Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
Individual Projects										
MD 586 Twinbrook to Randolph	Q-Temp ID 58	Veirs Mill Rd. (MD 586)	Widening	Twinbrook Pkwy.	Randolph Rd.	Recommended in the Aspen Hill Master Plan. Would alleviate existing congestion as well as provide additional capacity for the use of Montrose Parkway.		**27**	**4**	**0**
MD 355 @ Cedar Interchange	2A-Temp ID 73	Rockville Pike (MD 355) at Cedar Lane	New Interchange	N/A	N/A	This is one of the worst bottlenecks in the County, and impacts traffic flows in a broad area between Kensington and Bethesda, resulting in backups throughout the mid-portion of the County. An interchange here would significantly ease travel delays according to our modeling results.		**25**	**6**	**0**
						The possible need for a graded intersection here was included in the revised BCC master plan circa 1990. Traffic flows here, both North-South and East-West (on Cedar Lane) are unusually heavy because of a combination of factors: 1) this is the first major intersection for cars exiting from both the Beltway and I-270 and heading South into Bethesda and the District on Wisconsin Ave; and 2) there are two major employment centers at or near this intersection (Navy Med and NIH); and 3) traffic volumes on Cedar Lane at this point are heavy because the western leg serves as an entry and exit point for some of NIH traffic and the Eastern leg provides entry and exit for the large Stone Ridge Girls School in addition to accommodating NIH and Navy Med generated traffic seeking to turn onto or away from Wisconsin Ave.				
Fairland Paint Branch to US 29	2I-Temp ID 88.1	Fairland Rd.	Widening	Paint Branch	US 29	The Fairland Master Plan recommends Fairland Road be two to four lanes. The White Oak Master Plan recommends four lanes which would end at Paint Branch. To satisfy both Master Plans , Fairland Road on the west side of US 29. must be four lanes. Fairland Road handles a large traffic volume today and will only grow in the future. At some point it will surely need to be expanded (a substantial majority of the TPR opposed widening it east of U.S. 29). Most of the traffic on Fairland Road west of US 29 turns onto either US 29 or Old Columbia Pike and does not go east of US 29. If the new road on the ICC right-of-way is added between US 29 and US1, it will likely intersect with US29 at Fairland Road. When this occurs, it is reasonable to expect enough traffic will proceed west onto Fairland Road to justify four lanes.	Widening Fairland Road east of U.S. 29, from 29 to Briggs Chaney Road, received the lowest rating of any road project. A substantial majority of the TPR voted against any widening of Fairland east of 29.	**25**	**6**	**1**
I-270 MD 124 to MD 121 6+2HOV	B-Temp ID 35	I-270	Widening	Mont. Village Ave. (MD 124) / Quince Orchard Rd. (MD 124)	Clarksburg Rd. (MD 121)	These improvements are consistent with the Germantown and Clarksburg Master Plans and, together with the CCT, are critical to mobility and economic development within the I-270 corridor. Contrary to comments that these improvements will encourage sprawl, failure to improve mobility within the corridor will lead to further outward migration of employment (e.g., Bechtel) and associated hypersprawl.	Encourages sprawl and auto-oriented rather than transit-oriented development. Encourages longer trips. Impact is worse to the extent it involves adding a general purpose lane instead of an HOV lane.	**24**	**7**	**0**

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
						The I-270 corridor is a vital element in the biotechnology and high-tech industries. Without an increase in capacity in the I-270 corridor, development will be either curtailed, or worse, less economically viable development will occur. This can contribute to economic stagnation for Montgomery County, all Maryland jurisdictions within the I-270 corridor, and ultimately adversely affect the Maryland State economy. Although new transit service and various TDM programs can provide some needed increased capacity, or allow provided infrastructure to be used in an efficient manner, by themselves they can not substitute for needed roadway capacity increases.				
Beth - New Carroll LRT	2F-Temp ID 78.2	Inner Purple Line	Light Rail	Bethesda	New Carrollton	This line is the only major transportation facility available to address congestion inside the beltway. It will connect three different metro lines and both legs of the red line. It will provide an alternative for commuters to Bethesda, NIH, Silver Spring, and University of Maryland.	1.) Most of the trips on this line were forecasted to be short, within County travel. Thus, there is really no reason for the Task Force study to specify whether the line should continue in Prince George's County from College Park to New Carrollton. The Task force's designated terminus should be College Park. 2.) Performance on the proposed Inner Purple Line should really be evaluated in two distinct segment-the Georgetown Branch (GTB) and the remainder of the proposed line. The functionality of the non-GTB portion is notably inferior to the GTB portion; in fact this portion is inferior even to the proposed Outer Purple Line's MOEs. The Task Force's recommendation should have been limited to the GTB portion only.	**24**	**7**	**1**
						High ridership and significant travel time savings, the alignment connects the legs of the Red Line and strategic centers including University of MD, and New Carrollton, which will be a multimodal terminus with MARC service to BWI Airport.				
I-270 MD 121 to I-70 4+2 HOV	C-Temp ID 36	I-270	Widening	Clarksburg Rd. (MD 121)	I-70	See above	Major increase in highway capacity north to I-70 would encourage sprawl development beyond Frederick and into Pennsylvania; as well as long trips (including SOV trips using general purpose lane capacity freed up by construction of the HOV lanes) into Montgomery County and onto already crowded segments of I-270 and other roads. The cost of this project is substantial.	**23**	**8**	**0**
Eastern Link of the ICC Master Plan Alignment	2K-Temp ID 91	Eastern Parkway (ICC)	New Road	US 29	US 1	This project is consistent with master plans for the area, showed significant benefits in reduced congestion and improved travel times in our traffic models, and provided improved accessibility of jobs and housing for one of the key areas targeted for employment growth in the Eastern portion of the County. Since the right-of-way is already available and in many cases, already purchased, this project should move to the very top of the County's priority list as it could be completed within the next 5-6 years and would bring significant benefits.		**23**	**9**	**0**

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
						Substantial (23-9) majority favored building the Eastern Link of ICC whether the full ICC was built or not. Least community and environmental impacts of any of the ICC pieces and would provide important connection to Prince Georges County between US 29 and US 1. Least community and environmental impacts of any of the ICC pieces.				
MD 27 MD 355 to M-83	N-Temp ID 50.1	Ridge Rd. (MD 27)	Widening	Frederick Rd. (MD 355)	Midcounty Hwy. (M-83)	Developer funded project.		**21**	**9**	**1**
MD 124 Woodfield (Odenhal to Damascus via A-12)	R-Temp ID 60	Woodfield Rd. (MD 124) and Woodfield Rd Extended	Widening	Midcounty Hwy.	Ridge Rd. (MD 27)			**21**	**8**	**2**
Longdraft Rd	G-Temp ID 39	Longdraft Rd.	Widening	Quince Orchard Rd. (MD 124)	Clopper Rd. (MD 117)	As stated in the write-up for Clopper Road, careful consideration of the full environmental impacts and traffic benefits for Longdraft need to have a detailed evaluation along with the Great Seneca and Clopper Road widenings. Community impacts along Longdraft Road were also not detailed in the TPR findings and need to be part of any further assessment.		**20**	**11**	**0**
MD 27 M-83 to Skylark	O-Temp ID 50.2	Ridge Rd. (MD 27)	Widening	Midcounty Hwy. (M-83)	Skylark Rd.	Developer funded project.		**20**	**10**	**1**
MD 190 MD 189 to I 495	P-Temp ID 51	River Rd. (MD 190)	Widening	Falls Rd. (Md 189)	Capital Beltway (I-495)	Majority favored it as a link between master-planned six lanes on River Road between Bethesda and the Beltway and the two lanes on River Road north of Falls. Minimal community or environmental impacts compared to other proposals along River Road.		**20**	**11**	**0**
CCT SG to Clarksbg Bus	S-Temp ID 62	Corridor Cities Transitway	Busway	Shady Grove Metro	Clarksburg	The segment from Metropolitan Grove to Shady Grove should be a busway for local buses and the northern part light rail. It is needed to provide an alternative to driving. The modeling showed good ridership. It has been planned for years by the County, Gaithersburg, and Germantown.		**20**	**11**	**0**
						The Corridor Cities Transitway (CCT), also known as the Shady Grove-Clarksburg Transitway, will run from Shady Grove Metro, through areas of Rockville such as King Farm, serving communities and employees in Gaithersburg in areas such as Kentlands, Lakelands, Quince Orchard Park, and the National Institute of Standards and Technology. The Transitway will connect to a major transfer station at the Metropolitan Grove MARC station in the northern part of Gaithersburg at an ideal location for a future transit oriented town-center located on the Casey Tract. The Transitway would continue through Seneca Creek State Park along I-270 to serve Germantown and Clarksburg Town Centers.				
						From the TPR Round 2 Modeling Results: 1) Transit ridership on the Corridor Cities Transitway is quite high with 6,251 riders in the peak hour. This is the equivalent of three freeway lanes. The daily ridership would be over 50,000 trips per day; quite high for a light rail line 2) In Test 4A with the Inner Purple Line and the Corridor Cities Transitway, average auto trip time actually dropped a small amount. The number of jobs accessible by transit within 45 minutes increased by 13%. 3) Transit trips between Clarksburg to downtown Rockville would take 35 minutes instead of 67 minutes;				

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
						This project is consistent with master plans for the area, showed significant ridership, and helped meet an overall shortage of both road and rail capacity in the fastest-growing and most economically vital area of the County -- the I-270 corridor.				
North Beth People Mover	Y-Temp ID 70	North Bethesda Transitway	New Transitway - People-Mover	Montgomery Mall	Grosvenor via Rock Spring Park	Consistent with North Bethesda/Garrett Park Master Plan which calls for a high capacity transit connection between Grosvenor Metrorail station and Rock Spring Park. Would connect Rock Spring and Montgomery Mall to the Red Line, alleviating some of the congestion at Rockville Pike and Tuckerman Lane. Short distance of this facility provides opportunity for innovative choice of transportation such as monorail. Consistent with Task Force objective of connecting business, residential and activity centers . Round 1 modeling results showed boarding for the PM Peak 3 hour period ranging from 4031 boardings to 3031 boardings depending	Relatively low ridership in comparison to cost.	**20**	**11**	**0**
MD 117	A-Temp ID 24	Clopper Rd. (MD 117)	Widening	Richter Farm Road	Quince Orchard Rd. (MD 124)		Careful consideration of widening Clopper Road needs to take place. While the Task Force voted on a facility to widen from two existing, to six total lanes, this may not be needed or even feasible. The county should prepare a more detailed assessment of this area in terms of environmental impacts and traffic benefits. The widening would benefit the north-south corridor serving local and through traffic taking pressure off of I-270 and MD 355. There will be a deficiency in the north south movement especially in light of the fact that support for the M-83 Midcounty Highway extension up to MD 27 is lacking and the impacts with the current alignment divide the community. The detailed assesment of Clopper Road needs to be in concert with the Longdraft Road, and Great Seneca Highway proposed widenings. Clopper Road certainly has more environmental impacts widening to four lanes in terms of length through the Park.	**19**	**11**	**1**
I-270 MD 124 to I-70 6+2 HOV	D-Temp ID 37	I-270	Widening	Mont. Village Ave. (MD 124) / Quince Orchard Rd. (MD 124)	I-70	The I-270 corridor is a vital element in the biotechnology and high-tech industries. Without an increase in capacity in the I-270 corridor, development will be either curtailed, or worse, less economically viable development will occur. This can contribute to economic stagnation for Montgomery County, all Maryland jurisdictions within the I-270 corridor, and ultimately adversely affect the Maryland State economy. Although new transit service and various TDM programs can provide some needed increased capacity, or allow provided infrastructure to be used in an efficient manner, by themselves they can not substitute for needed roadway capacity increases.	Major increase in highway capacity north to I-70 would encourage sprawl development beyond Frederick and into Pennsylvania; as well as long trips, mostly by SOV, into Montgomery County and onto already crowded segments of I-270 and other roads. The addition of general purpose lanes is the worst part of this project, but the extension of HOV lanes also encourages sprawl development and long trips, including SOV trips using general purpose lane capacity freed up by construction of the HOV lanes. The cost of this project is quite high.	**19**	**12**	**0**
I-270 Spurs Both	F-Temp ID 38.1	Coherent HOV network - I-270 Spurs	Widening (add 1 lane each way on both spurs)	N/A	N/A	The major bottleneck on the I-270 spurs today is in the evening in the northbound western spur. Only this spur and only the northbound direction should be widened. The other spurs widths are in balance with the Beltway's ability to handle the traffic.	Adding a lane to each of the spurs would make the bottlenecks where they join the Beltway even worse. These lanes would accomplish little other than to increase pressure to widen the Beltway. Similar concerns may apply to the impact of northbound widening on traffic where the spurs merge. Cost is substantial.	**19**	**12**	**0**

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
FDA LRT	2N-Temp ID 101	FDA / West Farm	Light Rail	Langley Park	White Oak via New Hampshire Ave. (MD 650)	High ridership for the segment and expands the travel options of the Inner Purple with significant time savings. Increases transit-accessibility to jobs at FDA-White Oak center for the Hispanic communities of Langley and Takoma Park, which will be served by the Purple Line.	The utility of this light rail line is questionable, especially given the superior performance and cost-effectiveness of other transit projects which should be of higher priority (ie the Purple Line and CCT). The case for this project is often made on providing transit accessibility to the new FDA site, but most of FDA's current work force lives in and around Gaithersburg, Germantown, and other areas in the I-270 corridor, and it is extremely unlikely that a large percentage of these workers will make the multiple transfers, and the amount of time that would be necessary, to use transit to access this site from the upper I-270 corridor. Of far more value to these workers would be an east-west road connection that could provide for express-bus service from the 270 corridor to the FDA site. This would be a far more efficient way to provide transit accessibility to the majority of the workers there, with far greater flexibility and far lower cost.	**19**	**12**	**1**
						1) Transit trips from White Oak would be greatly improved. For example, White Oak to Farragut Square would take 41 minutes instead of 75; a saving of 34 minutes. 2) The peak hour ridership of 2,756 riders is high for a light rail spur line. This is more than the capacity of a freeway lane. 3) As part of Test 4A with the Inner Purple Line spur to White Oak, and the Corridor Cities Transitway, average auto trip time actually dropped a small amount. The number of jobs accessible by transit within 45 minutes increased by 12%				
MD 108 S of Laytonsville	K-Temp ID 48	Olney - Laytonsville Rd. (MD 108)	Widening	Laytonsville Town Line	Olney Mill Rd.			**18**	**11**	**2**
MD 27 MD 355 to MD 108	M-Temp ID 50	Ridge Rd. (MD 27)	Widening	Frederick Rd. (MD 355)	Main St. Damascus (MD 108)			**18**	**12**	**1**
CCT SG to Clarksbg LRT	T-Temp ID 62.1	Corridor Cities Transitway	Light Rail	Shady Grove Metro	Clarks- burg	*This project should be listed as LRT/busway (mode not specified). This would provide a needed transit connection linking emerging technology and employment centers with the Shady Grove station of the Red Line. It is consistent with our master plan, and would support transit-oriented development at places like King Farm and others. This project should also be high on the county's transit expansion priority list, as its ridership and cost-effectiveness were second only to the Georgetown Branch segment of the Purple Line in our study.		**18**	**13**	**0**

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
I-495 HOV	2B-Temp ID 74	Capital Beltway (I-495)	Widening (add 1 HOV lane each way)	American Legion Bridge	I-95	This project is currently being studied by both MD and VA Departments of Transportation, and would add new capacity to what is, by far, the County's worst traffic bottleneck. The Beltway was designed to carry a maximum of 175,000 trips per day at the American Legion Bridge, but is already carrying over 210,000 trips per day on this section and is projected to grow to over 300,000 trips a day by the year 2020, according to the Council of Governments. Other segments in Montgomery County have similar volume projections, all far in excess of their design capacity. Our modeling confirmed earlier findings that, without either new bypasses or significant capacity improvments to the Beltway itself, traffic on our region's number-one transportation facility (used by more Montgomery County residents each day than any other facility) will come to a grinding halt, with heavily congested, "stop-and-go" conditions prevailing for 14-hours every day, and massive "secondary" congestion created on parallel roads like east-west highway, Veirs Mill Road, and other local east-west connections.	It is not necessary to widen the entire beltway when only four bottlenecks are causing the existing congestion. The existing bottlenecks occur on the inner loop in the evening at Connecticut Ave and on the northbound western spur. These bottlenecks can be corrected by widening the northbound west spur and the inner loop between Connecticut and I-95. The existing bottlenecks on the outer loop occur in Virginia exiting onto the Dulles Toll Road and at US29/Geogia Ave. To correct these bottlenecks, Virginia needs to provide a second exit lane for the Toll Road and Maryland needs to widen the outer loop only between US29 and Connecticut. There are several problems with widening the entire length of the Beltway: high cost, impact on existing communities and environmental impact on Rock Creek. The suggested limited widening will be at a much lower cost, have limited impact on existing communities with the additional lanes staying within the existing sound walls, and have minimal impact on Rock Creek.	**18**	**13**	**0**
							Much of the area surrounding the Beltway east of Old Georgetown Road is highly developed and would be severely impacted by its widening. There is a letter in the files from the Parkview Citizens Assn addressed to the Task force opposing the widening and citing the disruptive effect it had on this neighborhood when the Beltway was first built. Many homes already have a Berlin type wall as their backyard fences. With widening, these homes would probably cease to exist altogether while others would be confronted with the same type garden walls. One of the other impacts was economic; property values fell and didn't recover for a long time. The same thing would undoubtedly happen again.			
							Costs too much ($580M) for minuscule gains over the base case: Round 2 shows a v/c change of 0.92 to 0.90, speed drops 0.1mph, accessibility to jobs by auto is less than with Purple line (15,000 vs. 18,000) and 0.01% increase in HOV use. Increase in HOV use for Round 3 continues to be less than 1%. Environmental impact is high: 148 acres of wetlands/floodplain/stream/lake combined and 108 acres of parkland/biodiversity/natural combined areas.			

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
							It will be difficult to add the necessary HOV lanes to the Beltway without using the service lanes. Representatives of the police have indicated that loss of the service lanes will make it totally impossible for them to enforce traffic laws, thereby greatly reducing the safely on the Beltway. (note in passing, I forwarded my initial message to you. In that message I indicated the Montgomery County League of Women Voters has a position opposing further widening of the Beltway regardless of for what use (i.e. HOV or general purpose or busway, makes no difference). That is the number one reasons I am a "con" but I think that reason is not suitable for the arguments the task force is making.			
Georgetown Branch	2C-Temp ID 76	Georgetown Branch	New Trolley/Trail Connection	Bethesda	Silver Spring	In terms of Passenger miles/line length it had the highest ridership of the light rail options. In the Round 2 Facility tests it had a measure of 2407 passenger-miles/mile; next highest was the Inner Purple line at 2256.	Doesn't provide the transportation benefits that it provides as a segment in a more complete line below.	**18**	**12**	**1**
						The connection of the two ends of the Red Line in Montgomery County is the single most effective and cost-effective transit improvement we studied. In addition to significant ridership numbers, including many new riders, this project also contributes to economic development efforts in the County's two largest central business districts in Bethesda and Silver Spring. This also would allow better usage by County residents of the existing infrastructure that has been put in place in the current Metro system by allowing people to move from east to west without going all the way into downtown DC.				
I-270 Spurs NB West Spur	E-Temp ID 38	Coherent HOV network - I-270 Spurs	Widening (add 1 lane Northbound on west spur) Note: west spur only	N/A	N/A	Provides HOV continuity for the most congested traffic heading north to I-270	The intersection of I-270 and the Beltway is listed among the top-10 most congested interchanges in the entire U.S. (according to the Texas Transportation Institute). Both spurs suffer from entirely different congestion problems, with the western spurs showing more severe congestion in our model in part because our model only looks at PM peak-hour travel. Any casual observation of the eastern spur and its interchange with the Beltway reveals severe congestion here as well, especially in the AM peak-period, but other times as well. Both of these spurs should be widened by one lane in each direction, in coordination with the possible addition of new HOV lanes on the Beltway itself, at least from the interchange with I-270 to the American Legion Bridge.	**17**	**14**	**0**
Muddy Branch Rd	J-Temp ID 45	Muddy Branch Rd.	Widening	West Diamond Ave.	Darnestown Rd. (MD 28)			**17**	**13**	**1**

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
North Beth Express Bus	Z-Temp ID 71	North Bethesda Express Bus	Express Bus	Montgomery Mall	Grosvenor via Rock Spring Park		This is nothing more than what the Augmented bus network calls for, not a high capacity transit connection per the master plan. Given high volume of traffic currently on Old Georgetown Rd and Rockville Pike, plus intersection congestion at Rockville Pike amd Tuckerman, without a dedicated right of way, no bus could provide express service.	**17**	**13**	**1**
US 29 Unfunded Interchanges	2G-Temp ID 85	US 29 at 4 intersections (not funded)	New Interchanges	N/A	N/A	In his presentation to the Task Force, Neil Pedersen of the State Highway Administration noted that the U.S. 29 corridor was a severe problem area under all scenarios, and that virtually all capacity improvements we could think of would be needed there in a 50 year timeframe. In light of these comments, and the modeling results showing the need to improve travel speeds and reduce congestion in this corridor, these interchanges should be funded for construction.	These intersections should remain unfunded, at least for the present. The White Oak and Fairland Master Plans indicate that some interchanges are to be constructed first and that the effect be monitored "for adverse impacts on upstream and downstream intersections as well as east-west circulation as compared to expected operational improvements. Monitoring may change the priorities, the cost effectiveness of the improvements, or whether other grade-separates should be constructed at all." The four "funded" interchanges are the locations where major bottlenecks occur today and where they will occur in the future. As indicated in the master plans, it is debatable whether the other intersections should be built at all. On US 29, there is no improvements south of New Hampshire Ave and traffic already backs up southbound in the morning from the Beltway past New Hampshire Ave. One argument against the remaining interchanges is that they will just move traffic faster so that it can sit in the backup from the Beltway longer.	**17**	**15**	**0**
MD 115 Shady Grove to MD 28	2L-Temp ID 93	Muncaster Mill Rd. (MD 115)	Widening	Shady Grove Rd.	Norbeck Rd. (MD 28)	Most favored roadway alternative to ICC west of Georgia Ave. Avoids major "Top Ten" environmental and community impacts of Western Parkway and M-83 southern extension; most compatible linkage with at-grade MD28-198. Cost only $60 M vs. $848 M for a Western Parkway. Master Plan discussion calls for examining widening if the ICC is not built.	This project had minimal impact on congestion levels or travel speeds crossing the Rock Creek screenline, which is among the worst bottlenecks in the County, and is the specific problem this project is intended to address. It fails to do so because it fails to address the underlying transportation needs of this important east-west transportation corridor -- which is to move people between the affordable housing that exists up and down the Georgia Avenue corridor and the job centers up and down the I-270 corridor. It is also inconsistent with current master plans which call for a limited access road facility immediately adjacent to Muncaster Mill Road, along the ICC Master Plan Alignment, which would divert much of the traffic off Muncaster Mill Road and dramatically improve travel times across the Rock Creek screenline, producing far more transportation and safety benefits than widening Muncaster Mill Road itself. In addition, numerous residences, businesses, churches and other properties would be negatively impacted by the widening.	**17**	**14**	**1**

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
						Majority(17-14) favored in lieu of or in addition to ICC. This was the most favored alternative to ICC west of Georgia Avenue. Avoids major "Top Ten" environmental and community impacts of western piece of ICC (so-called "Western Parkway") or M-83 extension between Muncaster Mill Rd. and Georgia Avenue. Most compatible linkage with MD 28-198. Cost only $60 million v. $848 million for a "Western Parkway."				
							Tested in some scenarios of Rounds 1 and 2 but didn't improve significantly over base case, its cost $388M can be put to better use.			

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
I-270 Interchanges								**24**	**6**	**0**
I-270 Interchanges (package)						Interchanges are a good way of substantially increasing roadway capacity without the need to build new roads or widen existing roads.				
Watkins Mill Road	Temp ID 8					The I-270 Watkins Mill Road Interchange is a long planned transportation improvement for the City of Gaithersburg. The project has been part of the Corridor Cities Master Plan of the past and carried forward in the City's 1974 General Plan and 1999 Transportation Master Plan. The adoption of the City of Gaithersburg Neighborhood Five Land Use Plan in 1997 outlined a staging element to provide for increased access to future development in this area. Furthermore, the City of Gaithersburg 1999 Smart Growth Policy reaffirmed the interchange as a priority road project which is intended to improve the general roadway network, increase accessibility and mitigate traffic congestion at key intersections within the City. The interchange project was originally part of the I-270/US-15 Multi-Modal Corridor Study which extends from the Shady Grove Metro to Biggs Ford Road in				
MD 355 at Montrose Rd and Randolph Rd and Montrose Pkway -New Interchange	Temp ID 11					This SHA Planning Project, also included in the North Bethesda/Garrett Park Master Plan was considered a "given" at the time of Task Force network evaluation. The current intersection is a bottleneck to the traffic flowing both east-west on Montrose/Randolph and north-south on Rockville Pike. The interchange would provide the interface to Montrose Parkway, and address the issue of safe crossing over the grade level CSX crossing on Randolph Road.				
MD 355 at Nicholson Lane - New Interchange	Temp ID 12					A grade separation of Nicholson Lane and Rockville Pike is included in the North Bethesda/Garrett Park Master Plan with the statement "Continued at-grade expansion sufficient to accommodate predicted future growth will not be possible. Rockville Pike should be kept as a high capacity major roadway and not allowed to experience severe congestion...." This intersection cannot handle the existing traffic both east-west and north-south. It is identified in the Annual Growth Policy as already being over the policy area congestion standard for the PM rush hour. Future development at the White Flint Metro Area will only increase the demands at this location.				
Sam Eig Hwy. at Great Seneca Hwy. (MD 119)	Temp ID 15					This improvement will be needed in the future wherein traffic volumes on both highways increase significantly. A flyover ramp from Great Seneca to Sam Eig will improve stop ad go condition and create a safer environment. Design coordination of the flyover ramp and CCT needs to be considered.				
MD 355 at Marinelli Rd - Intersection Improvement	Temp ID 17					This intersection is included in the North Bethesda/Garrett Park Master Plan with specific design dependent upon the actual configuration of new development. Given the potential development scheduled for both the east and west sides of Rockville Pike (LCOR, Marriot and a Conference Center), consideration must be given to both vehicular movements and pedestrian crossings.				

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
Connecticut Ave at University Blvd West - Intersection Improvemements	Temp ID 18					This intersection is particularly non functional during the AM rush hour when the traffic flow from two major highways, Connecticut Ave. and University Blvd attempt to merge.				

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
Summit Ave at Knowles Ave - Intersection Improvement	Temp ID 19					Current PM congestion at Summit Ave and Knowles results from traffic from Cedar Lane/Summit Avenue merging with traffic from Strathmore Ave/Knowles and being unable to flow onto Connecticut Avenue because of the existing congestion on that roadway. The intersection definition here actually is intended to represent the continuous backup between Summit Ave. and Connecticut on Knowles Avenue, as well as the backup on Summit itself.The backup at Plyers Mill and Connecticut is directly related to the same traffic either coming via Connecticut or via the two lane bridge on Summit over the CSX line. The heavy eastbound traffics exacerbates the congestion at both intersections. See comments on				
Conn Ave and Plyers Mill - Intersection Improvement	Temp ID 20					The Kensington Concept Plan, dated May 2000, recommends "Improve automobile, pedestrian and bicycle circulation on Knowles, Connecticut, and Summit Avenues, and Plyers Mill Road". This plan identifies a "loop" formed by these roadways that needs to be evaluated in detail by the County and the State. Better utilization of this loop would reduce pressure on the Knowles/Connecticut Intersection.				
Frederick Rd. (MD 355) at Montgomery Village Ave. (MD 124)	Temp ID 20.1					Grade separating this intersection will be the only alternative to ease anticipated levels of congestion through this intersection in 2050. Ideally, Watkins Mill Road Interchange will need to be in place before re-construction of this intersection would occur to alleviate local traffic and act as a relief valve during construction. A detailed study of the intersection is recommended to determine the appropriate design. Pedestrian movements should be considered in any design alternative in order to realize the long-term vision of the Frederick Avenue Corridor.				

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
I-270 Roadways								**24**	**6**	**0**
Great Seneca Hwy. (MD 119)	Temp ID 32						This county road is presently a four lane divide highway. It should remain a four-lane highway and the development of the Corridor Cities Transitway along the highway should be strongly supported and become a priority for this corridor. There may be however, intersection improvements that warrant additional turn lanes or extending their queue lengths. Any widening needs to be evaluated with the proposed improvements to Clopper and Longdraft Roads.			
Nebel Street - New Road from Randolph to Chapman Ave	Temp ID 46					Extending Nebel Street across Randolph Road would provide a north/south alternative to Rockville Pike in the White Flint Metro Area. Recommended in the North Bethesda/Garrett Park Master Plan. This road should only be developed if the Randolph Road/Montrose Road/Rockville Pike intersection is so designed to accomodate any additional traffic crossing Randolph Road				
Watkins Mill Rd. Extended	Temp ID 59					This long planned thoroughfare may be constructed with or without the planned interchange. Watkins Mill Road itself provides a critical east-west connection for the City of Gaithersburg. The City is bisected by I-270 and is limited in its “cross-town” routes. Completion of Watkins Mill Road will provide the City of Gaithersburg with a new cross town route, and will relieve traffic congestion at the intersections of MD 355/MD 124 as well as MD 124/MD 117.				

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
Eastern Montgomery County and Georgia Avenue								**21**	**10**	**0**
Georgia Ave (MD 97) at Randolph Rd	Temp ID 80					Current congestion at this intersection as well as the backups on Randolph Road and Georgia necessitate the interchange. The current intersection is identified in the Annual Growth Policy as having a measured critical lane volume above 1800 for both AM				
Randolph Rd at Connecticut Ave	Temp ID 81					Current congestion at this intersection as well as the resulting backups on Randolph Road necessitate the interchange.	This interchange is in the heart of a middle income community. Several residences on all four corners would probably have to be taken. We need to support middle income housing to keep an economically balanced county. Construction of the interchange would force the loss of middle income housing and might result in the eventual deterioration of a stable community with the type of housing stock the County needs to support.			
Randolph Rd. at New Hampshire Ave. (MD 650)	Temp ID 82					Interchanges are a good way of substantially increasing highway capacity without the need to build new roads or widen existing roads. These interchanges are needed to address highway congestion				
Randolph Rd at Viers Mill	Temp ID 83					Current congestion at this intersection as well as the backups on Randolph Road necessitate the interchange.				
US 29 at 4 intersections (funded) (Fairland not funded for CLRP)	Temp ID 84					Three of the four grade-separated interchanges on US 29 in this package are actually funded and either already have started construction (at Randolph) or will start in 2002. These interchanges will help the flow of north-south traffic but more importantly will help the flow of east-west traffic				
Greencastle Rd.	Temp ID 89					The widening is needed to handle traffic volumes. It is included in the Fairland Master Plan.	Converting a local neighborhood road into a more heavily used roadway			
Briggs Chaney Rd.	Temp ID 86					See above				
Widening of MD 28 and MD 198 to 4 lanes (Georgia Avenue to Old Columbia Pike)	Temp ID 94					The widening is needed to handle traffic volumes. It is included in the Fairland and Cloverly Master Plans. Grade separated interchanges are needed at Georgia and US 29. It should connect to a widened Muncaster Mill from MD 28 to Shady Grove Road.	Significant impacts on propertyowners and communities along MD 198; risks changing the character of the East County low-density rural residential wedge; jeopardizes County's environmental commitment to the Special Protection Area of the Paint Branch and the Patuxent Watershed			
							1. Strong public outreach sentiment that should not be part of an alternate ICC since well north of the county's activity centers and contrary to planning for the low density residential wedge and Patuxent watershed. 2. Concern about compatibility if linked to a high-speed limited-access highway west of Georgia Avenue, in particular whether residents could safely exit local streets and driveways.			
Georgia Avenue (MD 97) Busway	Temp ID 102					This is needed in the long term to address congestion on Georgia Ave.				

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Montrose Parkway								**22**	**8**	**0**
Montrose Pkwy (western section)	Temp ID 44					Supported in the 1992 North Bethesda/Garrett Park Master Plan in conjunction with the eastern section as stated: "This road is essential to future capacity for east and west vehicular movement across the planning area. The two existing roads, Montrose/Randolph Roads and Twinbrook Parkway, are currently congested and have high accident rates. Future growth in the region, even with little growth in North Bethesda, makes the provision of additional capacity essential". Facility testing in Round 2 showed this project easing congestion on Montrose Road and Randolph Road with a volume over 3000 cars eastward towards Viers Mill during the PM peak hour. The east and west sections of Montrose Parkway need to be considered as one in order to provide the needed capacity. Building the County funded western section only will dump traffic on Rockville Pike and cause additional congestion, rather than relieving it.	1. Traffic impacts. Montrose Parkway carries significant traffic, which impacts other roads. This is shown in the charts produced for Round 2. The western part of Montrose Road suffers a speed reduction of 8 MPH in both directions. Rockville Pike, Old Georgetown Road, and I 270 local lanes suffer speed reductions of about 2 mph in the peak outbound direction. Randolph Road speed is unchanged by having Montrose Parkway as an alternate. Parkland Rd, a residential arterial, suffers a large increase in traffic volume, and speed reductions of up to 20 mph in the peak direction. The only significant benefit of the Parkway is to the short eastern end of Montrose Road. 2. Transit Oriented Development. Montrose Parkway would offer an added inducement to drive I 270 to jobs along the Metro/Rockville Pike Corridor. Recent County policy, evidenced by adoption of transit-oriented AGP, encourages development that relies on Metro instead Rockville Pike and local roads. 3. Environmental impacts. There are significant high-quality wetlands and forests in the right of way. Task force members have stated that such			
						Because the Montrose Parkway project was the only roadway facility considered by the Task force that would be exclusively funded by the County, some members argued that the tradeoff between funding other County obligations, such as education, should be examined. Most Task Force member thought that this was well beyond the Task Force's brief, and consequently very little time was spent discussing the point. Moreover, failure to recognize the obligation to fund all sectors of public activities including transportation could weaken the County's economy to the point that our tax base is seriously eroded and citizens would enjoy neither travel or education benefits.	Cons: (1) This is a unique project with 100%, by state law, of the design and construction funds paid by Montgomery County. Because of tight budgets, neither the State of Maryland nor Montgomery County expect to provide the funds sufficient to meet the original Montgomery County Public Schools FY 2002 Capital Budget and Amendments to the FY 2001-2006 Capital Improvements Program (CIP) request. It is preferable to divert funding in the 2003 budget cycle to the Public School facilities rather than this project. Cons 2 and 3 are the same as originally written on page 3 of last night's handout under Muddy Branch Road, except for the typo on the last line, "project cost effective."			

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						1. Montrose Road -- from I-270 to East Jefferson Street-- is used by about 52,000 vehicles a day – the equivalent to traffic on sections of the Dulles Toll Road in Virginia -- a superhighway– and more than the traffic on U.S. 29 from New Hampshire Ave to the Howard County Line (Source: Maryland & Virginia DOT).	Funds that would go toward this project must be redirected to the needs of the Public Schools. 2. As funds have become tight, critical environmental protections originally part of the project have been cut. The facility should not go forward until full project funding, including environmental protections can be restored. 3. Project funds do not include the costs of a grade-separated intersection with Randolph Road. Construction of the roadway without intersection improvements to handle the traffic when it reaches Randolph Road will not necessarily result in sufficient flow through capacity to make the project cost effective.			
						2. The projected commute from I-270 to East Jefferson St./Executive Boulevard will take 20 minutes by the year 2010 unless more road capacity is provided. Without Montrose Parkway, average speeds on Montrose Road are 5 mph in 2025.				
						3. Development is mushrooming near the White Flint Metro Station. Montrose Parkway facilitates a designated Smart Growth area, which is serviced by two Metro stations (white flint and twin brook). However, Tower Oaks and Fortune Parc are about to mushroom in auto-style development. All of these approved projects will add more cars to Montrose and Randolph Roads, regardless of the presence of Metro.				
						4. The 1992 master planned alignment was tacitly supported by North Bethesda community leaders, whom in 1991 got the Council to endorse a master plan amendment to remove the Old Farm/Tilden Woods sections of the right of way from the old Rockville Facility alignment.				
						5. Unless the Parkway is constructed, the land in reservation for the road will be released for MORE SPRAWL-LIKE RESIDENTIAL DEVELOPMENT, not transit-oriented development. That's because most of the right-of-way is private land designated R-200. Unlike the ICC, where the state or county owns the entire alignment, Montgomery County only has a reservation on the land for Montrose Parkway (Tildenwood Drive to Old Georgetown Road). It will not own it outright and remove it from the hands of developers UNLESS the County Council funds the project in spring 2002.				
						6. While the North Bethesda master plan seeks a goal of 39% of traffic in non-SOV autos through travel demand management (TDM) techniques – such as reducing parking supply and raising prices -- studies by the city of Rockville and Park & Planning during the Montrose Parkway facility planning review (1994-1999) determined that already 25% of North Bethesda commuters arrive via carpool, bus, Metro, foot, bike and other non-SOV situations, and that the 39% goal is unattainable. Parking fees have only worked for PROPOSED development as a requirement for builders to build, but efforts by the North Bethesda Transportation Management District to get employers to charge high fees for				

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						7. Without a new Parkway, residential streets in Rockville and North Bethesda will be overrun by cut-through traffic. County statistics show that Old Stage Road and Tildenwood Drive in Tilden Woods, respectively, already get 1,500 and 3,200 cars a day – with more than 80% of these cars traveling above the posted speed limit of 25 mph. Wilmart Street in Rockville gets 900 cars a day -- a tree-lined street, also with a 25 mph speed limit. Montrose Parkway will take up to 15% of cut-through traffic off Old Stage Road and Tildenwood Drive in morning rush and 40% in the evening, according to the County Planning Board's 1999 study				
						8. State Highway Administration is investing up to $80 million to build an interchange at Rockville Pike/Montrose & Randolph Roads and the CSX Tracks. Without tying this in to Montrose Parkway, the state project will require the expenditure of $40 million just to acquire buildings on Randolph Road to demolish them so the interchange ties into existing Randolph Road instead of the Parkway. This $40 million could build the entire second Phase of the Parkway (Parklawn Drive to Viers Mill Road).				
						"Recent County Policy evidenced by the adoption of the AGP supports the additional LCOR development in the White Flint Metro area and provides that only 50% of the new traffic be mitigated. This leaves a real possibility of a large increase in vehicular traffic between both I-270 and Rockville Pike or via Randolph Road to the White Flint Metro Area, further				
Montrose Pkwy (Eastern section	Temp ID 44.1					Supported in the 1992 North Bethesda/Garrett Park Master Plan in conjunction with the eastern section as stated: "This road is essential to future capacity for east and west vehicular movement across the planning area. The two existing roads, Montrose/Randolph Roads and Twinbrook Parkway, are currently congested and have high accident rates. Future growth in the region, even with little growth in North Bethesda, makes the provision of additional capacity essential". Facility testing in Round 2 showed this project easing congestion on Montrose Road and Randolph Road with a volume over 3000 cars eastward towards Viers Mill during the PM peak hour. The east and west sections of Montrose Parkway need to be considered as one in order to provide the needed capacity. Building the County funded western section only will dump traffic on Rockville Pike and cause additional congestion, rather than relieving it.	The N. Bethesda/Garrett Park Master Planned Montrose Parkway was assumed to function (and envisioned as) diverting traffic from North Bethesda, leaving Montrose Road as the main local access to Rockville Pike and the Parkway used for East-West travel to Veirs Mill Road. In 1995, this premise was proven incorrect during feasibility phase by a traffic study commissioned for the county, which showed that only 11% of eastbound trips would continue to Veirs Mill Rd. The balance of auto trip destinations would be to North-South destinations in South Rockville and North Bethesda. This proved that the Montrose Parkway would increase traffic volumes along East Jefferson Street, Executive Boulevard, Old Georgetown Road, and, especially Rockville Pike (Rt. 355). In light of these finding, the Council approved 35% facility planning funding for the Parkway as a part of the local I-270 to Rt. 355 network, recognized that the eastern section to Veirs Mill Rd. would likely never be justified or built (with auto volume for through-trips too low), and stipulated that the specified funding was for informational p			

Description	Project Number	Project Name	Improvement Type	From	To	Pros	Cons	Yes	No	Abstain
						Substantial majority (22-8) favored as a key master plan facility to improve connection between county activity centers. Montrose Parkway should only be built if it is part of a package and the entire package is built. The package should be the build the entire length of the Montrose Parkway from just east of I-270 to Viers Mill Road, widening to 6 lanes Viers Mill from Twin Brook Parkway to Randolph Road and grade separated interchanges along Randolph Road at Viers Mill, Connecticut, Georgia, New Hampshire, and US29. The grade separated interchanges at US 29 need to be both at Randolph and at Fairland since the traffic splits east of New Hampshire onto these two roads. This package makes sense as a way to move traffic east-west and to remove all the existing major bottle-necks along these roads. If Montrose Parkway is build without the other improvements, there is no p[lace for the traffic to go once it reaches Viers Mill. The other improvements allow the traffic to proceed east. If the new road is added on the ICC ROW east of US29, this package will provide one major cross-county link				

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Low Techway								**17**	**14**	**0**
All "low techway" related facilities -- package						Avoids the Agricultural Reserve; more centrally located than Point of Rocks from standpoint of taking traffic off the American Legion Bridge	1. The Low Techway and its associated road widenings would have a devastating impact on the North Potomac, Darnestown, Potomac and the rural wedge communities in the county. The model shows that almost as many Virginians would cross into Maryland as would Marylanders to Virginia. Western Montgomery County would essentially become a network of commuter routes through residential and agricultural neighborhoods. Secondary roads such as Partnership, Eswothy, Travilah, Dufief and others would be overwhelmed. 2. It is counter to the 30 years of carefully constructed Master Plans in these communities. The overarching principles in the Potomac Subregion Master Plan for example, are the protection of its rustic, rural roads and character as well as its environmental resources. River Rd above Falls, Seneca Road and Piney Meeting House Rds., which the Low Techway plan calls for widening to 4 lanes, are all to remain two lane roads according to the Potomac Subregion Master Plan now being considered by the County Council.			
						1. The Low Techway and its associated road widenings would help alleviate congestion on the Beltway, I-270 and arterial roads in the County -- mostly west of I-270 -- up to six times better than all the transit projects rolled into one. A scientific county survey of over 1000 show that over 30% or more Montgomery County residents use the Beltway for commuting each day and similarly over 30% of the County residents use I-270 for commuting each day. Those responding to the survey also said that time is their more important consideration, and it is very unlikely that most of these commuters would find a transit alternative that would compete in commuting time.				
						1a. Modeling data shows that a standalone, four-lane bridge off River Road, with a widened 118, 190, 112 and 28, would increase average driving speeds 3.24%. The modeling of the limited-access parkway-like, six-lane Techway with HOV and bus lanes would reduce traffic on the Legion Bridge by about 6% in 2025 and 3% on I-270. It would increase average speeds 7.90% -- better than the ICC. It also would have measurable reductions in traffic on roads in Potomac, such as River Road (190).				
						2. The low-techway has no impact on the Agricultural Reserve, as it merely widens existing roads.				
						3. The low-techway carries 58,000 cars a day versus 100,000 for the full Techway.				

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						4. While the last second crossing was in master plans in 1980, the low Techway is similar to other standalone bridge proposals dating back to master plans in the 1930s. The connection to Fairfax County Parkway in Virginia is proximate to where the previous Outer Beltway crossing would have gone.				
						5. Except for a proposal to widen Piney Meetinghouse Road to four lanes -- which staff has since said is not needed -- the low Techway involves widening state highways that the task force said should be widened on their own right regardless of a Techway. For example, the task force voted 20-13 to widen River Road from the Beltway to Falls Road.				
						6. Tolls from the Low Techway bridge could still be used to facilitate Legacy Open Space and Agricultural Preservation programs.				
						7. The Low Techway would not lead to undesirable changes in land use unless the planning board and County Council voted to change the low-density 'green wedge' zoning in the area.				