



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**ITEM #10**  
**July 21, 2011**

**MEMORANDUM**

**DATE:** July 13, 2011

**TO:** Montgomery County Planning Board

**FROM:** Mary Dolan, Acting Chief *MD*  
Functional Planning and Policy Division

Larry Cole, Master Planner *LC*  
Functional Planning and Policy Division

Frederick Vernon Boyd, Community Planner *FVB*  
Area 3 Planning Team

**SUBJECT:** Capital Improvements Program Priorities

---

**Recommendation:** Forward a list of priorities to the County Executive for consideration by County agencies for inclusion in the FY2013-2020 Capital Improvement Program.

**Background**

This memorandum gives staff recommendations on priorities to forward to the Executive as he prepares his biennial Capital Improvement Program (CIP). This is the result of staff's ongoing effort to maintain an updated compilation of capital improvement projects proposed in approved and adopted master plans and set priorities to keep capital projects in step with development those plans engender. This effort automates all mapped information and makes the process easier for all users—residents, analysts and decisionmakers—to get information about projects, their locations and status.

The current master plan assessment effort provides information on the relationship between the pace of development and the provision of public facilities in ways that use new technologies to make the information more accessible and easier to visualize. The project's aim is to create maps and a database that will enable the viewer to see capital projects in the context of development approvals and other elements of the county's growth policy mechanism, such as priority funding areas and conditions in public school clusters.

Our Capital Improvement Program Priorities recommendations draw on this as well as on analytical work done for the 2009-2011 Growth Policy, which created a table that set priorities for public facilities by ranking them based on numerical scores for criteria in five categories:

sustainability, master plan goals and objectives, connectivity, design excellence and diversity (see Attachment A for a description of the criteria and scoring methodology). Where the Schools Test for FY12 has identified clusters that would require a school facility payment or would require that an area be put into moratorium under the Subdivision Staging Policy, we have added line items for the needed school capacity and ranked them accordingly.

The table created in 2009 has been expanded to add all identifiable capital projects associated with master plans, sector plans, and the Constrained Long Range Plan for Transportation that have not yet been built. The most congested corridors are identified from the County's Mobility Assessment Report. The schools shown on the list are identified in MCPS's capital program in the areas where they have noted deficiencies. A small number of additional projects were identified by Area Planning Team leaders as needed projects in their areas of responsibility. (Attachment B shows the ratings for roughly the top quarter of projects that were evaluated).

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 Growth 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.

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

These candidates have been evaluated in a matrix format that facilitates comparison across the evaluation criteria described above. The rankings have been adjusted from the 2009 rankings to include:

- Giving greater weight to the ½ mile buffer areas around designated urban areas, except where that buffer extends outside the Primary Funding Area (PFA).
- Giving greater weight to school projects in school clusters that are over capacity and would require that residential development be placed in moratorium. A greater range of values has also been assigned to reflect when clusters first require that a school facility payment, when Montgomery County Public Schools would begin to start programming new capacity, and when the cluster requires a moratorium if no capital project is funded in the CIP.

Community planners from the area teams have reviewed and analyzed the prioritized table in the context of master plan goals and objectives, as well as the progress of development. The table also reflects comments from Parks staff.

The revised table with the new priorities will be added to the GIS layer of capital improvement projects compiled from the 2008 Master Plan Status Report that the Planning Board saw in April. This allows master plan capital improvements projects—with a draft priority order recommended by planning staff—to be depicted in relation to priority funding areas, public school clusters, Metro Station Policy Areas and pipeline information. Analysts can then track how development approvals relate to planned, programmed or contemplated projects.

Staff recommends that Planning Board forward the list of projects on 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. While the projects have a ranked order provided by the scoring system, this list is organized by Planning Area and represents the highest ranked projects. 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.

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

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

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

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

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

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

**Priority area:**

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

**Staging Requirement or School Capacity Test:**

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

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

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

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

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

**ATTACHMENT B**

<u>Category</u>	<u>Project</u>	<u>Comments</u>	<u>Master Plan Area</u>	<u>School Cluster</u>	<u>Score Total</u>
Road-construction	Montrose Parkway	Extend Montrose Parkway to Veirs Mill Rd. Facility planning underway.	Aspen Hill		58
Bikeway	Norbeck Rd Bikeway	Bikeway on Norbeck Rd between Georgia Ave and Layhill Rd	Aspen Hill		53
Bikeway	Georgia Ave Bikeway	Bikeway on Georgia Ave from Norbeck Rd to Glenmont Metro	Aspen Hill		53
Bikeway	Muncaster Mill Bikeway	Class I bikeway south side Muncaster Mill Rd, Norbeck to North Branch Stream Valley Park	Aspen Hill		48
Bikeway	Matthew Henson Trail	from CLRP: Alderton Road to ICC Trail	Aspen Hill		48
Road-interchange	Georgia Avenue (MD97) at Norbeck Road (MD28)	from CLRP	Aspen Hill		48
Bikeway	American Legion Bridge	from CLRP	B-CC, Potomac		53
Road-ped	Signals at Old Georgetown Rd with Fairmont Ave, Cordell Avenue, and Glenbrook Road	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD		58
Road-ped	Signal on Arlington Rd at Bradley Shopping Center	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD		53
Bikeway	Complete Capital Crescent Trail	Complete Capital Crescent Trail from Bethesda to Silver Spring (to be built in conjunction with the Purple Line)	Bethesda CBD, N&W Silver Spring, Silver Spring CBD		48
Bikeway	Jones Mill Rd BikeLanes (Beach-Jones Bridge Rd)	from Appx G	Bethesda Chevy Chase		53
Bikeway	GoldsboroRd BW (MacArthurBlvd-RiverRd)	from Appx G	Bethesda Chevy Chase		53

## ATTACHMENT B

Bikeway	North Bethesda Trail	from Appx G: Complete shared use path along Old Georgetown Road	Bethesda-Chevy Chase		53
Bikeway	B-5 Old Frederick Road in Clarksburg Town Center	On-road; signage needed.	Clarksburg		63
Bikeway	B-2 Midcounty Highway	Portion in town center will be built by developer (Stage 2).	Clarksburg		63
Road-interchange	I-270 at Clarksburg Road (MD121)	from CLRP	Clarksburg		58
Bikeway	Frederick Road	Develop bikeways in Hyattstown Special Study Area B3 and B4. Not programmed at this time.	Clarksburg		53
Bikeway	B-1 North-South Greenway	Portion in town center will be built by developer (Stage 2).	Clarksburg		53
Bikeway	Clarksburg Road (MD121)-Stringtown Road	from CLRP	Clarksburg		53
Library	New Clarksburg Library	from Appx G	Clarksburg		53
Bikeway	B-10 Proposed Bikeway	Stage 3. (Clarksburg Road to Black Hill Regional Park) Implementation through subdivision review process.	Clarksburg		50
Road-interchange	Newcut Road Interchange	Not programmed. Will require developer participation. At I-270.	Clarksburg		48
Water&Sewer	Provide community water and sewer for historic district	Clarksburg Historic District	Clarksburg		43
Road-construction	Redgrave Place (P-5)	Extension of Redgrave Place requires relocation of an historic building. Issues remain as to how to implement this recommendation (will likely require public-private venture).	Clarksburg		38
Road-construction	Clarksburg Road (A-27)	Portion between MD 355 and Midcounty Arterial under construction by developer.	Clarksburg		38
Road-construction	Stringtown Road (A-260)	Portion between Overlook Park Drive and Midcounty Arterial approved for construction by developer (Stage 2). Extension of Stringtown Road to I-270 is complete. Developer has proposed a DD to fund additional road improvement not covered in CIP.	Clarksburg		38

**ATTACHMENT B**

Trail	Magruder Branch Trail	Extend Magruder Branch Hiker/Biker Trail from Valley Park Drive to Damascus Town Center. Design in CIP for FY13-14 but no construction money.	Damascus		53
Road-ped	Transit Access along University Blvd	Pending Purple line and Takoma/Langley Crossroads plans	East Silver Spring		63
Road-ped	Flower Village Neighborhood Improvements	Need traffic signals at Flower/Arliss and Piney Branch/ Garland needed.	East Silver Spring		58
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		53
Road-ped	Wayne Ave and Dale Dr intersection	Wayne Ave from Silver Spring CBD to Sligo Creek Parkway as three-lanes and right turn at Dale Dr. Improvement deferred pending Purple Line study.	East Silver Spring		53
Road-ped	Carroll Ave pedestrian and transit access	Improve pedestrian and transit access along Carroll Ave. Upper Carroll Ave complete. SHA eliminated Lower Carroll Ave neigh conservation program project due to budget limits	East Silver Spring		48
Road-ped	Fenton St pedestrian and transit access	Improve pedestrian and transit access along Fenton Street	East Silver Spring		48
Road-interchange	US29 at Musgrove-Fairland Road	from CLRP	Fairland		53
Bikeway	Briggs Chaney Road	from CLRP	Fairland		48
Road-construction	Georgia Ave Improvement Studies	Study traffic signals, elimination of median breaks and lane additions. Particularly important to enhancing community identity by providing open spaces and pedestrian friendly streets	Forest Glen		66
Road-intx	Intersection of Forest Glen Rd and Georgia Ave	Improvements including widening and signal timing. Of particular importance to goal of enhancing community identity by providing public open spaces and pedestrian friendly streets	Forest Glen		66
Transit	Forest Glen Pedestrian Tunnel	from CLRP	Forest Glen		63



## ATTACHMENT B

Bikeway	Dameron Dr Bikeway	from Belvedere Blvd to Forest Glen Rd	Forest Glen		56
Bikeway	Belvedere Blvd Bikeway	from Dameron Drive to Woodland Dr and from Georgia Ave to Greeley Ave	Forest Glen		51
Bikeway	Greeley Ave Bikeway	Greeley Ave from Churchill Rd to Arthur Ave	Forest Glen		51
Bikeway	Forest Grove Drive Bikeway	from northern sector plan boundary to Forest Glen Rd	Forest Glen		51
Bikeway	Woodland Drive Bikeway	from Medical Park Dr to Forest Glen Rd	Forest Glen		48
Road-construction	Geico/ Brookdale Greenway		Friendship Heights		53
Bikeway	Clopper Road(MD117)-West Diamond Avenue	from CLRP	Gaithersburg		58
Road-interchange	I-270 at Watkins Mill Extended	from CLRP	Gaithersburg		58
Bikeway	Germantown Road (MD118)	from CLRP	Germantown		53
Park	Town Center Family Park	New family-oriented public park in Town Center. Design for the town center urban park is complete with construction proposed to begin in FY12.	Germantown		38
Transit	Georgia Avenue Busway		Glenmont		68
Road-interchange	Georgia Avenue/ Randolph Road intersection	Grade separation. Facility planning complete; construction funding needed.	Glenmont		58
Transit	Corridor Cities Transitway		GSSC, Shady Grove, Clarksburg		63
Bike connector	Muddy Branch Trail Connector	Non-park connector between recreational trails	GSSC		53
Transit	Veirs Mill Road bus enhancements	from Appx G	Kensington-Wheaton, Wheaton CBD		58
Transit	Improvements to enhance bus transit on US 29		North and West Silver		68

## ATTACHMENT B

			Spring		
Road-intx	Add a right-turn lane on Westbound Dale and US29		North and West Silver Spring		63
Road-intx	Improve intersection of 2nd Ave, Seminary Rd and Seminary Place		North and West Silver Spring		56
Road-intx	Restripe and widen Sligo Creek Pkwy at Colesville Rd		North and West Silver Spring		53
Road-ped	Reconstruct GA Ave to improve pedestrian environment	Consistent right-of-way, remove reversible lane, install median, wide sidewalks, streetscaping, signal timing. Not yet programmed by the State	North and West Silver Spring		53
Road-ped	Enhance pedestrian environment on 16th Street	Improvements were implemented in area of the 16th Street Bridge over the railroad tracks	North and West Silver Spring		48
Road-construction	Construct B-11	Construct B-11 from Marinelli Road (70' ROW, 2 lanes). Will be part of a WMATA joint development project.	North Bethesda/ Garrett Park		58
Road-construction	White Flint Ave	Construct White Flint Ave with class I bikeway (B-10) from Nebel St to B-11 (80' Row, 2 lanes). Will be part of a WMATA joint development project with LCOR.	North Bethesda/ Garrett Park		58
Road-construction	Extend Woodglen Drive	Extend Woodglen Drive from Nicholson Lane to Marinelli Road (80' ROW, 2 lanes). Western half of ROW has been dedicated. Eastern half is in Facility Planning. May be completed by developer.	North Bethesda/ Garrett Park		58
Road-ped	Intersection of Rockville Pike and Nicholson Lane	Aggressive signing program to encourage turns before Nicholson Lane considered infeasible by and SHA study. Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		58
Road-ped	Intersection of Rockville Pike and Tuckerman Lane	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		58

## ATTACHMENT B

Bikeway	Rockville Pike Bikeway	Provide a Class I bikeway on Rockville Pike from Strathmore Ave to Old Georgetown Rd	North Bethesda/ Garrett Park		53
Bikeway	Marinelli Bikeway	Provide a class II bikeway on Marinelli From Nebel St to Executive Blvd.	North Bethesda/ Garrett Park		53
Bikeway	Strathmore Ave Bikeway	Provide a class II bikeway on Strathmore Ave from Weymouth St to Rockville Pike.	North Bethesda/ Garrett Park		53
Road-ped	Intersection of Rockville Pike and Marinelli Rd	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		53
Road-ped	Intersection of Rockville Pike and Old Georgetown Rd	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		53
Bikeway	Twinbrook Pkwy Bikeway	Provide a class II bikeway on Twinbrook Pkwy from Veirs Mill Road to Rockville City limits	North Bethesda/ Garrett Park		48
Road-ped	Intersection of Twinbrook Pkwy and Parklawn Dr	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		48
Road-ped	Intersection of Twinbrook Pkwy and Fisher's Lane	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		48
Road-ped	Intersection of Twinbrook Pkwy and Ardennes Ave	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park		48
Road-construction	Hillcrest Ave and Appomattox Ave	Connect Hillcrest Ave with a realigned Appomattox Ave through the Village Mart Shopping Center property	Olney		53
Road-construction	North High Street extension	Extend North High Street to Morningwood Drive as a business district street with a 70' right of way.	Olney		53
Bikeway	River Road (MD190)	from CLRP	Potomac		53
Bikeway	Darnestown Road (MD28)	from CLRP	Potomac		48
Bikeway	MacArthur Boulevard	from CLRP	Potomac		48
Bikeway	Democracy Boulevard	from CLRP	Potomac		48
Bikeway	Seven Locks Road bikeway		Potomac Subregion		48

## ATTACHMENT B

Transit	Tobytown paratransit study		Potomac Subregion		38
Bikeway	Underpass of Crabbs Branch Way under Shady Grove Rd	Class I bikeway required for Stage 3	Shady Grove		53
Bikeway	Redland Road bikeway and sidewalk	Stage 3; included in Redland CIP	Shady Grove		53
Bikeway	Shady Grove Road bikeway and sidewalk	Class II bikeway and streetscape improvements required for Stage 3	Shady Grove		48
Road-construction	Amity Drive Extended	from Appx G	Shady Grove		48
Road-widening	Great Seneca Hwy: Widen from 4 to 6 lanes from Muddy Branch Rd to Shady Grove Rd		Shady Grove Study Area		43
Road-intx	Wayne Ave and Georgia Ave Intersection	Implemented through development plans	Silver Spring CBD		63
Road-intx	Wayne Ave and Fenton St Intersection	Implemented through development plans	Silver Spring CBD		63
Road-intx	Wayne Ave and Cedar St Intersection	Implemented through development plans	Silver Spring CBD		58
Bikeway	Silver Spring Green Trail	To be implemented with Purple Line	Silver Spring CBD		53
Transit	Purple Line		Silver Spring CBD, B-CC, Bethesda CBD		63
Bikeway	Metropolitan Branch Trail	Trail is complete within city of Takoma Park. The portion in Silver Spring CBD has not been built.	Takoma Park		66
Bikeway	New Hampshire Avenue	from CLRP	Takoma Park		48
Trail	North Branch Trail	From Lake Frank Trail, along Muncaster Mill Road and Emory Lane, to ICC	Upper Rock Creek		43
Road	White Flint Stage 1 network improvement	from Appx G	White Flint		53

**ATTACHMENT B**

Park	Battery Lane Urban Park	Expand Battery Lane Urban Park to Rugby Ave (facility plan to renovate existing park is complete, programmed for design and construction in later years of CIP)	Woodmont Triangle		51
School	Additional Middle School Capacity	from FY2012 School Test		Richard Montgomery*	63
School	Ritchie Park ES	from FY2012 School Test		Richard Montgomery*	63
School	Additional High School Capacity	from FY2012 School Test		B-CC*	58
School	Additional Middle School Capacity	from FY2012 School Test		B-CC*	53
School	Additional High School Capacity	from FY2012 School Test		Quince Orchard*	53
School	Additional Elementary School Capacity	from FY2012 School Test		Northwest*	53
School	Additional Elementary School Capacity	from FY2012 School Test		Northwood*	53
School	Additional Elementary School Capacity	from FY2012 School Test		Rockville*	53
School	Additional Middle School Capacity	from FY2012 School Test		Walter Johnson*	48
School	Additional Middle School Capacity	from FY2012 School Test		Rockville*	48
School	Additional Middle School Capacity	from FY2012 School Test		Whitman*	48
School	Additional High School Capacity	from FY2012 School Test		Northwest*	48
School	Additional High School Capacity	from FY2012 School Test		Northwood*	48
School	Additional High School Capacity	from FY2012 School Test		Seneca Valley*	48
School	Additional High School Capacity	from FY2012 School Test		Wootton*	48
School	North Chevy Chase ES	from FY2012 School Test		B-CC*	48
School	Rosemary Hills ES	from FY2012 School Test		B-CC*	48

**ATTACHMENT B**

School	Chevy Chase ES	from FY2012 School Test		B-CC*	48
School	Additional Elementary School Capacity	from FY2012 School Test		Walter Johnson*	48