

JOINT STATE TRANSPORTATION PRIORITY LETTER – PLANNING BOARD RECOMMENDATIONS

Description


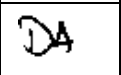
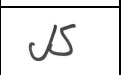
The County Executive and County Council periodically submit a joint transportation priority letter to the Maryland Department of Transportation (MDOT) to help inform the development of the Consolidated Transportation Plan (CTP). The Planning Board participates in this process by providing comments to the County Executive and County Council.

Completed: January 12, 2023

MCPB
Item No. 5
January 19, 2023

Montgomery County
Planning Board
2425 Reedie Drive, Floor 14
Wheaton, MD 20902

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REVIEW BASIS

Transmit a letter to the County Executive and County Council supporting the draft 2023 joint state transportation priority letter.

Summary:

- Provides an overview of the process by which local transportation priorities are incorporated in the development of the State's Consolidated Transportation Program.
- Summarizes Montgomery County's 2020 transportation priority letter.
- Identifies the main changes to the transportation priority letter for 2023.

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INTRODUCTION

The County Executive and County Council periodically submit a joint transportation priority letter to the Maryland Department of Transportation (MDOT) identifying the county’s priorities for state transportation funding. MDOT is required to consider local transportation priorities in the development of the state’s Consolidated Transportation Program (CTP). The letter is intended to focus only on realistic funding availability, and MDOT encourages multi-modal submissions, including transit, pedestrian, and bicycle needs. This process is a primary, but not only, method that counties have to inform MDOT of local transportation priorities.

The process of updating the transportation priority letter is typically initiated by MCDOT and County Council staff, with input from Planning Staff. The Planning Board participates in this process by providing comments on the draft letter to the County Executive and County Council. It is also intended that input from the public and the locality’s state legislative delegation be considered in the developed of this letter.

With the recent county and state elections, the County Executive and County Council have recommended submitting a new transportation priority letter to assist MDOT in the development of the next Consolidated Transportation Program (CTP). The draft transportation priority letter developed for Planning Board review is shown in Attachment A.

PREVIOUS TRANSPORTATION PRIORITY LETTER

The county’s previous transportation priority letter was submitted on May 14, 2020, and amplified on June 8, 2022, as shown in Attachments B and C, respectively.

In recent years the county has organized the transportation priorities into emphasis areas. In 2020, the following emphasis areas were identified:

- Vision Zero Implementation
- Bus Rapid Transit (BRT) Implementation
- Locally Operated Transit Support (LOTS)
- Washington Metropolitan Area Transit Authority (WMATA) Investment
- Commuter Rail Expansion
- Pedestrian and Bicycle Facilities
- State Highways
- Interstate Program

While the emphasis areas were not prioritized, the projects within each emphasis area were listed in order of priority.

PROPOSED CHANGES TO TRANSPORTATION PRIORITY LETTER

The draft transportation priority letter was updated collaboratively by staff of the Planning Department, the Montgomery County Department of Transportation (MCDOT) and the County Council. Planning staff based its recommendations on the Planning Board’s Top 100 Transportation Priorities lists, as approved by the Planning Board (see Attachment D) October 21, 2021¹ and recently adopted planning efforts including Thrive Montgomery 2050, Corridor Forward: The I-270 Transit Plan, the Silver Spring Downtown and Adjacent Communities Master Plan, the Ashton Village Center Sector Plan, and the Shady Grove Sector Plan Minor Master Plan Amendment. The draft transportation priority letter is attached to this staff report as Attachment D.

After transmittal of the Planning Board’s comments, the County Executive and County Council will review and finalize the transportation priority letter.

During the Planning Board presentation on January 19, 2023, Planning Staff will summarize the projects in the draft transportation priority letter. This staff report focuses on key additions or changes to the letter:

Vision Zero Implementation

- Request that MDOT expedite review and approval of Vision Zero projects that are implemented by local jurisdictions within State right-of-way. Recent experience by the County

¹ The Planning Board conducts a review of transportation priorities on a biennial basis to inform the development of the County’s Capital Improvements Program. This process includes transportation needs for all modes to help inform priorities on both county and state transportation facilities. The next update to the Planning Board’s priorities will occur in summer 2023.

noted extensive review/response delays in these types of projects in various departments within the MDOT State Highway Administration (SHA).

Bus Rapid Transit (BRT) Implementation

- Request that MDOT participate in the local match to Federal aid for the design and construction of the **US 29 Median Lane** bus rapid transit concept design.
- Note that the county's Capital Improvements Program (CIP) allocates revenue generated by the Opportunity Lanes project for the MD 355 and MD 586 bus rapid transit projects.
- Request that the state change the Corridor Cities Transitway (CCT) Project Information Form (PIF) in the CTP to reference the "**I-270 Transit Corridor Connectors**" as recommended in the recently approved Corridor Forward: The I-270 Transit Plan, and provide funding for additional buses to operate these transit services.

Locally Operated Transit Systems (LOTS) Support

- Request that State Aid provided through the **Locally Operated Transit Systems** program be increased to pre-pandemic levels now that federal transit operating assistance provided temporarily during the pandemic has ended.

Commuter Rail Expansion

- Requests design and construction funds for restoration of the Hoyle's Mill Building to complement the improvements funded by the County at **Boys Station**.
- Prioritize planning, design and construction of the **North Bethesda MARC Station** over the **Shady Grove MARC Station**, as recommended in Corridor Forward: The I-270 Transit Plan.

Pedestrian and Bicycle Facilities

- Request funding to advance two-way separated bicycles lanes on the east side of 16th Street between Spring Street and 2nd Avenue in Silver Spring, which would provide a continuous bikeway connecting Forest Glen to Downtown Silver Spring, via the 16th Street – Woodside Purple Line station.

State Highways

- Give higher priority to the **MD 198 (Spencerville Road) Improvements** to support economic development in the Burtonsville business district.
- Remove reference to the **US 29 Comprehensive Plan** as the Fairland and Briggs Chaney Master Plan is developing a new vision for the US 29 corridor north of White Oak.
- Request a new planning project on **MD 190/River Road** to improve safety for pedestrian and bicyclists between Little Falls Parkway and I-495.
- Request a new planning project for the **MD 97 Diverging Diamond Interchange at the Capital Beltway** as recommended in the Forest Glen/Montgomery Hills Sector Plan.

Interstate Program

- While acknowledging that the county has concerns with the Opportunity Lanes project and that the project status remains unclear due to legal challenges, the letter emphasizes that little to no progress has been made by MDOT in advancing the State’s transit commitments to the County associated with the project.
- It was noted that with the approval of the Bipartisan Infrastructure Law, there may be funding opportunities for the American Legion Bridge and the I-495 bridge over Northwest Branch. It was emphasized that improvements to the American Legion Bridge should include vehicular capacity improvements (e.g., HOT lanes), as well as future heavy rail and pedestrian and bicycle facilities.

RECOMMENDATIONS/COMMENTS

Staff recommends that the Planning Board transmit a letter to the County Executive and County Council supporting the draft transportation priority letter as prepared by Council, MCDOT and Planning staff.

ATTACHMENTS

Attachment A: Draft 2023 Montgomery County Joint Transportation Priority Letter

Attachment B: 2020 Montgomery County Joint Transportation Priority Letter

Attachment C: 2022 Montgomery County Update Letter

Attachment D: Top 100 Transportation Priorities as determined by the Montgomery County Planning Board, October 14, 2021.

February 7, 2023

TBD, Secretary
Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, MD 21076

Dear Secretary TBD,

Montgomery County is a diverse community with many transportation needs. As always, we appreciate our cooperative relationship with the State of Maryland so that, together, we can meet the needs of our residents and businesses. The Maryland Department of Transportation (MDOT) has continued to make significant contributions to the transportation network in Montgomery County, including providing needed funding for WMATA, nearing completion of the I-270 Innovative Congestion Management project, programming funds for the construction of the Georgia Avenue improvements through Montgomery Hills, and advancing construction of the Purple Line.

Notwithstanding these accomplishments, our county continues to need expanded investment in its transportation system. For the FY2024-2029 Consolidated Transportation Program (CTP), we have organized our priorities by emphasis area to aid in programming of future state resources toward the transportation needs in Montgomery County.

Vision Zero Implementation

Vision Zero is not a stand-alone activity, rather it is a culture shift to a systematic safety approach. In past decades, the road network in Montgomery County was developed under policies designed to increase speed, minimize delay and maximize throughput for motor vehicle traffic. While motor vehicle travel is an important piece of our transportation system, emphasis on walking, biking, and transit access are, appropriately, higher priorities for investment in the road network today. In addition to education, enforcement, and advocacy, implementation of Vision Zero through engineering needs to inform every change made to the design and operation of the road network.

Montgomery County is in the sixth year of its Vision Zero action plan. The first five years of the County's program brought improved collaboration with MDOT in the identification of high-hazard locations and implementation of safety countermeasures on both state and county roads. An example of the progress that has been made is MDOT/State Highway Administration's (SHA) *Context Driven Access and Mobility for All Users* guide, and MDOT SHA's involvement in the development of the Montgomery County Complete Streets Design Guide.

While progress has been made, we continue to see significant numbers of severe and fatal crashes on our road network, particularly for pedestrians. To achieve our Vision Zero goals, in addition to continuing work on improving guidelines and standards, we need MDOT to increase

the allocation of resources to implement pedestrian and bicycle safety, accessibility projects, and speed reduction strategies. We request that MDOT initiate a new statewide program with significant funding to expedite implementation of pedestrian and bicycle safety engineering improvements with a particular emphasis on urban and suburban communities and transit access. In addition, MDOT/SHA should continue to evaluate every project it is undertaking to make sure the projects are informed by Vision Zero and will result in improved safety outcomes.

Finally, we urge MDOT to review its access permit policies to look for opportunities to expedite Vision Zero projects that are implemented by local jurisdictions within the state right-of-way. Often MDOT and MCDOT collaborate on strategies to implement a needed Vision Zero improvement, only to have the project experience substantial delay in obtaining the necessary approvals from the various technical branches within MDOT.

Bus Rapid Transit (BRT) Implementation

Bus Rapid Transit is a key element of the County's Master Plan. The top priorities for the County within the next few years include in priority order: 1) MD 355 Central BRT, 2) Veirs Mill Road BRT, 3) MD 355 North and South BRT, 4) Continued advancement of the Median Lane BRT concept on US 29, 5) North Bethesda Transitway, 6) Park and ride expansions, 7) New Hampshire Avenue BRT, and 8) I-270 Corridor Connectors.

Building upon prior MDOT planning activities, the County has initiated design of BRT on MD 355 between Clarksburg and Bethesda and on MD 586 (Veirs Mill Road) between Rockville and Wheaton. These two projects will unlock the redevelopment potential of North Bethesda and will improve transit service to the thousands of daily transit riders who depend on services connecting Wheaton and Rockville.

1. ***MD 355 Central BRT.*** We have programmed the promised funding from the Opportunities Lane project to comprise most of the local match for anticipated federal funds to build the center section of the MD 355 BRT between Montgomery College-Rockville and Montgomery College-Germantown.
2. ***Veirs Mill Road BRT.*** The Federal Transit Administration (FTA) has recently authorized us to enter project development for the Veirs Mill Road BRT from Montgomery College-Rockville to Wheaton. As both corridors are state highways, MDOT's engagement during design and construction and financial participation in these projects will be important.
3. ***MD 355 North and South BRT.*** These two segments would connect to the MD 355 Central BRT service with a northern extension between Montgomery College-Germantown to Clarksburg and a southern extension between Montgomery College-Rockville to Bethesda. We will be applying for federal assistance for these BRT extensions.

4. ***US 29 Phase 2 BRT.*** FLASH on US 29 – the first of its kind in Maryland – opened in 2020. Montgomery County will need MDOT assistance and cooperation to continue advancement of our BRT system that is critical to expanding the economy of Maryland in Montgomery County. Additionally, we thank the State for completing repairs to the shoulders on US 29 and ask that the shoulder condition remain a high maintenance priority on this roadway. We appreciate the State’s \$5 million contribution to the design of the Median Lane BRT concept to improve transit travel time reliability between Tech Road and Downtown Silver Spring. Preliminary design is scheduled for completion by FY25 and we request that the State participate in the local match to federal aid we will be soliciting for this project.
5. ***North Bethesda Transitway.*** The North Bethesda Transitway will provide a vital link between the Metrorail Red Line and Northern Virginia via Phase I South of the Opportunity Lanes project, and it will also provide a substantial economic opportunity by linking the Rock Spring area to the Red Line. Its planning will be completed later this fiscal year and we will be looking to MDOT to help fund construction starting in the next couple of years.
6. ***Park-and-Ride Expansions.*** Park-and-ride capacity is of limited supply and heavily used in Montgomery County. Key locations in need of park-and-ride facility expansions include Burtonsville, and along the I-270/MD 355 corridor in Clarksburg, Germantown and Gaithersburg to accommodate local commuters and those from Frederick, Carroll and Washington counties.
7. ***New Hampshire Avenue BRT.*** Planning is underway for the MD 650 (New Hampshire Avenue) corridor and the North Bethesda Transitway. BRT on New Hampshire Avenue is a candidate state-led project for construction as it is located in both Montgomery and Prince George’s Counties and connects into the District of Columbia at the Fort Totten Metro Station. In addition, this corridor provides vital links to the Food and Drug Administration’s White Oak Headquarters, a key economic engine for the East County. Given the multijurisdictional nature of this project, its implementation should be led by MDOT once the planning is completed in FY24.
8. ***I-270 Transit Corridor Connectors.*** The Council recently adopted Corridor Forward: The I-270 Transit Plan. This plan identified the MD 355 and MD 586 BRT projects as the most crucial first steps in improving transit accessibility along the I-270 corridor. The Plan also replaced the Corridor Cities Transitway concept with a series Corridor Connectors, dedicated bus lanes that link key activity and employment centers to the County’s primary north-south rapid transit lines, as well as Metrorail and the MARC Rail Brunswick line. These projects are key ingredients to the success of the biotechnology industry in the Great Seneca Science Corridor and state engagement in their implementation is important to the economic strength of Maryland. We request that the State change the Corridor Cities Transitway (CCT) Project Information Form (PIF) in the CTP to reference “I-270 Transit Corridor Connectors” in the CTP and

provide funding for additional buses to operate the Great Seneca Science Corridors project embedded in this plan.

Locally Operated Transit Systems (LOTS) Support

We thank MDOT for its capital and operating support of the Montgomery County Transit System, including Ride On, Ride On Extra, the Flex and, starting in 2020, the Flash. Sustained financial support from MDOT is critical to providing quality transit service in Montgomery County. Priorities for Locally Operated Transit Support include:

1. ***Zero emission bus infrastructure.*** The County is transitioning to an entirely zero-emission bus fleet. As part of our strategy, we will invest in zero emission buses as a regular component of its transit fleet. To enable this transition from traditional fuels, we request state technical and financial assistance with the installation of electric charging infrastructure at the three county transit depots.
2. ***Ride On ExtRa.*** Services like the Ride On ExtRa, operating on MD 355 between Lake Forest and Medical Center, have proven to be an effective model for improving the performance of transit and attracting additional customers. Montgomery County requests increased assistance through the LOTS program to extend Ride On ExtRa to Germantown and Bethesda and to operate the service all day instead of its current peak period configuration.
3. ***Locally Operated Transit Systems Support grants.*** At the onset of the COVID-19 Pandemic, Locally Operated Transit Systems (LOTS) support grants to Montgomery County were reduced given the significant transit-specific pandemic aid provided by the federal government and the strain on state transportation trust fund revenues. It is important that the state aid provided through this program is increased above pre-pandemic levels now that the federal operating assistance is no longer being provided, transit operations remain under financial strain, and state revenues have been strong enough to restore this support.

Washington Metropolitan Area Transit Authority (WMATA) Investment

MDOT should be commended for providing major capital and operating support to WMATA. Priorities for WMATA include:

1. ***North Bethesda North Metro Entrance.*** The County has identified a second entrance at the North Bethesda Station as a high priority improvement. We ask for MDOT's advocacy to include this project in the WMATA Capital Program.

2. ***Metrobus priority treatments.*** We ask for state financial support to implement bus priority treatments that will be recommended in the ongoing WMATA Better Bus Network and the Ride On Reimagined Study.

Commuter Rail Expansion

The MARC system operated by MTA is important for moving commuters to Rockville, Silver Spring and Washington, D.C., and the system could provide even greater benefit through enhancements to the service and increasing the system's accessibility. The potential of the MARC system is even more significant with direct connection to the Virginia Railway Express (VRE) system to provide seamless links between key activity centers in Northern Virginia and those in Montgomery County. Priorities for MARC enhancements include:

1. ***Boyd's Station Expansion*** (Design and Construction). Improvements to the rail station facilities and restoration of the Hoyle's Mill Building to compliment the improvements funded by the County at Boyd's Station.
2. ***North Bethesda Station*** (Planning). The White Flint Sector Plan and Corridor Forward: The I-270 Transit Plan calls for the construction of a new MARC Station in the area that was formerly referred to as White Flint, and we request that MDOT advance study of the station.
3. ***Shady Grove Station*** (Planning). The Shady Grove Sector Plan and Corridor Forward: The I-270 Transit Plan call for construction of a new MARC Station with direct connections to the WMATA Red Line station and the numerous bus services that operate from Shady Grove. This location has the promise to increase its significance as a multimodal hub if commuter rail connections could be made here. We ask that MDOT initiate a planning study for adding a commuter rail station at this location.
4. ***Midday and Off-Peak Service*** (Planning and Operating). MARC service provides an option for peak period, peak direction commuting. As travel patterns change and reverse commuting becomes more significant, providing more midday and off-peak trains will increase the value MARC service provides to Montgomery County and will increase the attractiveness of employment in Maryland for the growing population in the District of Columbia and Northern Virginia. We ask that MDOT initiate a planning study for adding midday and off-peak service.

Pedestrian and Bicycle Facilities

Improving pedestrian and bicycle safety as highlighted in our Vision Zero Program, creating a safe and attractive walking environment in our key growth areas, and the implementation of bikeshare as a permanent component of our transportation system are critical needs for state support. Priorities for pedestrian and bicycle facilities enhancements include:

1. ***Pedestrian/Bicycle Safety Implementation on State Highways*** (Design and Construction). We request that the State increase funding to address sidewalk gaps, crosswalk conditions, trail crossings, frequent protected crossings, need for reduced speeds, and other issues in support of the County's Vision Zero Action Plan. Many of our highest-need locations are on state highways. Sidewalk gaps should include adequate buffers between the new or improved sidewalk and the curb to improve pedestrian level of comfort.
2. ***Bicycle and Pedestrian Priority Areas (BiPPAs)*** (Planning, Design and Construction). The County has identified over 30 BiPPA's and has prioritized five for early actions. To be effective, the County will need state cooperation and financial support to implement improvements to state infrastructure in these priority areas. A high priority activity within this program is to make improvements on access routes to the Purple Line and state funding for these improvements will help accelerate their construction. Specifically, the County requests continued funding for design and construction of the master-planned two-way separated bike lanes on the east side of 16th Street between Montgomery Hills and Spring Street.
3. ***Bikeshare Program Support*** (Grants). Federal, state and private grants have been essential for bikeshare in Montgomery County, a system that has now grown to nearly 100 stations. Bikeshare contributes to help achieve non-auto-driver mode share (NADMS) goals in focus areas within the County and provides an excellent complement to local and regional transit systems. State operating support for this system will help secure its long-term future.
4. ***Intercounty Connector (ICC) Multiuse Trail*** (Planning). A multiuse trail was constructed concurrent with the ICC for much of its length. We request that the State begin planning for completion of the gaps between MD 182 (Layhill Road) and Notley Road and between MD 650 (New Hampshire Avenue) and Briggs Chaney Road.

State Highways

The following projects represent our highest priorities for improvements to non-interstate state highways:

1. ***MD 117 (Clopper Road) Improvements*** (Design and Construction). Now that the Watkins Mill Interchange is completed, traffic patterns on MD 117 have changed substantially. MDOT completed planning activities for improvements to MD 117 between the Seneca Creek State Park entrance and the I-270 southbound on-ramp. Montgomery County submitted a Chapter 30 funding application for this project in 2018 and 2019. With the opening of the Watkins Mill Interchange, implementation of these improvements between I-270 and Longdraft Road are important to accommodate the changes in Interstate access.
2. ***MD 198 (Spencerville Road) Improvements*** (Design and Construction). Concepts for improvements between Old Columbia Pike and US 29 through the Burtonsville business district have been identified. The County requests that the State select and refine a design

concept for this portion of the corridor that is supportive of the *Burtonsville Crossroads Neighborhood Plan (2012)* goals. In Burtonsville, the project should also identify ways to reduce the width of Old Columbia Pike north of MD 198 to better match reduced traffic demands and to reduce the barrier formed by this roadway.

3. ***MD 355 (Frederick Road) Improvements from MD 27 to Stringtown Road*** (Planning). Expanding MD 355, consistent with the Clarksburg Master Plan is critical to improving access to Clarksburg. In addition to traffic capacity, the improvements need to address pedestrian and bicycle connectivity, access to schools, and transit needs. We look forward to reviewing the results of the initial planning that MDOT is now advancing and to defining a project that addresses the needs on this corridor.
4. ***Accelerated Traffic Signal Modernization*** (Design and Construction). The state traffic signal system contains many locations with structural impairment, inefficient incandescent fixtures, underperforming detection, and pedestrian crossing configurations that do not meet today's needs. MDOT/SHA and Montgomery County would benefit from prioritization and acceleration of traffic signal modernization in the County, including deployment of additional adaptive traffic signal controls on key corridors within the County.
5. ***MD 190/River Road*** (Planning). In alignment with the County and State's commitment to Vision Zero, the County requests a safety-oriented re-evaluation of River Road between the Capital Beltway and Little Falls Parkway for potential bicycle and pedestrian safety improvements. The County has identified River Road as part of the High Injury Network in the County's Vision Zero Action Plan. The County's recently adopted Thrive 2050 Comprehensive Plan identifies River Road as a Growth Corridor, and yet it lacks critical bicycle and pedestrian facilities such as buffered sidewalks, separated bike lanes and protected crossings.
6. ***MD 97 Diverging Diamond Interchange at the Capital Beltway (Planning)***. The Forest Glen/Montgomery Hills Sector Plan evaluated and recommended this innovative interchange improvement on MD 97 at the Capital Beltway. This concept was shown to provide significant traffic operations benefits to MD 97 through this area.
7. ***MD 97 (Georgia Avenue) and MD 28 (Norbeck Road) Interchange*** (Planning). The intersection of MD 97 and MD 28 is constrained and congested, particularly due to the proximity of the MD 200 Interchange just to the north and the intersection of MD 28 and MD 115 just to the west. Improvement to this location is important for facilitating access between Olney and Silver Spring and for the connection from Rockville to MD 200. We request that the State initiate a new evaluation of solutions to address this long-standing transportation bottleneck. The design should prioritize pedestrian and bicycle safety by exploring innovative interchange concepts.

8. ***MD 108/Laytonsville Bypass*** (Planning). The Town of Laytonsville has planned a bypass route for MD 108 around the west side of the town. This bypass, now partially constructed, will alleviate congestion at the intersection of MD 108 and Brink Road/Sundown Road, improving the character of the historic center of town.

Interstate Program

The County has been an active participant in the MDOT/SHA process for projects on I-270 and I-495. We agree with the need to improve the performance of these corridors, including expanded transit options. Montgomery County remains seriously concerned with the implementation of four additional toll lanes on I-495 between the west spur of I-270 and I-95 and requests that the State restore as an alternative congestion management strategies like ramp metering and peak-period shoulder use, or other spot improvements that are respectful of our natural resources and communities. To meet the travel needs between I-270 and I-95, we also believe MDOT should revisit its decision to eliminate the MD 200 alternative.

We acknowledge the recent announcement of a coordinated approach between Maryland and Virginia to address the American Legion Bridge and to connect the proposed Capital Beltway modifications in Maryland to those planned by Virginia. However, we remain concerned about encroachment of highway facilities beyond existing right-of-way and into buffer space within the right-of-way. All modifications to these corridors need to reflect input from local communities and all efforts must be taken to mitigate environmental and community impacts of both the current highway and its expansion.

As approved in 2019 by the Board of Public Works, the American Legion Bridge and I-270 projects should be implemented at the same time as the first phase of the Traffic Relief Plan Public-Private Partnership (P3) if the project proceeds. We also encourage MDOT to include the Dorsey Mill Road bridge in Germantown and a new interchange and Little Seneca Parkway in Clarksburg into the I-270 project, for which we believe reversible lanes will be most effective. In all cases, the modification of the Interstate system needs to consider the performance of the local road network, include expanded transit services, and include bicycle and pedestrian infrastructure on the crossings of the freeway facilities. We look forward to reaching agreement with MDOT for local transit funding as required by the Board of Public Works P3 approval.

The Opportunity Lanes project status remains unclear as legal challenges to the State's procurement of a P3 partner continue through mid-2022 and opinions about this project remain sharply divided in Montgomery County. Notwithstanding these issues, little to no progress has been made by MDOT in advancing the State's transit commitments to the County associated with the project. These commitments are required by multiple actions of the Board of Public Works, are included in the project's National Environmental Policy Act (NEPA) record, are enshrined in the National Capital Region Transportation Planning Board's (TPB) actions on Visualize 2045 (the federally mandated long range transportation plan), with MDOT voting in favor of these requirements and are reiterated in several letters between the MDOT Secretary and county officials.

In addition, we feel that with the approval of the Bipartisan Infrastructure Law, there may be funding opportunities for the American Legion Bridge (ALB) and the I-495 bridge over the Northwest Branch. For the ALB, improvements should include vehicular capacity improvements (e.g., HOT lanes) as well as future heavy rail, and pedestrian and bicycle facilities. It appears that work on the specific transit projects including the bus maintenance facility at Metropolitan Grove, Shady Grove Station enhancements, and Westfield Montgomery transit center enhancements has been suspended by the MDOT technical team. Further, MDOT officials have not advanced work with the County on the Memorandum of Understanding (MOU) for not less than \$360 million of financial support to high priority transit projects required of the Opportunity Lanes Phase 1 South project, despite numerous efforts to restart this work by the County. We ask that you move expeditiously to advance the specific projects and to finalize the MOU.

We thank you again for your continued partnership in meeting the needs of Maryland residents and businesses in Montgomery County. If you have questions about our priorities, please contact us.

Sincerely,

Marc Elrich
County Executive

Evan Glass, President
County Council

cc: The Honorable Wes Moore, Governor, State of Maryland
Montgomery County House Delegation
Montgomery County Senate Delegation



ROCKVILLE, MARYLAND 20850

June 8, 2022

James Ports, Secretary
Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, MD 21076

Dear Secretary Ports:

Montgomery County conducts a comprehensive update of our State Transportation Priorities Letter when there is a major change in the status of our priorities or when there is a change in our elected leadership. We anticipate our next comprehensive update in 2023 when a new County Council is seated, and the next County Executive term is underway. Our comprehensive update follows an extensive outreach process including consultation with Executive agencies, the County Council, our State Delegation, and the Maryland-National Capital Park and Planning Commission (M-NCPPC) Montgomery County Planning Board, municipalities, and the public. Until this new letter is transmitted, our letter dated May 14, 2020, represents our priorities with the following amplifications. If you have questions about our priorities, please contact us.

Locally Operated Transit Support (LOTS)

At the onset of the COVID-19 Pandemic, Locally Operated Transit Support (LOTS) grants to Montgomery County were reduced given the significant transit-specific pandemic aid provided by the federal government and the strain on State transportation trust fund revenues. It is important that the State Aid provided through this program is increased above pre-pandemic levels now that the federal operating assistance is no longer being provided, transit operations remain under financial strain, and State revenues have been strong enough to restore this support.

Interstate Program

The Opportunity Lanes project status remains unclear as legal challenges to the State's procurement of a P3 partner continue through mid-2022 and opinions about this project remain sharply divided in Montgomery County. Notwithstanding these issues, little to no progress has been made by MDOT in advancing the State's transit commitments to the County associated with the project. These commitments are required by multiple actions of the Board of Public Works, are included in the project's National Environmental Policy Act (NEPA) record, are enshrined in the National Capital Region Transportation Planning Board's (TPB) actions on Visualize 2045 (the federally mandated long range transportation plan), with MDOT voting in favor of these requirements and are reiterated in several letters between the MDOT Secretary and County officials.

It appears that work on the specific transit projects including the bus maintenance facility at Metropolitan Grove, Shady Grove Station enhancements, and Westfield Montgomery transit center enhancements has been suspended by the MDOT technical team. Further, MDOT officials have not advanced work with the County on the Memorandum of Understanding (MOU) for not less than \$360 million of financial support to high priority transit projects required of the Opportunity Lanes Phase 1 South project, despite numerous efforts to restart this work by the County. We ask that you move expeditiously to advance the specific projects and to finalize the MOU.

FY23 State Budget Actions

Finally, we would like to acknowledge the significant contributions provided in the FY23 State Budget based on recommendations of the Governor and the Legislature. This financial support provides substantial funding to some of our priority projects, like North Bethesda/White Flint area infrastructure and bus rapid transit, among numerous other transportation projects that received support through the State budget actions outside MDOT's Consolidated Transportation Plan (CTP).

Sincerely,



Marc Elrich
County Executive



Gabriel Albornoz
County Council President



Montgomery County Government

ROCKVILLE, MARYLAND 20850

May 14, 2020

Gregory Slater, Secretary
Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, MD 21076

Dear Secretary Slater,

Montgomery County is a diverse community with many transportation needs. As always, we appreciate our cooperative relationship with the State of Maryland so that, together, we can meet the needs of our residents and businesses. The Maryland Department of Transportation (MDOT) has continued to make significant contributions to the transportation network in Montgomery County, including providing needed funding for WMATA, completing the interchange of Randolph Road and Georgia Avenue, initiating the I-270 Innovative Congestion Management project, constructing the Watkins Mill interchange, and advancing construction of the Purple Line.

Notwithstanding these accomplishments, our County continues to need expanded investment in its transportation system. For the FY2021-2026 Consolidated Transportation Program (CTP), we have organized our priorities by emphasis area to aid in programming of future State resources toward the transportation needs in Montgomery County.

Vision Zero Implementation

Vision Zero is not a stand-alone activity, rather it is a culture shift to a systematic safety approach. In past decades, the road network in Montgomery County was developed under policies designed to increase speed, minimize delay and maximize throughput for motor vehicle traffic. While motor vehicle travel is an important piece of our transportation system, emphasis on walking, biking, and transit access are, appropriately, higher priorities for investment in the road network today. In addition to education, enforcement, and advocacy, implementation of Vision Zero through engineering needs to inform every change made to the design and operation of the road network.

Montgomery County is in the third year of its Vision Zero action plan. The first two years brought improved collaboration with MDOT in the identification of high-hazard locations and implementation of safety countermeasures on both State and County roads. An example of the progress that has been made is MDOT/State Highway Administration's (SHA) *Context Driven Access and Mobility for All Users* guide.

While progress has been made, we continue to see significant numbers of severe and fatal crashes on our road network, particularly for pedestrians. To achieve our Vision Zero goals, in addition to continuing work on improving guidelines and standards, we need MDOT to increase the allocation of resources to implement pedestrian safety, accessibility projects, and speed reduction strategies. We request that MDOT initiate a new statewide program with significant funding to expedite implementation of pedestrian and bicycle safety engineering improvements with a particular emphasis on urban and suburban communities and transit access. In addition, MDOT/SHA should continue to evaluate every project it is undertaking to make sure the projects are informed by Vision Zero and will result in improved safety outcomes.

Bus Rapid Transit (BRT) Implementation

Bus Rapid Transit is a key element of the County's Master Plan. FLASH on U.S. 29 – the first of its kind in Maryland – is advancing as a Federally and County-funded project and is expected to open in 2020. Montgomery County will need MDOT assistance and cooperation to continue advancement of our BRT system that is critical to expanding the economy of Maryland in Montgomery County.

We thank the State for completing repairs to the shoulders on US 29 and ask that the shoulder condition remain a high maintenance priority on this roadway. We request State participation in the implementation of strategies to manage congestion and improve transit travel time reliability between Tech Road and Silver Spring to be determined through the ongoing County-led US 29 Mobility and Reliability Study.

Building upon prior MDOT planning activities, the County has initiated design of BRT on MD 355 between Clarksburg and Bethesda and on MD 586 (Veirs Mill Road) between Rockville and Wheaton. These two projects will unlock the redevelopment potential of White Flint and will improve transit service to the thousands of daily transit riders who depend on services connecting Wheaton and Rockville. As both corridors are State Highways, MDOT's engagement during design and construction and financial participation in these projects will be important.

Park-and-ride capacity is of limited supply and heavily used in Montgomery County. Key locations in need of park-and-ride facility expansions include Burtonsville, to accommodate BRT passengers from Howard County, and along the MD 355 corridor in Clarksburg, Germantown and Gaithersburg to accommodate local commuters and those from Frederick, Carroll and Washington Counties.

The Corridor Cities Transitway (CCT), a long-standing State project, needs to be restored as a project in the CTP. This project is a key ingredient to the success of the biotechnology industry in the Great Seneca Science Corridor and State engagement in its implementation is important to the economic strength of Maryland.

In the next few years, planning will be initiated for the MD 650 (New Hampshire Avenue) corridor and the North Bethesda Transitway. BRT on New Hampshire Avenue is a candidate

State-led project as it is located in both Montgomery and Prince George's Counties and connects into the District of Columbia at the Fort Totten Metro Station. In addition, this corridor provides vital links to the Food and Drug Administration's White Oak Headquarters, a key economic engine for the East County. Given the multijurisdictional nature of this project, it should be led by MDOT. The North Bethesda Transitway will also provide a substantial economic opportunity by linking the Rock Spring area to White Flint.

Locally Operated Transit Support (LOTS)

We thank MDOT for its capital and operating support of the Montgomery County Transit System, including Ride On, Ride On Extra, the Flex and, starting in 2020, the Flash. Sustained financial support from MDOT is critical to providing quality transit service in Montgomery County. Priorities for Locally Operated Transit Support include:

1. ***Electric bus infrastructure.*** The County is moving toward deployment of electric buses as a regular component of its transit fleet. To enable this transition from traditional fuels, we request State technical and financial assistance with the installation of electric charging infrastructure at the three County transit depots.
2. ***Ride On ExtRa.*** Services like the Ride On ExtRa, operating on MD 355 between Lake Forest and Medical Center, have proven to be an effective model for improving the performance of transit and attracting additional customers. Montgomery County requests increased assistance through the LOTS program to extend Ride On ExtRa to Germantown and Bethesda and to operate the service all day instead of its current peak period configuration.

Washington Metropolitan Area Transit Authority (WMATA) Investment

MDOT should be commended for providing major capital and operating support to WMATA. Priorities for WMATA include:

1. ***White Flint North Metro Entrance.*** The County has identified that providing a second entrance at the White Flint Station is a high priority improvement. We ask for MDOT's advocacy to include this project in the WMATA Capital Program.
2. ***Metrobus priority treatments.*** We also ask for State support of implementation of bus priority treatments as called for in the WMATA Bus Transformation Study Strategic Plan, inclusive of Metro Extra service on Veirs Mill Road and MD 355 between Wheaton and Montgomery College.

Commuter Rail Expansion

The MARC system operated by MTA is important for moving commuters to Rockville, Silver Spring and Washington, D.C., and the system could provide even greater benefit through enhancements to the service and increasing the system's accessibility. The potential of the MARC system is even more significant with direct connection to the Virginia Railway Express (VRE) system to provide seamless links between key activity centers in Northern Virginia and those in

Montgomery County. Priorities for MARC enhancements include:

1. ***Boyds Station Expansion*** (Design and Construction). Recently, the County acquired the property adjacent to the Station with the expectation of MDOT making additional facility improvements beyond the parking and bus loop included in the County Capital Improvements Program.
2. ***Midday and Off-Peak Service*** (Planning and Operating). MARC service provides an option for peak period, peak direction commuting. As travel patterns change and reverse commuting becomes more significant, providing more midday and off-peak trains will increase the value MARC service provides to Montgomery County and will increase the attractiveness of employment in Maryland for the growing population in the District of Columbia and Northern Virginia.
3. ***Shady Grove Station*** (Planning). The Shady Grove Sector Plan calls for construction of a commuter rail station with direct connections to the WMATA station and the numerous bus services that operate from Shady Grove. This location has the promise to increase its significance as a multimodal hub if commuter rail connections could be made here. We ask that MDOT initiate a planning study for adding a commuter rail station at this location.
4. ***White Flint Station*** (Planning). The White Flint Sector Plan calls for construction of a new MARC Station and we request that MDOT advance study of the station.

Pedestrian and Bicycle Facilities

Improving pedestrian and bicycle safety as highlighted in our Vision Zero Program, creating a safe and attractive walking environment in our key growth areas, and the implementation of Bikeshare as a permanent component of our transportation system are critical needs for State support. Priorities for pedestrian and bicycle facilities enhancements include:

1. ***Pedestrian/Bicycle Safety Implementation on State Highways*** (Design and Construction). We request that the State increase funding to address sidewalk gaps, crosswalk conditions, trail crossings, and other issues in support of the County's Vision Zero Action Plan. Many of our highest-need locations are on State highways.
2. ***Bicycle and Pedestrian Priority Areas (BiPPAs)*** (Planning, Design and Construction). The County has identified over 30 BiPPA's and has prioritized five for early actions. To be effective, the County will need State cooperation and financial support to implement improvements to State infrastructure in these priority areas. A high priority activity within this program is to make improvements on access routes to the Purple Line and State funding for these improvements will help accelerate their construction.
3. ***Bikeshare Program Support*** (Grants). Federal, State and private grants have been essential for Bikeshare in Montgomery County, a system that has now grown to 80 stations. Bikeshare contributes to achieving non-auto-driver mode share (NADMS) goals in focus areas within the County and provides an excellent complement to local and regional transit systems. State operating support for this system will help secure its long-term future.
4. ***Intercounty Connector (ICC) Multiuse Trail*** (Planning). A multiuse trail was constructed concurrent with the ICC for much of its length. We request that the State begin planning

for completion of the gaps between MD 182 (Layhill Road) and Notley Road and between MD 650 (New Hampshire Avenue) and Briggs Chaney Road.

State Highways

The following projects represent our highest priorities for improvements to non-Interstate State Highways:

1. ***MD 97 (Georgia Avenue) Forest Glen/Montgomery Hills Improvements*** (Design and Construction). We strongly encourage MDOT to advance the recommendations of its planning and NEPA study into design and construction. When completed, this project will improve a major gateway into the Silver Spring Central Business District and improve safety and accessibility within the Montgomery Hills and Forest Glen communities.
2. ***MD 117 (Clopper Road) Improvements*** (Design and Construction). After construction of the Watkins Mill Interchange is completed, traffic patterns of MD 117 will change substantially. MDOT completed planning activities for improvements to MD 117 between the Seneca Creek State Park entrance and the I-270 southbound on-ramp. Montgomery County submitted a Chapter 30 funding application for this project in 2018 and 2019. With the opening of the Watkins Mill Interchange, implementation of these improvements between I-270 and Longdraft Road will be important to accommodate the changes in Interstate access.
3. ***MD 355 (Frederick Road) Improvements from MD 27 to Stringtown Road*** (Planning). Expanding MD 355, consistent with the Clarksburg Master Plan, may be the most cost-effective and least impactful way of improving access to and from this community. In addition to capacity, the improvements need to address pedestrian and bicycle connectivity, access to schools, and transit needs. We look forward to reviewing the results of the initial planning that MDOT is now advancing and to defining a project that addresses the needs on this corridor.
4. ***Accelerated Traffic Signal Modernization*** (Design and Construction). The State traffic signal system contains many locations with structural impairment, inefficient incandescent fixtures, underperforming detection, and pedestrian crossing configurations that do not meet today's needs. MDOT/SHA and Montgomery County would benefit from prioritization and acceleration of traffic signal modernization in the County, including deployment of additional adaptive traffic signal controls on key corridors within the County.
5. ***U.S. 29 Comprehensive Plan*** (Planning, Design and Construction). Traffic operations at several locations on U.S. 29 between Stewart Lane and MD 198 in Montgomery County result in recurring congestion and safety concerns. We request a comprehensive assessment of the signalized intersections on the U.S. 29 corridor, taking into consideration community preferences, approved land use plans, BRT operations, pedestrian and bicycle needs, traffic safety and throughput.
6. ***MD 198 (Spencerville Road) Improvements*** (Design and Construction). Concepts for improvements between Old Columbia Pike and U.S. 29 through the Burtonsville business district have been identified. The County requests that the State select and refine a design concept for this portion of the corridor that is supportive of the *Burtonsville Crossroads*

Neighborhood Plan (2012) goals. In Burtonsville, the project should also identify ways to reduce the width of Old Columbia Pike north of MD198 to better match reduced traffic demands and to reduce the barrier formed by this roadway.

7. **MD 97 (Georgia Avenue) and MD 28(Norbeck Road) Intersection** (Planning). The intersection of MD 97 and MD 28 is constrained and congested, particularly due to the proximity of the MD 200 Interchange just to the north and the intersection of MD 28 and MD 115 just to the west. Improvement to this location is important for facilitating access between Olney and Silver Spring and for the connection from Rockville to MD 200. We request that the State initiate a new evaluation of solutions to address this long-standing transportation bottleneck.
8. **MD 28 (Norbeck Road)** (Design and Construction). We request that the State fill remaining gaps to complete the pedestrian and bicycle network along and across MD 28 between MD 97 (Georgia Avenue) and Wintergate Drive.
9. **MD 108/Laytonsville Bypass** (Planning). The Town of Laytonsville has planned a bypass route for MD 108 around the west side of the town. This bypass, now partially constructed, will alleviate congestion at the intersection of MD 108 and Brink Road/Sundown Road, improving the character of the historic center of town.

Interstate Program

The County has been an active participant in the MDOT/SHA process for projects on I-270 and I-495. We agree with the need to improve the performance of these corridors, including expanded transit options. Montgomery County remains seriously concerned with the implementation of four additional toll lanes on I-495 between the west spur of I-270 and I-95 and requests that the State restore as an alternative congestion management strategies like ramp metering and peak-period shoulder use, or other spot improvements that are respectful of our natural resources and communities. To meet the travel needs between I-270 and I-95, we also believe MDOT should revisit its decision to eliminate the MD 200 alternative.

We acknowledge the recent announcement of a coordinated approach between Maryland and Virginia to address the American Legion Bridge and to connect the proposed Capital Beltway modifications in Maryland to those planned by Virginia. However, we remain concerned about encroachment of highway facilities beyond existing right-of-way and into buffer space within the right-of-way. All modifications to these corridors need to reflect input from local communities and all efforts must be taken to mitigate environmental and community impacts of both the current highway and its expansion.

As approved in 2019 by the Board of Public Works, the American Legion Bridge and I-270 projects should be implemented at the same time as the first phase of the Traffic Relief Plan Public-Private Partnership (P3) if the project proceeds. We also encourage MDOT to include the Dorsey Mill Road bridge in Germantown and a new interchange and Little Seneca Parkway in Clarksburg into the I-270 project, for which we believe reversible lanes will be most effective. In all cases, the modification of the Interstate system needs to consider the performance of the local road network, include expanded transit services, and include bicycle and pedestrian infrastructure on the crossings of the freeway facilities. We look forward to reaching agreement with MDOT for

local transit funding as required by the Board of Public Works P3 approval.

We thank you again for your continued partnership in meeting the needs of Maryland residents and businesses in Montgomery County. If you have questions about our priorities, please contact us.

Sincerely,



Marc Elrich
County Executive



Sidney Katz, President
County Council

cc: The Honorable Larry Hogan, Governor, State of Maryland
Montgomery County House Delegation
Montgomery County Senate Delegation

Attachment A: Top 100 Transportation CIP Priorities

2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
1	1	Transit	MD 355 BRT	CTCFMP, includes improved transit access	Multiple	Clarksburg, Clarksburg - Ten Mile Creek, Shady Grove, Gaithersburg Vic., Bethesda Downtown Plan, Woodmont Triangle, B-CC, NB-GP, WF, Twinbrook, CTCFMP	Countywide	Yes	Yes
2	2	Transit	Veirs Mill Road BRT Alternative 2.5	Intersection Improvements and queue jumps	Veirs Mill Corridor MP	Veirs Mills Corridor MP, CTCFMP	MCP	Yes	Yes
3	3	Road improvements	Georgia Ave Improvement Design - Montgomery Hills	Design of traffic signal improvements, addition of center median and elimination of reversible lane. May include improvements to the MD 97/I-495 ramps.	Forest Glen/Montgomery Hills	Forest Glen/Montgomery Hills, North and West Silver Spring, Kensington-Wheaton	DCP,MCP	No	No
4	4	Bikeway	Capital Crescent Trail Breezeway (Woodmont Ave to Elm Street Park)	Surface Routes and Tunnel Route	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	Yes
5	5	Transportation Safety	Vision Zero Projects - Design and implement safety countermeasures on identified high-risk and Vision Zero priority road segments and intersections. This includes state highways, county roads, and Park roads.	In coordination between MCDOT, MDOT SHA and M-NCPPC. Recommend creation of Vision Zero-focused CIP Project numbers to track these initiatives. Funding should be sufficient to study, design, and construct the projects listed in the 2030 Vision Zero Plan, Action Item S-1.	Countywide	Countywide	Countywide	Yes	Yes
6	6	Road Construction	White Flint East & West transportation network improvements	Rockville Pike, Executive Blvd Extended East, Nebel Street, Bridge across WMATA tracks, and future MacGrath Blvd	White Flint	White Flint	MCP	No	Yes
7	7	Transit	Forest Glen Pedestrian Tunnel	Existing CIP Project. Recommend advancing timeline to complete project construction within current 6 years Includes sidewalk improvements along Forest Glen Road east of Georgia Avenue to Dameron Drive/opposite Hospital entrance.	Forest Glen/Montgomery Hills	Forest Glen/Montgomery Hills	MCP	No	Yes
8	8	Transit	White Flint Metro North Entrance	Funding needed for construction	White Flint	White Flint	MCP	No	Yes
9	9	Bikeway	Montgomery Ave Separated Bike Lanes (Pearl St to East West Hwy)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	Yes
10	11	Bikeway	Protected intersections	Recommended for all intersections with separated bike lanes and on-street parking.	Countywide	Bicycle Master Plan	Countywide	Yes	Yes
11	13	Bikeway	City of Rockville to Friendship Heights Breezeway (Old Georgetown Rd to Strathmore St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	Yes
12	14	Bikeway	Woodmont Ave Separated Bike Lanes (Strathmore St to Wisconsin Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	Yes

* Note: DCP = Downcounty Planning, MCP = Midcounty planning UCP = Upcounty Planning

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2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
13	15	Road Construction	Burtonsville Rear Business Access Road (north of MD 198)	Phase I feasibility study completed. Phase II scheduled. New street with a narrow right of way, on-street parking, streetscape compatible with elementary school (see Master Plan, page 21)	Burtonsville Crossroads	Burtonsville Crossroads, Fairland	UCP	No	No
14	17/18	Bikeway	16th Street Road Diet and Separated Bike Lanes	Reduce 16th Street between Georgia Avenue and DC line from 6 travel lanes to 4. Project will reduce pedestrian crossing distance at future Woodside Purple Line Station and at Spring Street, reduce travel speeds and provide room for on-street separated bike lanes.	Greater Lyttonsville	Greater Lyttonsville Sector Plan 2016, Forest Glen/Montgomery Hills Sector Plan 2020	DCP	Yes	No
15	21	Pedestrian	16th Street/Woodside Station Pedestrian Crossing (Related to two 16th Street projects)	At the time the Purple Line Station opens, SHA should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or other traffic control device.	Greater Lyttonsville	Greater Lyttonsville Sector Plan 2016	DCP	Yes	No
16	22	Pedestrian	Lyttonsville Station Brookville Road Entrance	At the time the Purple Line Station opens MCDOT should evaluate the designated pedestrian crossing site as a potential location of a traffic signal or another traffic control device. To further improve pedestrian safety between the future Purple Line station and the Forest Glen Annex, the sidewalk on the southwest side of Stewart Lane, between Brookville Rd and the CCT should be widened to a min width of 10'.	Greater Lyttonsville	Greater Lyttonsville Sector Plan 2016	DCP	Yes	No
17	--	Bikeway	Trial Bikeway Demonstration Projects	Create CIP project to advance road diet/bike lane demonstration projects, similar to the University Blvd project implemented by MDOT SHA.	Countywide	Bicycle Master Plan	Countywide	Yes	Yes
18	24	Pedestrian	Sidewalks access to transit along New Hampshire Ave	Pending Purple Line and Takoma/ Langley Crossroads plans	East Silver Spring	East Silver Spring	DCP	Yes	Yes
19	12	Road Construction	MD 355 Corridor Study Little Seneca Parkway to Shawnee Lane	MDOT SHA completed study requested by MCDOT on MD 355 between Milestone Manor Road and Little Seneca Parkway. Study for section between Little Seneca Parkway and Shawnee Lane still needed.	Clarksburg	Clarksburg	UCP	No	No
20	25	Transit	Corridor Cities Transitway	Acquire right-of-way for Corridor Cities Transitway. Planning and design underway. From CLRP.	Multiple	Clarksburg, Ten Mile Creek, GSSC, Shady Grove, Germantown, Germantown EASP, CTCFMP	MCP,UCP	Yes	Yes
21	26	Transit	New Hampshire Avenue BRT	CTCFMP, includes improved transit access Needed to support GSA FDA Expansion	Multiple	Takoma, T-L Crossroads, WOSG, CTCFMP	DCP	Yes	Yes
22	28	Bikeway	City of Rockville to Friendship Heights Breezeway (Battery Ln to Old Georgetown Rd)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P501532	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	No

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2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
23	29	Bikeway	Fenton St Separated Bike Lanes (Ellsworth Dr to Wayne Ave)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P502001	Silver Spring CBD	Silver Spring CBD, Bicycle Master Plan	DCP	Yes	Yes
24	36	Bikeway	Glenmont to Silver Spring Breezeway (Arcola Ave to Blueridge Ave)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002	Wheaton CBD	Kensington-Wheaton, Bicycle Master Plan	MCP	Yes	Yes
25	30	Bikeway	Fenton St Separated Bike Lanes (Wayne Ave to King St)	Tier 0.5 Priority in Bicycle Master Plan. Project funded in CIP Project #P502001	Silver Spring CBD	Silver Spring CBD, Bicycle Master Plan	DCP	Yes	Yes
26	20/27	Road Widening	I-495 (Capital Beltway) HOV between the American Legion Bridge and the I-270 Western Spur	Extend HOV lanes south of I-270 West Spur. Under Study by MDOT SHA as part of Managed Lanes Study		Bethesda-Chevy Chase, Potomac	DCP,MCP	No	No
27	40	Bikeway	Glenmont to Silver Spring Breezeway (Blueridge Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002	Wheaton CBD	Wheaton CBD, Bicycle Master Plan	MCP	Yes	Yes
28	16/32/38	Road Widening	I-270 Widening to 6 lanes from MD 121 to the County Line. Widen to 8 lanes from Little Seneca Creek to MD 121. Could be replaced by Phase 1B of Managed Lanes project (City of Frederick to I-370)	From CLRP. In 2017 joint priorities letter. Under Study by MDOT SHA as part of Managed Lanes Study	Clarksburg	Clarksburg, Clarksburg - Ten Mile Creek	UCP	No	No
29	33	Pedestrian	Dale Drive Sidewalk	Recommend advancement of project into Preliminary Design. Currently funded for Facility Planning only Project #P509337	North and West Silver Spring	North and West Silver Spring	DCP	No	No
30	34	Transit	Boyd's Station, Bus Loop, and Parking	Acquire the for-sale Anderson property north of the MARC station for station facilities, bus loop, and additional parking. MTA may help fund. Current funding for property acquisition only - Project #P501915	MARC Rail Communities	MARC Rail Communities Sector Plan	UCP	No	No
31	35	Road Improvements	Redesign Wisconsin Avenue as an urban boulevard	Redesign the road to conform to Urban Road Code and make room for BRT operations. Options included dedicated lanes (curb and median), stations (curb and median), and BAT lanes. Wider sidewalks and buffers are also included. For transportation purposes, the Urban Boulevard concept envisions a pedestrian through zone of 10-20ft with a planting/furnishing zone of 6-10ft.	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016	DCP	No	Yes
32	37	Road Diet	Middlebrook Road	Germantown Road to Great Seneca Highway. MCDOT implemented SB direction only	MARC Rail Communities	MARC Rail Communities Sector Plan	UCP	Yes	Yes
33	--	Pedestrian	Level-of-Effort Sidewalk Retrofit Program	Demand for sidewalk retrofits in the County far exceeds MCDOT's ability to construct. To improve countywide Pedestrian Level of Comfort and achieve Pedestrian Master Plan connectivity goals, the budget for this program should be greatly increased.	Countywide	Countywide	Countywide	Yes	Yes

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2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
34	--	Road Widening	MD 355 Improvements - Milestone Manor Road to Little Seneca Parkway	MDTO SHA completed study 2021	Clarksburg	Clarksburg	UCP	No	No
35	39	Road Construction	Pearl Street Connector	Supported as a connection in Bicycle Master Plan	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016	DCP	No	No
36	31	Bikeway	Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P502002 between Arcola Ave and Dawson Ave	Wheaton CBD	Wheaton CBD, Kensington-Wheaton, Bicycle Master Plan	MCP	Yes	Yes
37	--	Pedestrian	Improve existing trail crossings on state and county roads and provide protected crossings where warranted. Create new CIP project at the county level for MCDOT trail crossing improvements.	Projects included have been identified in Montgomery Parks Trail Crossing Study.	Countywide	Countywide	Countywide	Yes	Yes
38	41	Road Construction	Observation Drive Extended (A-19) between Waters Discovery Lane and Little Seneca Parkway	Construction of this road up to Little Seneca Parkway found to have benefits in MDOT SHA MD 355 Corridor Study (2021)	Clarksburg	Clarksburg, Clarksburg - Ten Mile Creek, Germantown, Germantown EASP	UCP	No	No
39	--	Pedestrian	Matthew Henson Trail Overpass at Veirs Mill Road (MD 586)	Improve the Matthew Henson Trail crossing with a protected crossing that eliminates conflicts and has a high rate of compliance, a direct crosswalk and additional pedestrian-scale lighting.	Veirs Mill Corridor MP	Veirs Mill Corridor MP	MCP	Yes	Yes
40	42	Interchange Improvements	Georgia Avenue (MD97) at Norbeck Road (MD28)	Construct a grade-separated interchange at intersection of Georgia Ave and Norbeck Rd. SHA has completed a facility planning study; waiting for construction funding. From CLRP. In 2017 joint priorities letter	Kensington/Wheaton	Olney, Aspen Hill	MCP,UCP	No	Yes
41	43	Transit	Georgia Avenue North BRT	Wheaton CBD to Olney	Multiple	Wheaton, Glenmont, Aspen Hill, Olney	MCP,UCP	Yes	Yes
42	44	Bridge	Dorsey Mill Bridge and Road (B-14)	Crystal Rock Drive to Observation Drive. Intended accommodate the CCT in the median. In design.	Germantown Employment Area	Germantown Employment Area, CTCFMP	UCP	No	No
43	45	Road Construction	Dorsey Mill CCT station - direct access from I-270	The Plan recommends direct access to the Dorsey Mill station to and from north I-270 through direct access ramps at the interchange or a revision to the Father Hurley Boulevard interchange.	Germantown Employment Area	Germantown Employment Area, CTCFMP	UCP	No	No
44	46	Interchange Improvements	Little Seneca Parkway Extended or Newcut Road/I-270 Interchange	Not programmed. In CLRP.	Ten Mile Creek	Clarksburg, Ten Mile Creek	UCP	No	No
45	47	Transit	White Flint MARC Rail Station and Service	MDOT - conduct a feasibility study for an infill MARC station along the Brunswick Line and determine if a MARC station should be located in the plan area	White Flint	White Flint	MCP	Yes	No
46	48	Bikeway	Castle Blvd (Castle Ridge Cir to Briggs Chaney Rd)	Tier 1 Priority in Bicycle Master Plan.	Fairland	Bicycle Master Plan, Fairland	UCP	Yes	No

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2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
47	--	Road Diet	Expand the consideration and application of Road Diets/Open Streets/Multimodal Access Improvements on County roads (including Park roads)	Parks projects included have been identified in Montgomery Parks Countywide Park Trails Master Plan and on-going Vision Zero analysis.	Countywide	Countywide	Countywide	Yes	Yes
48	78/79	Bikeway	Grandview Ave Neighborhood Greenway (Arcola Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD	Wheaton CBD, Kensington-Wheaton, Bicycle Master Plan	MCP	Yes	Yes
49	52	Road Construction	New Road (B-25)	Seneca Meadows Pkwy to Milestone Center Court. This new road would also carry the eastern leg of the CCT over Ridge Road.	Germantown Employment Area	Germantown Employment Area, CTCFMP	UCP	No	No
50	53/55	Bikeway	Greenwood Ave Neighborhood Greenway (Wabash Ave to Piney Brnch)	Tier 1 Priority in Bicycle Master Plan.	Long Branch	Bicycle Master Plan, Takoma Park, Silver Spring East	DCP	Yes	No
51	54	Pedestrian	Oakview Drive pedestrian and transit access	Improve pedestrian and transit access along Oakview Drive	East Silver Spring	East Silver Spring	DCP	Yes	Yes
52	56	Bikeway	Germantown Town Center BiPPA	Advance planning for Germantown Town Center BiPPA . Add to current CIP Project # P501532.	Germantown Employment Area	Germantown/ Germantown Employment Area	UCP	Yes	Yes
53	57	Bridge	Old Columbia Pike Bridge at Paint Branch	Bridge and roadway reconstruction	White Oak Science Gateway	White Oak Science Gateway	MCP	Yes	Yes
54	58	Pedestrian	Sidewalk construction on "Community Connector Streets"	The streets identified should have sidewalk on at least one side of the street and wayfinding signs to guide pedestrians to their destinations	Greater Lyttonsville	Greater Lyttonsville Sector Plan 2016	DCP	Yes	No
55	59	Bikeway	Veirs Mill Rd (MD 586) Neighborhood Greenway (Glorus Pl to Veirs Mill Rd)	Tier 1 Priority in Bicycle Master Plan.	Veirs Mill Corridor MP	Veirs Mill Corridor Master Plan, Bicycle Master Plan,	MCP	Yes	Yes
56	60	Bikeway	Flower Ave to University Blvd Neighborhood Greenway (Flower Ave to University Blvd)	Tier 1 Priority in Bicycle Master Plan.	Long Branch	Long Branch Sector Plan, Bicycle Master Plan	DCP	Yes	Yes
57	61	Road Construction	Locbury Drive (B-5)	Wisteria Drive to Middlebrook Drive. Construct new road to connect existing Locbury Drive north of Middlebrook to Waters Road.	Germantown Employment Area	Germantown Employment Area, Germantown	UCP	Yes	Yes
58	62	Transit	Georgia Avenue South BRT	CTCFMP, includes improved transit access.	Multiple	SS CBD, North & West SS, Wheaton	DCP,MCP	Yes	Yes
59	63	Bikeway	Selfridge Rd Neighborhood Greenway (Aspen Hill Rd to Veirs Mill Rd)	Tier 1 Priority in Bicycle Master Plan.	Veirs Mill Corridor MP	Veirs Mill Corridor Master Plan, Bicycle Master Plan,	MCP	Yes	No
60	64/98	Pedestrian	Provide a sidewalk and bikeway along Redland Road between MD 200 and Briardale Road.	Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements.	Shady Grove	Shady Grove	MCP	Yes	No
61	65	Bikeway	Friendship Blvd Separated Bike Lanes (Willard Ave to District of Columbia)	Tier 0.5 Priority in Bicycle Master Plan.	Friendship Heights	Friendship Heights CBD, Bicycle Master Plan	DCP	No	No

Attachment A: Top 100 Transportation CIP Priorities

2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
62	66	Transit	University Boulevard BRT	CTCFMP, includes improved transit access	Multiple	Takoma Park, T-L Crossroads, Long Branch, Four Corners, K-W, Wheaton	DCP,MCP	Yes	Yes
63	67	Road Improvements	Burtonsville Road (MD198)	Widen Burtonsville Road (MD198) to 4-lane divided highway from Old Columbia Road to US29 and add bike and ped improvements. From CLRP and per Burtonsville Crossroads MP.	Burtonsville Crossroads	Burtonsville Crossroads	UCP	No	No
64	83	Transit	Randolph Road BRT	CTCFMP, includes improved transit access	Multiple	WOSG, Fairland-Briggs-Chaney, Glenmont, K-W, WF	MCP,UCP	Yes	Yes
65	--	Transit	North Bethesda Transitway	CTCFMP, Corridor Forward MP includes improved transit access	Rock Spring	Rock Spring, Potomac, NB-GP	MCP	No	No
66	68	Bikeway	Marinelli Rd Separated Bike Lanes (Executive Blvd to Woodglan Dr)	Tier 0.5 Priority in Bicycle Master Plan,. Project funded in CIP Project # P507596	White Flint	White Flint, Bicycle Master Plan,	MCP	No	No
67	--	Pedestrian	Introduce additional protected crossings along Veirs Mill Road	Veirs Mill Road and Andrew Street; Veirs Mill Road and Norris Drive; Veirs Mill Road and Arbutus Avenue; Veirs Mill Road and Galt	Veirs Mill Corridor MP	Veirs Mill Corridor MP	MCP	Yes	Yes
68	69	Bikeway	Cherry Hill Rd Separated Bike Lanes (Prosperity Dr to Prince George's County)	Tier 1 Priority in Bicycle Master Plan.	White Oak Science Gateway	White Oak Science Gateway, Bicycle Master Plan,	MCP	No	No
69	70	Road Improvements	Redesign of River Rd with median	Median: to accommodate left turns and ped refuge area Separated bike lane: 11' two-way on north side,	Westbard	Westbard Sector Plan 2016	DCP	No	No
70	71	Bikeway	Arlington Rd Separated Bike Lanes (Old Georgetown Rd to Bradley Blvd)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	Yes
71	72	Road Improvements	Reconfigure E-W Hwy, Montgomery Ln Old Georgetown Rd and Woodmont Ave into two-way street	Conversion would slow vehicular traffic, improve bicycle accommodation and enliven streets for pedestrians. Would also make car	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016	DCP	No	Yes

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72	73/74	Bikeway	Edgemoor Ln Neighborhood Greenway (Exeter Rd to Bethesda Metro Station)	Tier 0.5 Priority in Bicycle Master Plan.	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016, Bicycle Master Plan	DCP	No	No
73	49	Bikeway	ICC Bikeway	Support extension of existing ICC bikeway with expansion of bikeway between Emory Lane and the Prince George's County line; would provide		Bicycle Master Plan	UCP	Yes	No
74	41	Road Construction	Observation Drive Extended (A-19) between Little Seneca Parkway and Shawnee Lane	Additional study needed per previous Planning Board recommendations with re-assessment of Clarksburg Bypass	Clarksburg	Clarksburg, Clarksburg - Ten Mile Creek, Germantown, Germantown EASP	UCP	No	No
75	75	Pedestrian	Redesign Norfolk Ave as a shared street	A portion of Norfolk Ave within the Woodmont Triangle be improved as a shared street with	Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016	DCP	No	No
76	76	Bikeway	Broadbirch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	Tier 1 Priority in Bicycle Master Plan.	White Oak Science Gateway	Bicycle Master Plan, White Oak Science Gateway	MCP	No	No
77	--	Bikeway	Briggs-Chaney Rd (North Side) Sidepath (Old Columbia Pike to ICC)	In Support of Fairland Briggs Chaney	Fairland/Briggs-Chaney		UCP	Yes	No
78	77	Transit	Circulator Bus Route - Downtown Bethesda		Bethesda Downtown Plan	Bethesda Downtown Sector Plan 2016	DCP	No	Yes
79	50	Road Construction	Midcounty Highway (M-83) from Ridge Road to Montgomery Village Avenue	No current plans by MCDOT to advance	Montgomery Village	Montgomery Village, Clarksburg, Clarksburg - Ten Mile Creek, Germantown,	UCP	No	No
80	80	Transit	Extend regional bus service to connect to Prince George's County	Extend regional bus service to include connections between major activity centers along US 29 and Prince George's County.	Fairland	Fairland	UCP	Yes	No
81	--	Bikeway	Germantown Road (North Side) Sidepath (Clopper Rd to Middlebrook Rd)	Advance for equity	Germantown Employment Area	Germantown Employment Area	UCP	Yes	No
82	81	Bikeway	Grandview Ave Separated Bike Lanes (University Blvd to Reddie Dr)	Tier 1 Priority in Bicycle Master Plan.	Wheaton CBD	Wheaton CBD, Bicycle Master Plan	MCP	Yes	Yes
83	--	Bikeway	Montgomery Village Ave (east Side) Sidepath (Wrightman Rd to Stedwick)	Advance for equity	Montgomery Village	Montgomery Village	MCP	Yes	No
84	82	Pedestrian	Olney Sandy Spring Rd	Improve pedestrian access within walking distance of the village centers.	Sandy Spring/Ashton	Sandy Spring/Ashton	UCP	No	No
85	--	Bikeway	Montgomery Village Ave (east Side) Sidepath (Stedwick Rd to City of	Advance for equity	Montgomery Village	Montgomery Village	MCP	Yes	No
86	84	Road Construction	Crabbs Branch Way extension	Facility Planning Study to extend Crabbs Branch Way to Amity Drive	Shady Grove	Shady Grove	MCP	No	No
87	--	Bikeway	Piney Branch Rd (MD 320) Separated Bike Lanes (University Blvd to Prince George's Co Line)	Advance for equity	Long Branch	Long Branch, Silver Spring East	DCP	Yes	Yes

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2021 Priority	2019 Priority	Category	Project	Comments	Primary Master Plan	Master Plan	Area Team*	Positive Effect to Equity Focus Areas	Positive Effect to High Injury Network (Vision Zero)
88	85	Pedestrian	Construct shared-use path on Westbard Ave from Westbard Cir to	Median: 6' for ped refuge	Westbard	Westbard Sector Plan 2016	DCP	No	No
89	--	Bikeway	Scenery Drive Sidepath (Germantown Rd to Frederick Rd)	Advance for equity	Germantown Employment Area	Germantown Employment Area	UCP	Yes	Yes
90	86	Bikeway	Life Sciences Center Loop (Key West Ave to Great Seneca Hwy)	Trigger for Phase 2 GSSC Master Plan	Great Seneca Science Corridor	Great Seneca Science Corridor Master Plan, Bicycle Master Plan	MCP	No	No
91	89	Bikeway	Glenmont to Silver Spring Breezeway (Cameron St to Ellsworth Dr)	Tier 1 Priority in Bicycle Master Plan.	Silver Spring CBD	Silver Spring CBD, Bicycle Master Plan	DCP	Yes	Yes
92	90	Road Widening	Norbeck Road (MD 28)	Master Plan calls for 4-lane divided highway between Georgia Avenue and New Hampshire Avenue. From CLRP. (part of MD SHA	Kensington/Wheaton	Olney, Aspen Hill, Cloverly	MCP,UCP	No	No
93	92	Bikeway	Wayne Ave to Fenton St Neighborhood Greenway (Wayne Ave to Fenton St)	Tier 0.5 Priority in Bicycle Master Plan., Project funded in CIP Project # P501532	Silver Spring CBD	Silver Spring CBD, Bicycle Master Plan	DCP	Yes	Yes
94	93	Bikeway	Glenmont to Silver Spring Breezeway (Columbia Blvd to Spring St)	Tier 1 Priority in Bicycle Master Plan.	Silver Spring CBD	North and West Silver Spring, Bicycle Master Plan	DCP	No	No
95	--	Pedestrian	Sidewalk gap on Shady Grove Road	Install a sidewalk on the north side of Shady Grove Road where gaps exist between Crabbs Branch and Midcounty Highway; this segment is	Shady Grove Minor MP	Shady Grove Minor MP	MCP	Yes	Yes
96	97	Bikeway	Frederick Rd Sidepath (Snowden Farm Pkwy to Stringtown Rd)	Currently under design. Tier 1 Priority in Bicycle Master Plan. Project funded in CIP Project #P501744	Clarksburg	Clarksburg, Ten-Mile Creek, Bicycle Master Plan	UCP	No	No
97	--	Bikeway	13th Street/Burlington Ave Separated Bike Lanes (DC Line to Fenton Street)	Tier 1 Priority in Bicycle Master Plan.	Silver Spring CBD	Silver Spring CBD, Bicycle Master Plan, SSDAC	DCP	Yes	Yes
98	--	Road Improvements	Veirs Mill Road - Complete Street	Redesign Veirs Mill Road as a multimodal complete street, tree-lined boulevard. Minimize crossing distances with elimination of	Veirs Mill Corridor MP	Veirs Mill Corridor MP	MCP	Yes	Yes
99	--	Transit	Shady Grove MARC Station		Shady Grove Minor MP	Shady Grove Minor MP	MCP	Yes	Yes
100	--	Road Improvements	Crabbs Branch Way Road Diet	Convert the existing center turn lane between Indianola Drive and Redland Road into a vegetated median to slow traffic. The median should extend into or through crosswalks at existing or future crosswalk locations; this segment is in the County's High Injury Network	Shady Grove Minor MP	Shady Grove Minor MP	MCP	No	No

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