Yes	N/A
5	33	Pedestrian	Level-of-Effort Sidewalk Retrofit Program	Pedestrian Master Plan	Yes	Yes	N/A
6	4	Bikeway	Capital Crescent Trail (Woodmont Ave to Elm Street Park)	Bethesda Downtown Plan	No	No	30.4
7	83	Bikeway	Montgomery Village Ave Sidepath (Stewartown Rd to City of Gaithersburg)	Montgomery Village	Yes	No	11.1
8	37	Pedestrian	Create new CIP program to improve existing trail crossings on state and county roads and provide protected crossings where warranted.	Multiple	Yes	Yes	N/A
9	N/A	Transportation Safety	Aspen Hill BiPPA- Create new project PDF in CIP budget	Aspen Hill	Yes	Yes	5.1
10	7	Pedestrian	Forest Glen Pedestrian Tunnel	Forest Glen/Montgomery Hills	No	Yes	10.4

NOTE: The ranking generally 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 others). A few were included in this list, due to a perceived need to increase the county’s level of investment in key bicycle and pedestrian infrastructure.

## TOP PROJECTS BY TRANSPORTATION CATEGORY

The top transportation project priorities for 2023 represent substantial changes from 2021, with 27 new projects and ten projects removed. The MD 355 BRT project has been split into three parts. These new entries reflect changing priorities from the Bicycle Master Plan Monitoring Report, recently completed master plans and sector plans, and changing county priorities, including an increased emphasis on equity.

The 119 projects present a wide diversity of transportation projects, fully consistent with current county policies. Figure 3 below shows the breakdown of the 119 transportation priorities by project category. The largest share of projects is the bikeways category (46 projects). The second highest category is road improvements (20 projects) followed closely by transit projects (19 projects). Compared to 2021, the Road Diet and Road Widening categories were merged into a single Road Improvements category. Additionally, Planning staff created the Shared Street category for this 2023 evaluation, so there is no comparison to 2021 available.



**Figure 3: Top Transportation Project Priorities by Category**

Within the proposed 119 transportation project priorities, there are 27 new entries as shown below:

- Bikeway

- #4 - Tech Road from Columbia Pike to Industrial Parkway
- #15 - MD 355 (West Side) Sidepath (Germantown Road to Shakespeare Road)
- #16 - Old Georgetown Road Breezeway (Towne Road to Tuckerman Lane)
- #17 - Lost Knife Road Separated Bike Lanes (City of Gaithersburg to Odenhal Avenue)
- #18 - Wisteria Drive Sidepath/Separated Bike Lanes (Father Hurley Blvd to Great Seneca Highway)
- #19 - Holdridge Road Neighborhood Greenway (Matthew Henson Trail to Georgia Avenue)
- #20 - Old Columbia Pike Sidepath (Tech Road to White Oak Shopping Center)
- #21 - Silver Spring Avenue between Georgia Avenue and Fenton Street
- #22 - East-West Highway Road Diet – Downtown Silver Spring
- #24 - 1st Street from Spring Street to Fenwick Lane
- #25 - 1st Street Extended from Fenwick Lane to Ramsey Avenue
- #26 - Blair Mill Road between Eastern Avenue and East-West Highway
- Interchange Improvements
  - #3 - Facility and Needs Study for Industrial Parkway Interchange
- Pedestrian
  - #19 – Fairland Briggs-Chaney Neighborhood Connection Trails
  - #20 – Protected Intersections at High-Injury Intersections in FBC Plan Area
- Road Improvements
  - #3 – Colesville Road: removal of dynamic lane operation
  - #9 – Road Diet Study for Briggs Chaney Rd. (Old Columbia Pike to ICC)
  - #11 – Feasibility Study for Roundabouts on Briggs Chaney Road
  - #12 – Enhanced Crossing for Briggs Chaney Rd. / US 29 Bridge
  - #14 – Road Diet Study for Fairland Rd. (Old Columbia Pike to Briggs Chaney Rd.)
  - #15 – Road Diet Study for East Randolph Road (Old Columbia Pike to Cherry Hill Rd.)
  - #17 – Road Diet Study for Old Columbia Pike (Tech Rd. to Briggs Chaney Rd.)
- Shared Streets
  - #1 – Newell Street Shared Street between East-West Highway and Kennett Street
  - #2 – Ellsworth Drive Shared Street between Fenton Street and Veterans Plaza
  - #3 – Bonifant Shared Street between Dixon Avenue and Georgia Avenue
- Transit
  - #7 - Colesville Road road-diet for dedicated bus lanes
- Transportation Safety
  - #2 - Aspen Hill BiPPA

The majority of these new entries are bikeway projects, some recommended in recent master or sector plans, while others are being advanced as part of the Bicycle Master Plan Biennial Monitoring Report for equity reasons. It is important to note that some of projects identified above and classified as Bikeway projects include provision of a sidepath which actually serves both pedestrians and bicyclists.

## BIKEWAYS

The top transportation priorities lists include 46 bikeway projects, 12 of which are newly included in the list, as shown in Attachment A. The new projects reflect the Bicycle Master Plan Biennial Monitoring Report, 2021-2022 that the Planning Board reviewed in June 2023, which has recommended focusing on projects located in Equity Focus Areas. The top five projects are displayed in Table 2.

**Table 2: Top Bikeway Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	4	Capital Crescent Trail (Woodmont Ave to Elm Street Park)	Bethesda Downtown Plan	No	Yes	30.4
2	83	Montgomery Village Ave Sidepath (Wightman Rd to City of Gaithersburg)	Montgomery Village	Yes	No	11.1
3	76	Broadbirch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	White Oak Science Gateway	No	No	1.2
4	46	Castle Blvd Separated Bike Lanes (Castle Ridge Cir to Briggs Chaney Rd)	Fairland	Yes	No	9.6
5	N/A	Tech Rd Separated Bike Lanes from Columbia Pike to Industrial Pkwy	White Oak Science Gateway	Yes	No	1.8

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 46 bicycle projects identified in the prioritization list, the vast majority are located primarily within BiPPA boundaries of already funded BiPPA 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.

## BRIDGES

As shown in Table 3, two bridge projects are identified in the top transportation priorities lists (Attachment A). These projects are critical to expanding the transportation network as recommended in their respective master plans.

**Table 3: Top Bridge Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	53	Old Columbia Pike Bridge at Paint Branch	White Oak Science Gateway	Yes	Yes	3.0
2	42	Dorsey Mill Bridge	Germantown Employment Area	No	No	3.2

## INTERCHANGE IMPROVEMENTS

Table 4 identifies the top three interchange projects.

**Table 41: Top Interchange Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	40	Georgia Ave (MD97) at Norbeck Rd (MD28)	Kensington/Wheaton	No	Yes	N/A
2	44	Little Seneca Pkwy Extended or Newcut Road/I-270 Interchange	Ten Mile Creek	No	No	N/A
3	N/A	Facility and Needs Study for Industrial Pkwy Interchange	White Oak Science Gateway	Yes	No	N/A

## PEDESTRIANS

The top transportation priorities lists include 16 pedestrian projects as shown in Attachment A. Table 5 identifies the top five pedestrian projects.



**Table 52: Top Pedestrian Projects**

<b>2023 Category Priority</b>	<b>2021 Overall Priority</b>	<b>Project</b>	<b>Primary Master Plan</b>	<b>Equity Focus Areas</b>	<b>High Injury Network</b>	<b>BiPPA Score</b>
<b>1</b>	33	Level-of-Effort Sidewalk Retrofit Program	Pedestrian Master Plan	Yes	Yes	N/A
<b>2</b>	37	Create new CIP program to improve existing trail crossings on state and county roads and provide protected crossings where warranted.	Multiple	Yes	Yes	N/A
<b>3</b>	67	Introduce additional protected crossings along Veirs Mill Rd	Veirs Mill Corridor	Yes	Yes	17.5
<b>4</b>	15	16th St/Woodside Station Pedestrian Crossing (Related to two 16th Street projects)	Greater Lyttonsville	Yes	No	6.6
<b>5</b>	29	Dale Dr Shared Use Path and Safety Improvements	North and West Silver Spring	No	No	20.8

## ROAD CONSTRUCTION

The top transportation priorities lists include eight new road construction projects as shown in Attachment A. Table 6 shows the top five road construction projects.

**Table 63: Top Road Construction Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	13	Burtonsville Rear Business Access Rd (north of MD 198)	Burtonsville Crossroads	No	No	N/A
2	35	Pearl Street Connector	Bethesda Downtown Plan	No	No	N/A
3	38	Observation Dr Extended (A-19) between Waters Discovery Ln and Little Seneca Pkwy	Clarksburg	No	No	N/A
4	57	Locbury Dr (B-5)	Germantown Employment Area	Yes	Yes	N/A
5	49	New Road (B-25)	Germantown Employment Area	No	No	N/A

## ROAD IMPROVEMENTS

The top transportation priorities lists include 20 road improvement projects as shown in Attachment A. Table 7 shows the top five road improvement projects.

**Table 74: Top Road Improvement Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	3	MD 97 (Georgia Avenue)/Montgomery Hills Design Project	Forest Glen/Montgomery Hills	No	No	12.7
2	63	Burtonsville Rd (MD198)	Burtonsville Crossroads	No	No	2.6
3	N/A	Colesville Rd: Removal of dynamic lane operation	2022 SSDAC	No	No	35.8
4	69	Redesign of River Rd with median	Westbard	No	No	3.2
5	71	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.	Bethesda Downtown Plan	No	Yes	30.4

SHARED STREETS

Table 8 identifies all shared street project priorities.

**Table 85: Top Shared Streets Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	N/A	Newell St Shared Street between East-West Hwy and Kennett St	Silver Spring Downtown	Yes	No	37.7
2	N/A	Ellsworth Dr Shared Street between Fenton St and Veterans Plaza	Silver Spring Downtown	Yes	No	37.7
3	N/A	Bonifant St Shared Street between Dixon Ave and Georgia Ave	Silver Spring Downtown	Yes	No	37.7
4	75	Norfolk Ave Shared Street between Battery Lane Urban Park and Tilbury Street	Bethesda Downtown Plan	No	No	30.4

## TRANSIT

The top transportation priorities lists include 19 transit projects, including two new projects as shown in Attachment A. Bus rapid transit projects continue to be a central focus for the county. The top five transit projects are shown below in Table 9. This priority order is generally consistent with a transit ranking prepared by the Planning Board in 2022 for the Joint Transportation Priority Letter. The staff report from the January 19, 2023 is included as Attachment B.

**Table 96: Top Transit Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	1	MD 355 Bus Rapid Transit (Central Segment)	Multiple	Yes	Yes	N/A
2	2	Veirs Mill Road Bus Rapid Transit	Veirs Mill Corridor Master Plan	Yes	Yes	N/A
3	N/A	U.S. 29 BRT Phase 2 Corridor Study (Tech Road to Sligo Creek Pkwy)	Multiple	Yes	No	N/A
4	21	New Hampshire Ave BRT	Multiple	Yes	Yes	N/A
5	20	I-270 Transit Corridor Connectors	Corridor Forward: The I-270 Transit Plan	Yes	Yes	N/A

## TRANSPORTATION SAFETY

There are two transportation safety projects as shown below in Table 10 and included in Attachment A.

**Table 107: Top Transportation Safety Projects**

2023 Category Priority	2021 Overall Priority	Project	Primary Master Plan	Equity Focus Areas	High Injury Network	BiPPA Score
1	5	Vision Zero Projects - Design and implement safety countermeasures on identified high-risk and Vision Zero priority state highways, county roads, and Park roads.	Countywide	Yes	Yes	N/A
2	N/A	Aspen Hill BiPPA	Aspen Hill	Yes	Yes	5.1

## RECOMMENDATIONS/COMMENTS

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.

**Staff recommends transmitting a list of transportation project priorities to the County Executive and County Council for consideration in the FY2025-FY2030 Capital Improvements Program.**

## ATTACHMENTS

Attachment A: Top Transportation Project Priorities by Category 2023

Attachment B: January 19, 2023 Joint Transportation Priorities Letter to the Montgomery County Council