

Attachment 3:

Public Comments

MPOHT Roadway Comments

Date	Road Name	From	To	Commentor Name	Comment
3/27/2024	Gracefield Service Rd	Gracefield Rd	Prince George's County Line	Dan Wilhelm	This is a two lane entrance into Riderwood with a posted speed of 15 (maybe 25). This should not be changed.
3/27/2024	Gracefield Rd	O'Fallon St	Cherry Hill Rd	Dan Wilhelm	A speed of 20 is too slow. It needs to be 35 from Calverton Blvd to Cherry Hill since there is not driveways on this section. On the other side of Calverton it needs to be 25, since this is a single family detached community.
3/27/2024	Plum Orchard Dr	Cherry Hill Rd	Broadbirch Dr	Dan Wilhelm	Broadbirch , Plug Orchard, Tech Rd, Healing Way and Industrial Pkwy should be the same classification
3/27/2024	Proposed Rd	Plum Orchard Dr	FDA Blvd	Dan	Road exists in from of the WOMC
3/27/2024	Old Columbia Pike	East Randolph Rd	Tech Rd	Dan Wilhelm	Should be a Downtown Blvd. I comments for Plug Orchard.
3/27/2024	Fairland Rd	East Randolph Rd	Columbia Pike	Dan Wilhelm	Speed should be 35
3/27/2024	Tamarack Rd	East Randolph Rd	Broadmore Rd	Dan	Speed should be 25
3/27/2024	Cannon Rd	New Hampshire Ave	Broadmore Rd	Dan Wilhelm	speed should be 25
3/27/2024	Wolf Dr	New Hampshire Ave (MD 650)	Colesville Town Center Boundary	Dan Wilhelm	speed should be 25, This provides service to retail uses, so think a different classification is needed
3/27/2024	Bonifant Rd	Layhill Town Center Boundary	New Hampshire Ave	Dan Wilhelm	speed should be at least 25, and more likely 35
3/27/2024	Prosperity Dr	Industrial Pkwy	Cherry Hill Rd	Dan Wilhelm	Should be downtown street, if that. Actually a frontage road.
4/1/2024	Old Columbia Pike	White Oak Town Center Boundary	Downtown Life Sciences / FDA Village Boundary	Eileen Finnegan	This segment needs to rebuild the Paint Branch Bridge with appropriate vehicle, bicycle and pedestrian accomidations. Possibly reducing this roadway to two vehicle lanes should be considered.
4/1/2024	New Hampshire Ave (MD 650)	280' south Overlook Dr	Powder Mill Rd	Eileen Finnegan	New Hampshire from Overlook thru the Beltway needs a more detailed look on R-O-W and all of the desired infrastructure, vehicle, transit, bicycle and pedestrian. A comprehensive review, before added WRS development at ATU is imperative for the future.
4/1/2024	Brink Rd	Midcounty Hwy	Wightman Rd	Christel Bivens	This roadway was finally reduced to 35mph after a decade trying to get the speed down due to the high volume of accidents. On this map it is showing a target speed of 40 which will just increase the number of accidents and lives lost.
4/2/2024	Old Columbia Pike	White Oak Town Center Boundary	Downtown Life Sciences / FDA Village Boundary	Eileen Finnegan	Not sure if my previous comment was sent--The bridge needs to be rebuilt for vehicles, bicycles & pedestrians. This is needed for the long-term!
4/3/2024	Wilson Ln	MacArthur Blvd	30' west of Cordell Ave	Satvika Garg	Wilson lane needs more crosswalks to allows residents (and other pedestrians) to safely cross. It esp. needs a crosswalk at Wilson-Aberdeen road crossing to enable elementary school children to cross Wilson lane safely.
4/3/2024	Clopper Rd	Longdraft Rd	Great Seneca Creek	Jim Shaffer	4 to 6 lanes? Definitely NOT. Most of it should be considered to be a Rustic Road.
4/3/2024	Clopper Rd	Great Seneca Hwy	Great Seneca Creek	Jim Shaffer	4 to 6 lanes? Definitely NOT. Great Seneca Creek to Mateny should be considered to become a Rustic Road, or at least no plan to widen.
4/3/2024	Dawson Farm Rd	Germantown Rd	Great Seneca Hwy	Jim Shaffer	Target speed 20? Nobody will drive that slowly on this road. Same comment for many other Target 20 roads.
4/3/2024	Mateny Rd	Great Seneca Hwy northeast	Dairymaid Dr	Jim Shaffer	Target speed 35 seems high. Always lots of parked cars and poor visibility.
4/3/2024	Washington Grove Ln	Daylily Ln (Gaithersburg City Limits)	Mineral Springs Ln	N. J. Taber	Agree that this road segment should be 25 mph or less - there are numerous hills and curves that obstruct the sight lines, with side streets and driveways.
4/3/2024	Airpark Rd	Suburban Boundary	Muncaster Mill Rd	N. J. Taber	With no driveways or side streets opening on this section of road, a 25 MPH limit is unwarranted - recommend consistent speed with Airpark east of this section.
4/3/2024	Great Seneca Hwy (MD 119)	Dawson Farm Rd	Great Seneca Creek	N. J. Taber	Agree that the current drop from 40 in a section with a lot of side streets to slower where there are fewer side streets makes no sense. Speed should drop at the south end of Mateny and go up before the north end of Mateny.
4/3/2024	Great Seneca Hwy (MD 119)	CSX Railroad Bridge	Dawson Farm Rd	N. J. Taber	Note that this section is currently signed slower than the target speed, which seems inappropriate given the lack of major cross streets.

Date	Road Name	From	To	Commentor Name	Comment
4/3/2024	Great Seneca Hwy (MD 119)	Middlebrook Rd	CSX Railroad Bridge	N. J. Taber	The target speed seems too slow, given the lack of major cross streets, though presumably it's slower because of the proximity to a school.
4/3/2024	Dairymaid Dr	Great Seneca Hwy	Mateny Rd	N. J. Taber	This is definitely not a Boulevard and if anything should have a lower target speed of 25 mph given street parking and the elementary school. Recommend NOT widening it, as it is already sufficiently hazardous for pedestrians..
4/3/2024	Mid County Hwy (Proposed)	650' west of Watkins Mill Rd	Watkins Meadow Dr	Ed Pfister	Do not build - budget breaking and environmentally detrimental.
4/3/2024	Mid County Hwy (Proposed)	Watkins Meadow Dr	Ridge Rd	Ed Pfister	Do not build - prohibitively expensive and devastating environmental impact both during and after construction. Transits essential natural corridors.
4/3/2024	Mid County Hwy (Proposed)	1200' east of Watkins Mill Rd	Watkins Mill Rd (see footnote 3)	Ed Pfister	Do not build - too expensive, negative environmental impact along the full route.
4/4/2024	Old Georgetown Rd (MD 187)	Nebel St	Rockville Pike	Michael Grizer	Section is not MD187. Stop treating it as a hwy. Change from Downtown Blvd to Downtown St. It is residential st for 2000+ units. Sign and stripe as Downtown St. Wide pavement section causes endemic speeding and extreme number of unsafe veh/ped conflicts.
4/6/2024	Esworthy Rd	River Rd	Seneca Rd	Carolyn Conlan	We strongly disagree with the recommendation to increase the speed limit on Esworthy Road from 30 mph to 35 mph. According to a 2022 speed study, the average speed on Esworthy is 40 mph, with 85% averaging 46 mph. Highest speeds were 61 to 65 mph. .
4/6/2024	Seneca Rd	River Rd	Darnestown Rd	Carolyn Conlan	Speed limit is now 45 mph, so 40 mph would represent a change. We highly recommend that the speed limit actually be lowered to 35 mph. Speeding along Seneca is already dangerous, especially at the intersections with Esworthy and River.
4/6/2024	Esworthy Rd	River Rd	Seneca Rd	Hassan Issafras	Please put more signs to limit speed. Most cars are going above speed limit which dangers local habitants. My mail box got hits twice in the last 3 years
4/6/2024	Colesville Rd (US 29)	Sligo Creek Pkwy	Noyes Dr	Brian Ditzler	Colesville Rd. needs a target speed of 25. It's not really a boulevard now. It should have the same target speed as Georgia Ave.
4/7/2024	Colesville Rd (US 29)	Four Corners Town Center Boundary	Sligo Creek Pkwy	Brian Ditzler	Being next to a school and near a shopping area next to a residential area where lots of pedestrians walk beside or cross the road, the target speed should be 25 preferably or 30 max.
4/7/2024	Columbia Blvd/Dale Dr	Alley	Midwood Rd	Brian Ditzler	The existing target speed of 25 makes sense and should definitely be retained.
4/7/2024	Georgia Ave (MD 97)	Capital Beltway (I-495)	16th Street (MD 390)	Brian Ditzler	The existing target speed of 25 makes sense and should be retained.
4/7/2024	Esworthy Rd	River Rd	Seneca Rd	Thomas Conlan	We strongly object to the recommendation to raise the speed limit from 30 to 35 mph. The speeding is already so excessive on Esworthy that the road already qualifies for speed humps and speed cameras. Raising the speed limit will only make matters worse.
4/9/2024	Wayne Ave (MD 594-A)	Cloverfield Rd	Sligo Creek Pkwy	Don Slater	If I understand the current Purple Line plans, Wayne Ave from Fenton Street to the Manchester Place Station will be 2 lanes of shared transitway and 4 traffic lanes. The current MPOHT description implies dedicated lanes.
4/11/2024	Elton Rd	Avenel Gardens Ln	Montgomery-Prince Georges County Line	Eileen Finnegan	Update Needed: Elton Road from just east of Avenel Gardens to the MoCo/PG line has a r-o-w of 50' NOT 70!! This is not a neighborhood connector. It should be a Neighborhood Yield street. If you need a plat, let me know! finnegan20903@yahoo.com I just left a comment re Elton Road, and thought sending the plat would be helpful. The road has a 50' r-o-w, but is built to only 30.' There are no sidewalks and it has parking on both sides which requires single lane travel at times.
4/12/2024	Mid County Hwy (Proposed)	Watkins Meadow Dr	Ridge Rd	Deborah Sarabia	MCDOT and Planning say that M-83 Extended highway has been cancelled. If that is true it needs to be removed from all these plans.

Date	Road Name	From	To	Commentor Name	Comment
4/12/2024	Mid County Hwy	Germantown Rd	Wayfarer Rd	Deborah Sarabia	MCDOT and Planning say that M-83 Extended highway has been cancelled. If that is true it needs to be removed from all these plans.
4/12/2024	Mid County Hwy (Proposed)	650' west of Watkins Mill Rd	Watkins Meadow Dr	Deborah Sarabia	MCDOT and Planning say that M-83 Extended highway has been cancelled. If that is true it needs to be removed from all these plans.
4/12/2024	Mid County Hwy (Proposed)	1200' east of Watkins Mill Rd	Watkins Mill Rd (see footnote 3)	Deborah Sarabia	MCDOT and Planning say that M-83 Extended highway has been cancelled. If that is true it needs to be removed from all these plans.
4/12/2024	Mid County Hwy (Proposed)	Montgomery Village Ave	1700' west of Montgomery Village Ave (see footnote 3)	Deborah Sarabia	MCDOT and Planning say that M-83 Extended highway has been cancelled. If that is true it needs to be removed from all these plans.
4/12/2024	Mid County Hwy (Proposed)	Redland Rd	Intercounty Connector (MD 200)	Deborah Sarabia	MCDOT and Planning say that M-83 Extended highway has been cancelled. If that is true it needs to be removed from all these plans.
4/12/2024	Observation Dr Extended	Little Seneca Creek	West Old Baltimore Rd	Deborah Sarabia	Proposed Observation Drive Extended needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted. The proposed transit is a red herring that cannot offset the damage.
4/12/2024	Observation Dr Extended	West Old Baltimore Rd	Clarksburg Town Center Boundary	Deborah Sarabia	Proposed Observation Drive Extended needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted. The proposed transit is a red herring that cannot offset the damage.
4/12/2024	Observation Dr Extended	Clarksburg Town Center Boundary	Clarksburg Town Center Boundary	Deborah Sarabia	Proposed Observation Drive Extended needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted. The proposed transit is a red herring that cannot offset the damage.
4/12/2024	Observation Dr Extended	Roberts Tavern Dr	Stringtown Rd	Deborah Sarabia	Proposed Observation Drive Extended needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted. The proposed transit is a red herring that cannot offset the damage.
4/12/2024	Little Seneca Pkwy Extended	I-270	Clarksburg Town Center Boundary	Deborah Sarabia	Proposed L Seneca Pkwy Ext needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted.
4/12/2024	Little Seneca Pkwy Extended	Observation Dr Extended	Fairgarden Ln	Deborah Sarabia	Proposed L Seneca Pkwy Ext needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted.
4/12/2024	Dorsey Mill Rd (Proposed)	270	Century Blvd	Deborah Sarabia	Dorsey Mill Rd needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. The proposed transit is a red herring that cannot offset the damage
4/12/2024	Little Seneca Pkwy Extended	A-307 (Proposed)	I-270	Deborah Sarabia	Proposed L Seneca Pkwy Ext needs to be removed. It is counterproductive to State and County forest, wetland, parks and climate protection. It is unlikely to even get permitted.
4/12/2024	Proposed 355 Bypass (potential alternative)	Gateway Center Dr	Observation Dr Extended	Deborah Sarabia	355 bypass should be removed. It would eliminate valuable forest and wetlands.
4/12/2024	Proposed 355 Bypass (Potential Alternative)	Clarksburg Town Center Boundary	Roberts Tavern Dr	Deborah Sarabia	355 bypass should be removed. It would eliminate valuable forest and wetlands.
4/15/2024	Mid County Hwy (Proposed)	Watkins Meadow Dr	Ridge Rd	Tim Goodfellow	Remove M83 highway from the MPOHT. Mont Cnty Resolution 18-957 nullified M83 highway's utility in land use/transportation planning. MWCOG's Visualize 2045 & 2050 Plans both remove M83 highway from the regional transportation plan.

Date	Road Name	From	To	Commentor Name	Comment
4/15/2024	Mid County Hwy (Proposed)	650' west of Watkins Mill Rd	Watkins Meadow Dr	Tim Goodfellow	Remove M83 highway from the MPOHT. Mntg Cnty Resolution 18-957 stripped reliance on M83 in land use & transportation planning. MWCOG removed M83 hwy from Visualize 2045 (and draft 2050), the regional transportation plan
4/15/2024	Mid County Hwy (Proposed)	1200' east of Watkins Mill Rd	Watkins Mill Rd (see footnote 3)	Tim Goodfellow	Remove M83 hwy from MPOHT. Mntg Cnty Resoution 18-957 stripped reliance on M83 hwy in land use & transportation planning. MWCOG's Visualize 2045 (and draft 2050) Plan removed M83 hwy from the regional transportation plan.
4/15/2024	Mid County Hwy (Proposed)	Montgomery Village Ave	1700' west of Montgomery Village Ave (see footnote 3)	Tim Goodfellow	Remove M83 hwy from the MPOHT. Mntg Cnty Resolution 18-957 stripped reliance on M83 in land use & transportation planning. MWCOG's Visualize 2045 (and draft 2050) Plan removed M83 hwy from the regional transportation plan.
4/15/2024	River Rd (MD 190)	Capital Beltway (I-495)	Ridgefield Rd	Brian Robinson	Set target speed to 30 over whole segment. Between Braeburn Pkwy and Goldsboro Rd, make it 25 and declare it a school zone because students from Whitman cross the road at various sections, and may walk along it.
4/17/2024	River Rd (MD 190)	Seneca Creek	Esworthy Rd	Darnestown Civic Association (Scott Plumer)	<p>Long stretch of road with different contexts</p> <ul style="list-style-type: none"> o Seneca Creek to Seneca Road ☑ Lots of drop-o5 shoulders or no shoulders ☑ High bicycle use ☑ Suggest 30 mph o Seneca to Violettes Lock Road ☑ Westbound approach to dead end MD 190 stop sign at MD112 ☑ Turn onto Rustic Road at Violettes Lock Road ☑ Entrance to regional and international recreational facility (Bretton Woods) ☑ Crash history ☑ Suggest 35 mph o Violettes Lock Road to Esworthy ☑ People regularly travel at 60 mph plus, current posted is 50 mph ☑ Multiple roadside parking lots for park access ☑ Trail Crossings, one marked, one not marked ☑ Agree with target speed of 40 mph for this segment <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>
4/17/2024	Esworthy Rd	River Rd	Seneca Rd	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Current posted 30 mph • MCDOT speed studies indicated speeding issues high enough to warrant speed humps • MCPD currently working to implement speed cameras • Residents concerned about aggressive driving for decades • Suggest Target Speed 30 mph <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>

Date	Road Name	From	To	Commentor Name	Comment
4/17/2024	Seneca Rd	River Rd	Darnestown Rd	Darnestown Civic Association (Scott Plumer)	<p>Multiple Segments</p> <ul style="list-style-type: none"> o 190 Junction to Exceptional Rustic Berryville Road <ul style="list-style-type: none"> ☑ At MD 190 stop sign, end of MD112 ☑ Crash history ☑ No Shoulders ☑ Di5icult transition for drivers turning o5 exceptional rustic roads ☑ Suggest 35 mph o Exceptional Rustic Berryville Road to Esworthy Road <ul style="list-style-type: none"> ☑ Summer Camp ☑ No Shoulders ☑ Limited sight lines and grades ☑ Suggest 40 mph o Esworthy Road to Mockingbird Drive <ul style="list-style-type: none"> ☑ Driveway counts increase ☑ Multiple larger subdivision neighborhood streets ☑ Suggest 35 mph o From Mockingbird Drive to MD 28 Junction <ul style="list-style-type: none"> ☑ Rural Community Civic and Commercial Core ☑ Current speed 30 mph, suggest 25 mph <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>
4/17/2024	Spring Meadows Dr	Darnestown Rd	Seneca Rd	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Neighborhood street • Speed humps installed • No Thru Street posted • Current posted 25 mph • No shoulders, so sidewalks • Darnestown Swim and Racket Club located midway along the route • Suggest removal from MPOHT <p>o Can have residents send in letters to PB Public Hearing</p> <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>
4/17/2024	Germantown Rd	Darnestown Rd	Great Seneca Creek (Southern Branch)	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Currently two Segments <ul style="list-style-type: none"> o 30 mph from Darnestown RD to just before downslope to Seneca Creek <ul style="list-style-type: none"> ☑ Two schools and an alternative entrance to a place of worship ☑ Speed camera in each direction o 40 mph downslope to Seneca Creek <ul style="list-style-type: none"> ☑ Multiple shoulder and o5-road parking for park access and a trail crossing ☑ More shoulder and o5-road parking for park access and a trail crossing just after Seneca Creek bridge as well • Suggest Target Speed 30 mph for entire length <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>

Date	Road Name	From	To	Commentor Name	Comment
4/17/2024	Riffle Ford Rd	Great Seneca Creek	700' north of Woodsboro Dr	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Agree with 35 mph See full comments in Darnestown Civic Association Letter , in appendix following this table.
4/17/2024	Riffle Ford Rd	700' north of Woodsboro Dr	220' east of Hallman Ct	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Parts of the segment are current posted 30 mph • Neighborhood entrances • Entertainment venue entrance • Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124 • Suggest 30 mph See full comments in Darnestown Civic Association Letter , in appendix following this table.
4/17/2024	Riffle Ford Rd	220' east of Hallman Ct	Darnestown Rd (MD28)	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Current posted 30 mph • Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124 • Road ends at junction • Suggest 30 mph See full comments in Darnestown Civic Association Letter , in appendix following this table.
4/17/2024	Darnestown Rd	Whites Ferry Rd	Suburban Boundary	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Huge context changes, segment too long o Suggest Three Segments ☑ Whites Ferry Rd to Germantown Road • Park Entrance • Shoulder Parking • Entertainment Venue Entrance • Two Rustic Road Terminations • High Injury Network segment • Agree with 40 mph with a change to 30 mph just before intersection at Germantown Road ☑ Germantown Road to Darnestown Local Park • Suggest 30 mph ☑ Darnestown Local Park to Turkey Foot Road (at newly designated suburban boundary) • Rural Community Civic and Commercial Core • At Turkey Foot Rustic Road a place of worship, day school, elementary school in the southwest intersection quadrant, crosswalk, bus stops • Current speed 30 mph, suggest 25 mph See full comments in Darnestown Civic Association Letter , in appendix following this table.

Date	Road Name	From	To	Commentor Name	Comment
4/17/2024	Darnestown Rd	Suburban Boundary	Riffle Ford Rd	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Current posted 30 mph to just west of Chestnut Oak Drive, then 40 mph to Ri5le Ford Road • High Injury Network segment • Shared should use and passing left turning vehicles creates hazardous conditions o Shoulders used for biking, walking, and rolling • Suggest 30 mph <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>
4/17/2024	Travilah Rd	Dufief Mill Rd	River Rd	Darnestown Civic Association (Scott Plumer)	<ul style="list-style-type: none"> • Current posted 30 mph • Suggest 30 mph <p>See full comments in Darnestown Civic Association Letter, in appendix following this table.</p>
4/22/2024	Midcounty Highway Extended	Watkins Meadow Drive	Ridge Road	Tim Goodfellow	The segment of Midcounty Highway Extended entitled and shown as 'Watkins Meadow Drive to Ridge Road' is NOT within the Montgomery Village Master Plan, as both the Recommendations Map and Spreadsheet state. This section of Midcounty Highway Extended is within the Clarksburg Master Plan and Hyattstown Special Study Area.
4/22/2024	Midcounty Highway Extended	650 feet west of Watkins Mill Road	Watkins Meadow Road	Tim Goodfellow	The segment of Midcounty Highway Extended entitled and shown as '650 feet west of Watkins Mill Road to Watkins Meadow Road' is partly within the Montgomery Village Master Plan BUT ALSO within the Germantown Master Plan and the Gaithersburg Vicinity Master Plan.
4/15/2024	M83 Highway	Not Specified	Not Specified	Margaret Schoap	Montgomery County's 2021 Climate Action Plan recommends that we expand public transit, limit major new road construction, and retain and increase our tree canopy. The County's 2024 draft Hazard Mitigation plan says "Montgomery County will need to prioritize development which de-emphasizes a car-centric lifestyle." This means cancelling highways/roads that do not exist, like M83 Highway, Observation Dr Ext, and extending Little Seneca Pkwy. The climate crisis is an emergency which deserves our highest priority.
4/15/2024	Observation Dr Ext	Not Specified	Not Specified	Margaret Schoap	Montgomery County's 2021 Climate Action Plan recommends that we expand public transit, limit major new road construction, and retain and increase our tree canopy. The County's 2024 draft Hazard Mitigation plan says "Montgomery County will need to prioritize development which de-emphasizes a car-centric lifestyle." This means cancelling highways/roads that do not exist, like M83 Highway, Observation Dr Ext, and extending Little Seneca Pkwy. The climate crisis is an emergency which deserves our highest priority.
4/15/2024	Little Seneca Pkwy Extension	Not Specified	Not Specified	Margaret Schoap	Montgomery County's 2021 Climate Action Plan recommends that we expand public transit, limit major new road construction, and retain and increase our tree canopy. The County's 2024 draft Hazard Mitigation plan says "Montgomery County will need to prioritize development which de-emphasizes a car-centric lifestyle." This means cancelling highways/roads that do not exist, like M83 Highway, Observation Dr Ext, and extending Little Seneca Pkwy. The climate crisis is an emergency which deserves our highest priority.

Date	Road Name	From	To	Commentor Name	Comment
4/15/2024	Bowie Mill Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with plan to remove forest on 3.3 miles of Bowie Mill Road without any tree replacement south of the Damascus Snow Forest See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Georgia Ave (MD 97)	Aspen Hill North	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction from 45 mph to 35 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Old Baltimore Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Hines Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Cashell Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Bowie Mill Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	MD 355 North	Not Specified	Not Specified	Margaret Schoap	Keep all transit stations for the BRT on Rt 355 north, which includes keeping the BRT route on Rt 355 north and not meandering the route onto Rt 27, then onto Snowden Farm Pkwy. This is removing RAPID and leaving Bus Transit, which shows that BRT is not the plan.
4/18/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Coalition for Smarter Growth	We join peer organizations and advocates across Montgomery County in asking you to reclassify M-83 Midcounty Highway Extended as no longer a master planned road. The remaining unbuilt portions of M-83 are only tenuously included in existing county master plans, and no longer reflect our county's transportation, climate, and conservation priorities. See full comments in Coalition for Smarter Growth Letter , in appendix following this table.
4/15/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Margaret Schoap	Include removal of the proposed Midcounty Highway Extended/M83 in the current technical update to the Master Plan of Highways and Transitways. Please also remove the proposed M83 highway from all other master plans in which it appears. Since the Council decided to stop including this highway in the master plans seven years ago, the removal of M83 from the Master Plan of Highways and Transitways should be one of the technical amendments which the Planning Department is making now. Now is the time.

Date	Road Name	From	To	Commentor Name	Comment
4/15/2024	MD 355 BRT Ultimate Segment 7 Alignment	Not Specified	Not Specified	Tim Goodfellow	This proposed alignment of MD 355 BRT must be reconfigured to remain on MD 355 from MD 27 to Stringtown Rd, then proceed on Stringtown Rd to the Clarksburg Village Center at Snowden Farm Pkwy/Little Seneca Prkwy & back to MD 355 to Clarksburg Rd and the Outlet mall. The inefficient, substitute route onto MD 27 to Snowden Farm Pkwy is deficient and will fail to serve the thousands of people (and a high school) on MD 355. Why would this MD 27 substitute of the MD 355 BRT be good for residents? There is a dearth of housing and other activity on MD 27 from MD 355 to Snowden Farm Parkway. Keep MD 355 BRT ON MD 355!
4/15/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Tim Goodfellow	Midcounty Hwy Extended needs to be removed from the MPOHT. Montgomery Cnty Resolution 18-957 prohibits use of M83 hwy in land use & transportation planning. MWCOG's Visualize 2045 (and draft 2050) removed M83 from the regional transportation plan. Mntg County's 2017 Midcounty Corridor Study (supplemental report) concludes that transit & other transportation system improvements are superior to building M83, based on transportation performance metrics.
4/3/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Montgomery County Sierra Club	We are writing to urge you to direct the Planning Department to include removal of the proposed Midcounty Highway Extended/M83 in the current technical update to the Master Plan of Highways and Transitways (MPOHT). Please also remove the proposed M83 highway from all other master plans in which it appears. See full comments in Sierra Club Letter , in appendix following this table.
4/8/2024	Leland St	4800 block	4800 block	Pablo Collins	The 4800 block of Leland St, referred to hereafter as The Block was egregiously miscategorized as a Downtown Street in the Master Plan approved by the Planning Board in 2023. The street classification system put forth in the Master Plan is quite clear and under this classification system, the 4800 block of Leland should be classified as a Neighborhood Street See full comments in Collins Letter , in appendix following this table.
5/22/2024	Twinbrook Pkwy	Halpine Rd	Veirs Mill Rd	Kirk Eby	Recommend removing the center turn lane to widen the remaining travel lanes, which are too narrow for buses & trucks. At the intersection with Veirs Mill, there are 6 lanes squeezed into a 4-lane pavement width - fix this!
5/22/2024	Baltimore Rd	Norbeck Rd	Rock Creek Village Town Center Boundary	Kirk Eby	Change to 25 mph target speed, which is more realistic. Also need to widen the narrow sidewalk on the East/South side, which is used as a de facto shared use path by bicycles. Also should install a pedestrian activated traffic light at Rock Creek trail.
5/22/2024	Bauer Dr	Norbeck Rd	Rock Creek Village Town Center Boundary	Kirk Eby	This section should be 4 lanes (2 in each direction), which is how it is currently used even though the southbound lanes are not marked within the wide paved area. Bollards should be installed to prevent left turns out of the gas station.
5/24/2024	Mid County Hwy (Proposed)	Watkins Meadow Dr	Ridge Rd	ANN SMITH	CLASSIFICATION ISSUE # 4THIS IS NO LONGER A PLANNED STREET, AND SHOULD BE REMOVED FROM THIS TECHNICAL UPDATE
5/24/2024	Mid County Hwy	Grassy Knoll Terr	Middle Brook Rd	ANN SMITH	THIS ROAD SHOULD BE A CONNECTOR TO THE INTERCHANGE OF MIDDLEBROOK AND STEWARDTOWN ROAD
5/24/2024	Intercounty Connector (MD 200)	Shady Grove Rd	Muncaster Mill Rd	ANN SMITH	A TRANSIT SECTOR SHOULD BE ADDED FROM 200 AT MUNCASTER MILL ROAD TO THE AIRPARK
5/24/2024	Muncaster Mill Rd (MD 115)	Woodfield Rd	Redland Town Center Boundary	ANN SMITH	AREA CONNECTOR FOR SO MANY EXISTING ROADS PUT TOO MUCH PRESSURE ON TRAFFIC WHEN TGHEY NEED TO BE ANALYZED FOR THEIR CAPACITY

Date	Road Name	From	To	Commentor Name	Comment
4/15/2024	Bowie Mill Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with plan to remove forest on 3.3 miles of Bowie Mill Road without any tree replacement south of the Damascus Snow Forest See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Georgia Ave (MD 97)	Aspen Hill North	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction from 45 mph to 35 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Old Baltimore Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Hines Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Cashell Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	Bowie Mill Road	Not Specified	Not Specified	Cherrywood Homeowners Association	Disapproval with proposed speed limit reduction to 25 mph See full comments in Cherrywood Homeowners Association Letter , in appendix following this table.
4/15/2024	MD 355 North	Not Specified	Not Specified	Margaret Schoap	Keep all transit stations for the BRT on Rt 355 north, which includes keeping the BRT route on Rt 355 north and not meandering the route onto Rt 27, then onto Snowden Farm Pkwy. This is removing RAPID and leaving Bus Transit, which shows that BRT is not the plan.
4/18/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Coalition for Smarter Growth	We join peer organizations and advocates across Montgomery County in asking you to reclassify M-83 Midcounty Highway Extended as no longer a master planned road. The remaining unbuilt portions of M-83 are only tenuously included in existing county master plans, and no longer reflect our county's transportation, climate, and conservation priorities. See full comments in Coalition for Smarter Growth Letter , in appendix following this table.
4/15/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Margaret Schoap	Include removal of the proposed Midcounty Highway Extended/M83 in the current technical update to the Master Plan of Highways and Transitways. Please also remove the proposed M83 highway from all other master plans in which it appears. Since the Council decided to stop including this highway in the master plans seven years ago, the removal of M83 from the Master Plan of Highways and Transitways should be one of the technical amendments which the Planning Department is making now. Now is the time.

Date	Road Name	From	To	Commentor Name	Comment
4/15/2024	MD 355 BRT Ultimate Segment 7 Alignment	Not Specified	Not Specified	Tim Goodfellow	This proposed alignment of MD 355 BRT must be reconfigured to remain on MD 355 from MD 27 to Stringtown Rd, then proceed on Stringtown Rd to the Clarksburg Village Center at Snowden Farm Pkwy/Little Seneca Prkwy & back to MD 355 to Clarksburg Rd and the Outlet mall. The inefficient, substitute route onto MD 27 to Snowden Farm Pkwy is deficient and will fail to serve the thousands of people (and a high school) on MD 355. Why would this MD 27 substitute of the MD 355 BRT be good for residents? There is a dearth of housing and other activity on MD 27 from MD 355 to Snowden Farm Parkway. Keep MD 355 BRT ON MD 355!
4/15/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Tim Goodfellow	Midcounty Hwy Extended needs to be removed from the MPOHT. Montgomery Cnty Resolution 18-957 prohibits use of M83 hwy in land use & transportation planning. MWCOG's Visualize 2045 (and draft 2050) removed M83 from the regional transportation plan. Mntg County's 2017 Midcounty Corridor Study (supplemental report) concludes that transit & other transportation system improvements are superior to building M83, based on transportation performance metrics.
4/3/2024	Midcounty Highway Extended (M-83)	Not Specified	Not Specified	Montgomery County Sierra Club	We are writing to urge you to direct the Planning Department to include removal of the proposed Midcounty Highway Extended/M83 in the current technical update to the Master Plan of Highways and Transitways (MPOHT). Please also remove the proposed M83 highway from all other master plans in which it appears. See full comments in Sierra Club Letter , in appendix following this table.
4/8/2024	Leland St	4800 block	4800 block	Pablo Collins	The 4800 block of Leland St, referred to hereafter as The Block was egregiously miscategorized as a Downtown Street in the Master Plan approved by the Planning Board in 2023. The street classification system put forth in the Master Plan is quite clear and under this classification system, the 4800 block of Leland should be classified as a Neighborhood Street See full comments in Collins Letter , in appendix following this table.
5/22/2024	Twinbrook Pkwy	Halpine Rd	Veirs Mill Rd	Kirk Eby	Recommend removing the center turn lane to widen the remaining travel lanes, which are too narrow for buses & trucks. At the intersection with Veirs Mill, there are 6 lanes squeezed into a 4-lane pavement width - fix this!
5/22/2024	Baltimore Rd	Norbeck Rd	Rock Creek Village Town Center Boundary	Kirk Eby	Change to 25 mph target speed, which is more realistic. Also need to widen the narrow sidewalk on the East/South side, which is used as a de facto shared use path by bicycles. Also should install a pedestrian activated traffic light at Rock Creek trail.
5/22/2024	Bauer Dr	Norbeck Rd	Rock Creek Village Town Center Boundary	Kirk Eby	This section should be 4 lanes (2 in each direction), which is how it is currently used even though the southbound lanes are not marked within the wide paved area. Bollards should be installed to prevent left turns out of the gas station.
5/24/2024	Mid County Hwy (Proposed)	Watkins Meadow Dr	Ridge Rd	ANN SMITH	CLASSIFICATION ISSUE # 4THIS IS NO LONGER A PLANNED STREET, AND SHOULD BE REMOVED FROM THIS TECHNICAL UPDATE
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Darnestown Civic Association Letter

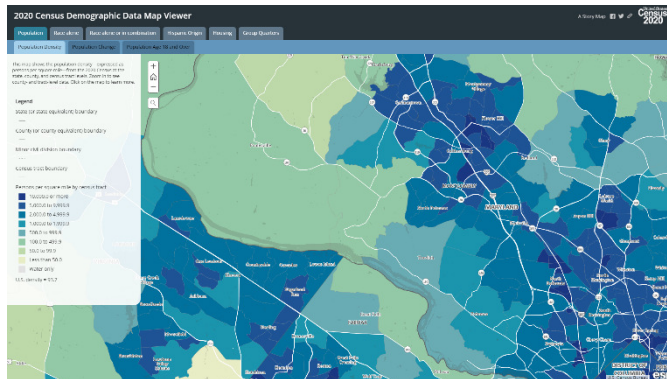
Stephen Aldrich
Transportation Planner IV
MC Planning - Countywide Planning & Policy

Dear Stephen,

Totally awesome work with the project website, resource links, comprehensive, easy to use mapping tools, and extensive feedback options!

Country classifications having only two choices while context is wide along the routes and highly variable often creates a situation where the parameters don't match up well and where the classification type would need to switch multiple times along relatively short segments of road. Given these characteristics there needs to be a great deal of context granularity along Country road types. The density gradients along country classifications are wide by multiples and step change rapidly.

The recent suburban designation along MD 28 into Darnestown is being investigated. The state Context Sensitive mapping shows even more suburban area in Darnestown. We are one of the lowest sets of population density Census block groups in the county, with mostly no public water and no public sewer service. Not suburban.



The following commentary is offered for the MPOHT 2024 Technical Update for ten segments in Darnestown and one segment not far from our eastern boundary.

Thank you.

Scott Plumer

Staff Assistant for Research and Strategic Projects
Darnestown Civic Association Executive Board and Committees
Participant Vision Zero Darnestown, a project of the Darnestown Civic Association's Roads Task Force.
14100G Darnestown Road Darnestown MD 20874
scott.plumer@verizon.net



www.darnestowncivic.org

MPOHT 2404 DCA.docx
April 15, 2024
Page 1 of 14

1.

River Rd (MD 190) from Seneca Creek to Esworthy Rd

Classification Changes

Street River Rd (MD 190)

From Seneca Creek

To Esworthy Rd

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street River Rd (MD 190)

From Seneca Creek

To Esworthy Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments

- Long stretch of road with different contexts
 - Seneca Creek to Seneca Road
 - Lots of drop-off shoulders or no shoulders
 - High bicycle use
 - Suggest 30 mph
 - Seneca to Violettes Lock Road
 - Westbound approach to dead end MD 190 stop sign at MD112
 - Turn onto Rustic Road at Violettes Lock Road
 - Entrance to regional and international recreational facility (Bretton Woods)
 - Crash history
 - Suggest 35 mph
 - Violettes Lock Road to Esworthy
 - People regularly travel at 60 mph plus, current posted is 50 mph
 - Multiple roadside parking lots for park access
 - Trail Crossings, one marked, one not marked
 - Agree with target speed of 40 mph for this segment

2.

Esworthy Rd from River Rd to Seneca Rd

Classification Changes

Street Esworthy Rd

From River Rd

To Seneca Rd

Issue Assign Target Speed

Existing Classification Country Road

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Esworthy Rd

From River Rd

To Seneca Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 70

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph
- MCDOT speed studies indicated speeding issues high enough to warrant speed humps
- MCPD currently working to implement speed cameras
- Residents concerned about aggressive driving for decades
- Suggest Target Speed 30 mph

3.

Seneca Rd from River Rd to Darnestown Rd

Classification Changes

Street Seneca Rd

From River Rd

To Darnestown Rd

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Seneca Rd

From River Rd

To Darnestown Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Multiple Segments
 - 190 Junction to Exceptional Rustic Berryville Road
 - At MD 190 stop sign, end of MD112
 - Crash history
 - No Shoulders
 - Difficult transition for drivers turning off exceptional rustic roads
 - Suggest 35 mph
 - Exceptional Rustic Berryville Road to Esworthy Road
 - Summer Camp
 - No Shoulders
 - Limited sight lines and grades
 - Suggest 40 mph
 - Esworthy Road to Mockingbird Drive
 - Driveway counts increase
 - Multiple larger subdivision neighborhood streets
 - Suggest 35 mph
 - From Mockingbird Drive to MD 28 Junction
 - Rural Community Civic and Commercial Core
 - Current speed 30 mph, suggest 25 mph

4.

Spring Meadows Dr from Darnestown Rd to Seneca Rd

Classification Changes

Street Spring Meadows Dr

From Darnestown Rd

To Seneca Rd

Issue Assign Target Speed

Existing Classification Country Road

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Spring Meadows Dr

From Darnestown Rd

To Seneca Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 70

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Neighborhood street
- Speed humps installed
- No Thru Street posted
- Current posted 25 mph
- No shoulders, so sidewalks
- Darnestown Swim and Racket Club located midway along the route
- Suggest removal from MPOHT
 - Can have residents send in letters to PB Public Hearing

5.

Germantown Rd from Darnestown Rd to Great Seneca Creek (Southern Branch)

Classification Changes

Street Germantown Rd

From Darnestown Rd

To Great Seneca Creek (Southern Branch)

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Germantown Rd

From Darnestown Rd

To Great Seneca Creek (Southern Branch)

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 120

Existing Lanes 2

Planned Lanes 2 to 4

Traffic Lanes 2 to 4

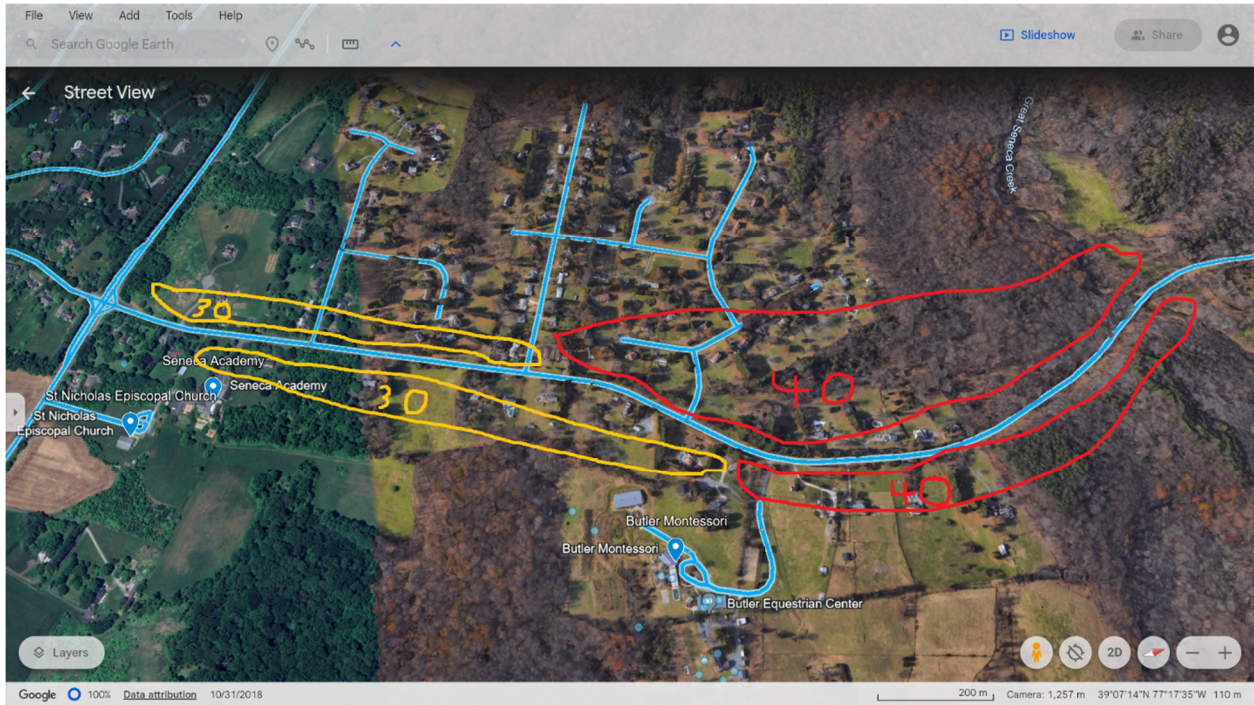
Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Currently two Segments
 - 30 mph from Darnestown RD to just before downslope to Seneca Creek
 - Two schools and an alternative entrance to a place of worship
 - Speed camera in each direction
 - 40 mph downslope to Seneca Creek
 - Multiple shoulder and off-road parking for park access and a trail crossing
 - More shoulder and off-road parking for park access and a trail crossing just after Seneca Creek bridge as well
- Suggest Target Speed 30 mph for entire length

Current MD 118 Speeds



6.

Riffle Ford Rd from Great Seneca Creek to 700' north of Woodsboro Dr

Classification Changes

Street Riffle Ford Rd

From Great Seneca Creek

To 700' north of Woodsboro Dr

Issue Assign Target Speed

Existing Classification Boulevard

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Riffle Ford Rd

From Great Seneca Creek

To 700' north of Woodsboro Dr

Most Recent Master Plan Great Seneca Science Corridor

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 4

Traffic Lanes 4

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Agree with 35 mph

7.

Riffle Ford Rd from 700' north of Woodsboro Dr to 220' east of Hallman Ct

Classification Changes

Street Riffle Ford Rd

From 700' north of Woodsboro Dr

To 220' east of Hallman Ct

Issue Assign Target Speed

Existing Classification Boulevard

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Riffle Ford Rd

From 700' north of Woodsboro Dr

To 220' east of Hallman Ct

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 4

Traffic Lanes 4

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Parts of the segment are current posted 30 mph
- Neighborhood entrances
- Entertainment venue entrance
- Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124
- Suggest 30 mph

8.

Riffle Ford Rd from 220' east of Hallman Ct to Darnestown Rd (MD28)

Classification Changes

Street Riffle Ford Rd

From 220' east of Hallman Ct

To Darnestown Rd (MD28)

Issue Assign Target Speed

Existing Classification Boulevard

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Riffle Ford Rd

From 220' east of Hallman Ct

To Darnestown Rd (MD28)

Most Recent Master Plan Great Seneca Science Corridor

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 4

Traffic Lanes 4

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph
- Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124
- Road ends at junction
- Suggest 30 mph

9.

Darnestown Rd from Whites Ferry Rd to Suburban Boundary

Classification Changes

Street Darnestown Rd

From Whites Ferry Rd

To Suburban Boundary

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Darnestown Rd

From Whites Ferry Rd

To Suburban Boundary

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 120

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Huge context changes, segment too long
 - Suggest Three Segments
 - Whites Ferry Rd to Germantown Road
 - Park Entrance
 - Shoulder Parking
 - Entertainment Venue Entrance
 - Two Rustic Road Terminations
 - High Injury Network segment
 - Agree with 40 mph with a change to 30 mph just before intersection at Germantown Road
 - Germantown Road to Darnestown Local Park
 - Suggest 30 mph
 - Darnestown Local Park to Turkey Foot Road (at newly designated suburban boundary)
 - Rural Community Civic and Commercial Core
 - At Turkey Foot Rustic Road a place of worship, day school, elementary school in the southwest intersection quadrant, crosswalk, bus stops
 - Current speed 30 mph, suggest 25 mph

10.

Darnestown Rd from Suburban Boundary to Riffle Ford Rd

Classification Changes

Street Darnestown Rd

From Suburban Boundary

To Riffle Ford Rd

Issue Assign Target Speed

Existing Classification Area Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Darnestown Rd

From Suburban Boundary

To Riffle Ford Rd

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 120

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph to just west of Chestnut Oak Drive, then 40 mph to Riffle Ford Road
- High Injury Network segment
- Shared should use and passing left turning vehicles creates hazardous conditions
 - Shoulders used for biking, walking, and rolling
- Suggest 30 mph

11.

Travilah Rd from Dufief Mill Rd to River Rd

Classification Changes

Street Travilah Rd

From Dufief Mill Rd

To River Rd

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Travilah Rd

From Dufief Mill Rd

To River Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph
- Suggest 30 mph

Scott Plumer

Staff Assistant for Research and Strategic Projects

Darnestown Civic Association Executive Board and Committees

Participant Vision Zero Darnestown, a project of the Darnestown Civic Association's Roads Task Force.

14100G Darnestown Road Darnestown MD 20874

scott.plumer@verizon.net



www.darnestowncivic.org

Cherrywood Homeowners Association Letter

Cherrywood Homeowners Association, Inc.

P.O. Box 159

Olney, Maryland 20830

April 12, 2024

Montgomer Planning
c/o Stephen Aldrich
Montgomery County Planning Board
2425 Reedie Drive
Wheaton, MD 20902
Re: Master Plan of Highways and Transitways Technical Update

Dear Mr. Aldrich:

The Cherrywood Homeowners Association is a 606-unit homeowners association located in Olney, Maryland. The purpose of this letter is to render comments as requested on the Master Plan of Highways and Transitways based on your presentation to EPIC of MoCo on April 8, 2024 and on the information on your affiliated website. In your presentation you stated that your group is trying to change car based roadways and are interested in getting feedback about your progress in this regard. The Board of Directors of the Cherrywood Homeowners Association (9 members) met on April 11th to comment on your activity and designated me to relay our comments to you ahead of your deadline on April 15th. The purpose of this letter is to provide the requested feedback on what you are doing.

In short, we find the work that you are doing on our roadways to be alarming! The roadways were built to move motorized vehicles to promote commerce in our area and well as commuters to and from businesses in MoCo. We find the work that Montgomery Planning is now doing is focused on compromising these roadways and creating congestion to the detriment of commerce in MoCo. Some examples of your efforts include replacing commuter lanes on major arteries with bicycle lanes, narrowing lane widths to less than the national standard 12 feet (buses and commercial vehicles are 11' wide mirror to mirror), artificially lowering speed limits to less than the roadway design to generate speed ticket revenue, and failing to use SMART signaling technology to more efficiently move traffic in the County saving energy whether you are driving an electric car, gas car, or a hybrid. It is almost as if you are trying to choke commuters off the functional roadways onto our failing transit system (e.g. WMATA has a \$750 million deficit) as transit ridership has been declining for 10 years.

We are not alone in these opinions. Just Friday (4-12-24), people in Chevy Chase overwhelming decided NOT to add bike lanes on Connecticut Avenue. Residents sensibly decided to keep the main arteries open for commerce and commuting and use the collateral streets for bicycle traffic. Less than 1% of commuters use bicycle lanes for commuting so it is illogical to covert arterial lanes built for motorized vehicles to sole use bike lanes. Additionally, what happens to these bikes lanes when it snows, rains, or weather is otherwise inclement (too hot or cold)? Most of the bike commuters reasonably get in the

cars for transportation in bad weather, but alas the County has eliminated a travel lane making congestion even worse during challenging weather.

We do NOT oppose safety measures along our roadways! Many of our roadways were built with walkways adjacent to the vehicle lanes (no buffer) and without proper crosswalks and signaling. Those should be fixed as resources permit without stifling the traffic with artificially low speed limits that promote jaywalking. We do need to share the roadways, but that should mean crossing at crosswalks, using Smart signaling to minimize stop and go traffic (and people running red lights), and using design speeds for commerce except perhaps in the more urban town centers.

Bikeways often don't make things "greener." On 3.3 miles of Bowie Mill Road, the Planning Department is planning to remove an acre and a half of forest without replacing a single tree south of the Damascus Snow Forest! The County recently passed bill 40-23 to expand tree canopy, but apparently this doesn't apply to County destruction of trees or the paving over of porous surface with impervious surface. If trees are eliminated for a project, they should be replaced within 3 miles of a project if indeed you care about being greener, tree canopy, and climate change.

Artificially creating congestion will not force everyone to use mass transit. If people learned anything during the covid crisis, it was that the best place to catch covid or other respiratory diseases was on a crowded, heated mass transit vehicle. These transit systems can't even cover their expenses (e.g. WMATA). We can't also keep plowing unlimited taxpayer funds into outrageously expensive mass transit projects where the advocates and planners are either incompetent or not honest. I support this comment with the fact that in April of 2013, Governor O'Malley speaking about the purple line said "The total cost is projected to be about \$2.15 billion" and would "be completed by 2020" just 7 years later. Maryland Matters just reported in March of this year that the purple line now won't be completed until late 2027 at a total cost of \$10 billion, almost 5 times the original estimate! In this regard, the people of Olney soundly rejected the BRT line to Olney 10 years ago when we uncovered hidden information that the BRT line to Olney would condemn 80% of the current businesses on Georgia Avenue in Olney. Buses to Olney run near empty most of the time. A BRT line to Olney would be another waste of resources. Run an occasional express bus if you can generate enough ridership to fill at least ½ a bus at certain times of the day. Instead concentrate resources in the downCounty urban areas. The majority of people who saved up to move to Olney truly moved here for more green space.

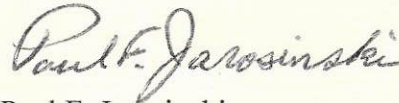
Some other specifics we saw that are alarming are plans to AGAIN reduce the speed limit on Georgia Avenue from Aspen Hill North from 45 to 35. These were just artificially lowered last year from 50 to 45. This portion of MD 97 is a limited access 6-lane highway and these suggestions are absurd. More than likely you'll want add speed camera every mile or so like you did on Norbeck Road (MD 28) last year when you artificially decreased that speed limit to 35 MPH and installed a flipper speed camera near the intersection with Hannans Way. The speed limit on our most direct access to Rockville, Md 28, should be restored to 45 MPH. We also find obnoxious plans to reduce the speed limit to 25 MPH on

Old Baltimore Road, Hines Road, Cashell Road, and Bowie Mill Road. What is the basis for compromising our roadways and bringing all traffic to a crawl?

Obviously our HOA is more disturbed by your plans than anything else. Over the last 39 months (4-1-20 to 7-1-23), Montgomery County has lost 3,591 people whereas Thrive Montgomery's prediction was an almost 22,000 increase in population over the same time period. People are voting with their feet and this is certainly not an endorsement of the current Montgomery Planning efforts. We hope that most of this transit plan ends up in the trashcan. Instead, we hope that you will hire an expert in Smart Signaling technology to make more efficient use of our roadways rather than eliminating or narrowing vehicle lanes while slowing traffic to a energy-wasting crawl with speed limits well under roadway design in order to generate additional speed camera revenue.

We are particularly troubled by your plan to hold hearings during the July vacation period on a revised plan that isn't even written yet. Is this being done to minimize input? We only found out about this project of yours earlier this month. You need to allow time for us to notify the community of your radical congestion plans once they are available for distribution so that a thorough review of all the details can be conducted.

Sincerely,



Paul F. Jarosinski
President

Cc: Councilmember Dawn Luedtke

Coalition for Smarter Growth Letter

April 18, 2024

Stephen Aldrich
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902

Comments: 2024 Master Plan of Highways and Transitways (MPOHT) Update

Please accept these comments on behalf of the Coalition for Smarter Growth. CSG is the leading organization advocating for walkable, inclusive, transit-oriented communities as the most sustainable and equitable way for the D.C. region to grow and provide opportunities for all.

- 1) **Complete Streets:** Thank you for your work to incorporate Complete Streets definitions and corresponding target speed designations into the MPOHT. This is a major step forward to make our roadways safer for all users, and recognize the major role that design choices play in the safety of our streets.

We look forward to continuing to work with Planning, MCDOT, the County Council, and other stakeholders to secure the funding needed to implement recommended Complete Streets design changes, as well as reprogramming existing federal, state and local funding toward Complete Streets investments.

- 2) **Transitways and lane conversion for BRT:** We are also glad to see Transitways included in the master plan for the county's roads. Public transit is an essential component of our county's transportation infrastructure. Ensuring that our roadways support fast, frequent, and reliable transit—not just the speed and convenience of personal vehicles over all other goals—is critical to realizing our climate and equity goals.

In allocating road space for rapid transit, we recommend that conversion of existing lanes into dedicated bus lanes be prioritized over road widening to add dedicated bus lanes. Conversion of lanes is far less expensive, reduces the cost of right-of-way purchases, supports walkable urbanism in transit corridors, and can potentially accelerate the installation of bus rapid transit.

- 3) **Reclassification of Midcounty Highway Extended (M-83):** We join peer organizations and advocates across Montgomery County in asking you to reclassify M-83 Midcounty Highway Extended as **no longer a master planned road**. The remaining unbuilt portions of M-83 **are only tenuously included** in existing county master plans, and no longer reflect our county's transportation, climate, and conservation priorities.

- a) Unbuilt segments of M-83 as identified in the December 2023 [MPOHT Functional Classification Table](#) are currently listed in three county plans: the Upper Rock

Creek Master Plan (2004), Montgomery Village Master Plan (2016), and Shady Grove Minor Master Plan Amendment (2021).

- b) Only a small portion of the unbuilt segments of M-83 are provided for in the [Shady Grove Minor Master Plan Amendment](#) (Shady Grove Rd to Redland Rd) and [Upper Rock Creek Master Plan](#) (Redland Rd to the ICC). The Upper Rock Creek plan (2004) predates [Council guidance](#) issued in 2017 to ignore the potential capacity of M-83 in land use and transportation planning, and as it has not been amended to align with this guidance, no longer reflects current County policy.
- c) Guidance in the Planning Board draft of the 2021 Shady Grove Minor Master Plan Amendment notes that the engagement required to make a decision on the status of the Shady Grove Rd-Redland Rd segment was outside the scope of the plan due to the segment’s potential effect on mobility outside the plan boundaries ([148](#)).
- d) Likewise, the approved 2016 [Montgomery Village Master Plan](#) (MVMP), which contains the majority of the unbuilt segments of M-83, notes that:

The MVMP does not address the unbuilt portions of Midcounty Highway (M-83), since decisions about this road will not be resolved within the time frame of this Master Plan. The Montgomery County Department of Transportation (MCDOT) is studying transit and roadway alternatives to Midcounty Highway and implications to Montgomery Village and other areas of the County. None of the recommendations in this Plan restrict the outcome of that study ([70](#)).

Further assessment by MCDOT—as called for in the 2016 MVMP—has led to the removal of M-83 from critical long-range regional transportation plans. Its inclusion in these plans would be necessary to move forward with construction of unbuilt segments. M-83 was not included in the [Visualize 2045](#) long-range regional transportation plan approved in 2022, and has not been resubmitted for consideration in the forthcoming update, [Visualize 2050](#).

For these reasons, we believe it is appropriate to reclassify unbuilt segments of M-83 as “no longer a master planned road” in this update of the Master Plan of Highways and Transitways—particularly those provided for only within the 2016 Montgomery Village Master Plan, as this plan stipulates that it “does not address the unbuilt portions of Midcounty Highway” and that its recommendations are not intended to restrict future MCDOT guidance on the status of M-83.

This reclassification would better reflect standing County policy with regards to M-83, and correctly state the intent and impact of Council and MCDOT decisions made

subsequent to the Upper Rock Creek Master Plan, Montgomery Village Master Plan, and Shady Grove Minor Master Plan Amendment on the implementation of these plans.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Carrie Kisicki". The signature is written in a cursive, flowing style.

Carrie Kisicki
Montgomery County Advocacy Manager

Sierra Club Letter



April 3, 2024

Montgomery County Sierra Club
P.O. Box 4024
Rockville, MD 20849

The Honorable Andrew Friedson,
President, Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear Council President Friedson and Council Members,

We are writing to urge you to direct the Planning Department to include removal of the proposed Midcounty Highway Extended/M83 in the current technical update to the Master Plan of Highways and Transitways (MPOHT). Please also remove the proposed M83 highway from all other master plans in which it appears.

The Council passed Resolution 18-957 in October 2017, called “Transportation Solutions for Northwest Montgomery County.” It directed the Montgomery County Planning Board not to assume additional road capacity from the northern extension of Midcounty Highway when calculating the land use - transportation balance in future master plans. Since the Council decided to stop including this highway in the master plans seven years ago, the removal of M83 from the Master Plan of Highways and Transitways should be one of the technical amendments which the Planning Department is making now. Now is the time.

The climate crisis is an emergency which deserves our highest priority. The transportation sector is the single largest contributor of greenhouse gases (GHGs). Hybrid and electric vehicles are part of the solution, but this alone will not be near enough. We must also reduce the Vehicles Miles Traveled, and that means we must cancel planned highways like M83 and invest instead in rapid transit and walkable communities for people of all abilities and income levels. In addition, highways such as M83 involve extensive removal of carbon-sequestering trees and forests, which is counter-productive and harmful in a number of ways.

Montgomery County’s 2021 Climate Action Plan recommends that we expand public transit, limit major new road construction, and retain and increase our tree canopy. The County’s 2024 draft Hazard Mitigation plan says “Montgomery County will need to prioritize development which de-emphasizes a car-centric lifestyle.” Cancelling the proposed M83 is in accordance with these goals.

The proposed M83 Midcounty Highway Extended is a planned 5 mile highway which does not now exist. It is a relic of a fossil-fueled car-centric past we must leave behind. Proposed M83 highway would destroy or degrade forests, streams and wetlands in Germantown, Gaithersburg and Montgomery Village. It would cause severe fragmentation of valuable wildlife habitat, and damage five popular public parks, 100 acres of bio-diverse interior forest, and the Seneca Creek Greenway Trail.

The proposed M83 highway would also bisect three upcounty communities which are Equity Focus Areas, with diverse, lower income populations who depend a lot on public transit. These communities also depend on the public green spaces for clean air, peace and quiet, and walks in nature. The people here would suffer disproportionately from the noise of M83 construction and the toxic air pollution from diesel and gasoline exhaust. They may suffer even more from the loss of the forest cover we need to cool our cities as climate change makes them hotter.

There are better ways to meet the transportation needs of upcounty communities and promote the shift away from cars to a system centered on people. These include: improved Ride-On bus service; Bus Rapid Transit on Route 355; enhancing use of existing roadways; extending the Red Line Metrorail to Germantown; expanding service on the (MARC) Brunswick Line; and increasing affordable housing in neighborhoods served by rapid transit.

Some officials have told us to fall back, claiming that “M83 is dormant.” But the fact is, that as long as the proposed highway remains in master plans, it can be built at any time. **So we ask you to act now – this year – to fully remove the proposed M83 Highway from all master plans which now list it. The Master Plan of Highways and Transitways is undergoing revision this year, and we are told by experts that this is the most effective and efficient vehicle for the permanent cancellation of proposed highway M83.**

We ask for a written reply to this request. We would welcome a chance to sit down with Council Members and staff, to discuss this further. Thank you.

Sincerely,



Darian Unger
Chair, Montgomery County Sierra Club
DWUnger@Howard.edu

Collins Letter

Submission to the 2024 Technical Update to the Montgomery County

Master Plan of Highways and Transitways

By

**Pablo Collins
4820 Leland St
Chevy Chase, MD 20815**

The 4800 block of Leland St, referred to hereafter as The Block was egregiously miscategorized as a Downtown Street in the Master Plan approved by the Planning Board in 2023. The street classification system put forth in the Master Plan is quite clear and under this classification system, the 4800 block of Leland should be classified as a Neighborhood Street

Even as the Bethesda core has developed into a thriving residential and commercial center, The Block of is little changed from the initial development of the Sacks Subdivision in the 1930s. It was and continues to be a narrow residential street of closely spaced single-family homes. While a number of homes have been razed and rebuilt, the majority of homes are original to the subdivision, though most have been extensively remodeled. Following are the details of The Block, running from Bradley Blvd to Woodmont St.

Street Facts

- *Length* – 1,170 feet, Bradley Blvd. to Woodmont St, with a dead-end spur to the east.
- *Width* – 36 Ft, with 4 ft buffer and 4ft sidewalk on each side
- *Landscaping* – numerous mature trees and shrubs
- *Legal Parking places* – 17 – zone restricted
- *Speed Limit* – 25 MPH, often exceeded
- *Transit Activity* – None
- *Lane Marker* - Double yellow line, a type of marker generally reserved for roads carrying a minimum of 4000 vehicles per day, rural highways, urban collectors and arterials.
- *Traffic Restrictions* – No through trucks over 10,000 Lbs.
No entry, from Woodmont to Bradley, 4-7 PM Mon-Friday, un-enforced)
- *Traffic Calming Devices* – 5 traffic calming islands, one at each end of the block, 3 mid-block with landscaping, and 6 curbside islands, each approximately 20 Ft long.
- *Number of driveways* - 35 plus access to the spur at the east end of the block.
- *Number of homes* - 35 single family homes, plus 3 on the dead-end spur. Lots range in size from 5300 sq ft to 10,000sq ft., with most on the smaller size. Most homes are set within 30 ft of the sidewalk.
- *Pedestrian activity* – This is a major pedestrian connector to the center of Bethesda and Metro for residents of Kenwood Forest and neighborhoods to the West. For residents in the vicinity of Wisconsin Ave. and Woodmont St. it offers easy access to the Safeway and The Bradley Shopping Center at Bradley and Arlington. Opening of the Purple Line and the southern entrance to Bethesda Metro are likely to draw more pedestrians.
- *Bicycling* - Numerous bicycle commuters and recreational cyclers use The Block on a regular basis. The Woodmont end of The Block connects to the Crescent trail and the dedicated bike lanes on Woodmont. The County’s Bicycle Master Plan rates the Block as “low stress”, appropriate for most adults. While that may be true when there is no traffic, the turns, traffic calming devices and narrowness of the lanes can be very stressful when there is continuous traffic.

One important criterion to be considered, and not addressed in the County’s street classification system are building setbacks from the sidewalk and more importantly, the active traffic lanes. In the 4800 Block of Leland, front doors are generally between 35-40 Feet from the street, which in some cases means 35-40 feet to the active traffic lane. This is an ever-present danger to families with small children and certainly a far cry from the idyllic Neighborhood Street pictured in the classification sketches.

Classification

Though the Block borders the downtown district, it shares none of the characteristics of Downtown Streets as described in the Master Plan.

B. Downtown Streets

Downtown Streets are also found in bustling, mixed-use and commercial areas; however, the building heights tend to be lower than on Downtown Boulevards. Downtown Streets are often the side streets in busy commercial areas that connect to Downtown Boulevards. Because of the density of shops and other destinations located on these streets, pedestrian and bicycle volumes are high. Buildings are oriented close to the street, and on-street parking is currently common. Downtown Streets are typically located in areas that have specific design requirements for finishes, materials, furnishings and lighting.

- FZ** Frontage Zone
- SB** Street Buffer
- SW** Sidewalk
- P** Parking Lane
- PB** Pedestrian-Bike Buffer
- TV** Travel Lane
- BL** Bike Lane

Key Features:

- » **Development intensity:** Moderate- or high-intensity, mixed-use development
- » **Pedestrian and bicycle activity:** High
- » **Vehicle activity:** Moderate
- » **Transit service:** Moderate or frequent
- » **On-street parking:** Provided on some block faces
- » **Other key features:** Loading zones for deliveries, street trees, street furniture, wayfinding, and other streetscape features



Figure 2-20. Downtown Street

Nor does The Block fit the County’s characterization of a neighborhood connector:

F. Neighborhood Connectors

Neighborhood Connectors are residential through streets. While the land uses are predominately medium- or low-intensity residential development, some businesses may be present. Development is typically set back from the street. These streets have longer block lengths and often serve longer-distance travel compared to Neighborhood Streets and Neighborhood Yield Streets. Neighborhood Connectors are important connections for motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Neighborhood Connectors should focus on reducing vehicle speeds, implementing safe crossings, and providing street lighting, sidewalks and bikeways.

Key Features:

- » **Development intensity:** Moderate- to low-intensity development, primarily residential
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Moderate volume of personal vehicles
- » **Transit service:** Moderate to frequent
- » **On-street parking:** Provided in some locations, where feasible
- » **Other key features:** Moderate frequency of driveways, street trees



Figure 2-48. Neighborhood Connector

The Block has little in common with other “neighborhood connectors in the area. Bradley Blvd between Wisconsin and Connecticut has a golf course on one side and the homes on the opposite side are on much larger lots and set back from the street. Brookville Rd, between East-West Highway and Western Avenue is much longer, home lots are larger and are generally set far back from the street.

The street classification which best describes The Block is Neighborhood St.

G. Neighborhood Streets

Neighborhood Streets serve predominantly residential areas with low volumes of motor vehicle traffic. Pedestrian and bicycle activity are common along these streets. Neighborhood streets should have sidewalks on both sides of the street, though in retrofit applications, a sidewalk on one side of the street may be an interim objective in existing neighborhoods with limited right-of-way. Most, but not all, Neighborhood Streets in Montgomery County offer on-street parking. Design for Neighborhood Streets should focus on encouraging slow speeds, pedestrian safety, healthy street trees, and well-defined routes to nearby parks, transit, and schools.

- MB** Maintenance Buffer
- SW** Sidewalk
- SB** Street Buffer
- P** Parking Lane
- TV** Travel Lane

Key Features:

- » **Development intensity:** Moderate- to low-intensity residential development
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Low volumes of personal vehicles
- » **Transit service:** Typically, limited or none
- » **On-street parking:** Varies/ context-dependent
- » **Other key features:** Frequent curb cuts/driveways, street trees



Figure 2-55. Neighborhood Street

Following are four pictures of the Block which, because they were taken in winter, do not show the full extent of the landscaping. In comparison to Leland Street, the above depiction of a neighborhood street looks like a luxury blvd. On the Block, houses and driveways are close, together, and closer to the street. Pedestrians on the sidewalk are much closer to traffic due to the narrowness of the street and the limited number of parking spaces.



Entry From Woodmont



Mid-Block Facing East



Mid-block Facing West



Entry at Bradley

The Block meets all the characteristics of a neighborhood street but one – automobile traffic. Does this traffic exist solely because the Block is a convenient shortcut, or is the traffic a consequence of street closures and other traffic restrictions in the neighborhood, in effect forcing traffic on to Leland that previously may have taken a different route?

There are many causes, and multiple government agencies that have had a hand in directing traffic down a quiet neighborhood street.

The Maryland Department of Transportation is responsible for Bradley Blvd, one of two major gateways to Bethesda from the west funneling traffic from the northern and western parts of the county and Virginia into Bethesda. In order to speed traffic flow MDOT concluded that drivers could be encouraged to skip the intersection of Bradley and Wisconsin by sending them down a narrow residential street, Leland Street. In order to facilitate the flow of traffic down the Block, MDOT installed a left turn lane from Bradley to Leland, drawing in cars and trucks, including many that exceed the weight limit.

Maryland Park and Planning as part of its effort to improve safety at the intersection of the Crescent Trail and Little Falls Parkway, gave primacy to cyclists and pedestrians narrowed the Parkway to two lanes. While it has certainly made for a safer crossing, it has effectively pushed more traffic onto Hillendale St. and Leland St.

Montgomery County has played a very significant role pushing traffic onto the 4800 block of Leland St. by closing off many other streets in the area to through traffic. There are only two major streets serving the Bethesda core that intersect Bradley Blvd -- Wisconsin Ave and Arlington Road, both of which have their own traffic woes. Furthermore, the county has made it very difficult to traverse between Wisconsin and Arlington.

Bethesda Ave is the only street that directly connects Wisconsin Ave. to Arlington Blvd. It is, however, a poor route choice much of the day due to congestion. Traffic does not flow, hampered by cars rotating in and out of the street parking places, drivers looking for parking places, and vehicles illegally double parked (blocking an entire traffic lane) as they do business with stores and restaurants between Woodmont St. and Arlington Road.

Elm St. is blocked between Woodmont and Wisconsin due to construction of buildings on Wisconsin and the Purple Line construction. It is not clear that this will ever reopen.

Hampden Lane is effectively closed between East Ln and Wisconsin Ave due to ongoing construction along Wisconsin. While one lane is technically open west bound from Wisconsin, it is through the midst of construction. Even without construction, Hampden Ln. is not an effective route from Wisconsin to Arlington as there is no traffic signal at Arlington. A long wait for an opening in traffic on Arlington discourages use of this route. Drivers who venture through the construction zone may be more inclined to take a left on Woodmont.

Montgomery Ln. does not know which direction it goes, one way or the other. From the intersection with Woodmont, Montgomery Lane is one way to the west and one way to the east.

While the county has limited the number of east-west routes between Arlington and Wisconsin, it has put up a virtual barrier to prevent travel to the west of Arlington Road, depending on the time of day.

In order to prevent traffic through the Edgemoor neighborhood, the county is keeping it corralled in the downtown sector with only a limited number of exit points.

Woodmont Street Southbound from the Norfolk Triangle, however, remains relatively unimpeded. Vehicles, whether starting in the Norfolk Triangle or Metro Center can easily avoid traffic on Wisconsin and Arlington Road by proceeding South on Woodmont. This route, however, does not connect directly to Bradley Blvd, but connects indirectly via Leland St. In other words, the county is basically funneling southbound traffic onto one block of Leland St. It is also not uncommon for vehicles southbound on Wisconsin take a right on Bethesda Ave, a left on Woodmont, and a right on Leland in order to reach Bradley. The 4800 block of Leland Street is theoretically closed to through traffic westbound from Woodmont to Bradley from the hours of 4 to 7, Monday through Friday. The restriction is neither honored or enforced.

If one doubts the burden on Leland Street, one only needs to see how Google Maps funnels traffic onto the street. If one is coming from Northern Montgomery County, Downtown DC, or Virginia and sets the new Camille Apartments at 7000 Wisconsin as its destination, depending on the time of day, one is likely to be routed via the 4800 block of Leland St.

Conclusion

The 4800 Block of Leland is for all intents and purposes a Neighborhood Street – it has all the characteristics of a Neighborhood Street except for the traffic volume pushed upon it by policy and lack of enforcement of the existing restrictions. A quiet Neighborhood Street is exactly what it is on weekends, at night, and even during the middle of the day. The majority of the traffic comes during the morning and evening rush hour. Were the existing turn restrictions and weight limits enforced, traffic would likely drop 20-30%.

The Block should not be classified as a Downtown Street or Neighborhood Connector to suit the needs of traffic planners. To do so would undermine the validity of the recently adopted Master Plan of Highways and Transitways. If the street classifications put forth in the Transportation Plan are to have any credibility the county has no choice but to classify the 4800 block Leland as a Neighborhood Street.

MPOHT Transitway Comments

Date	Facility Type	Facility Name	Commentor Name	Comment
4/1/2024	Transitway	US 29 - Extended	Lockwood to FDA Link	It appears that Planning via the approval of the White Oak Storage project Site Plan 820230100 has dealt a death blow to a transit connection. Only a "possible"15' trail was approved! SMH
4/12/2024	Transitway	Manekin West Connector	Deborah Sarabia	Remove the proposed connection over I-270. Transit should run on existing roads.
4/12/2024	Transitway	Milestone/ COMSAT East Clarksburg Connector	Deborah Sarabia	Run transit on existing roads only. Proposed Observation Drive Ext is counterproductive to State and County forest, wetland, parks and climate protection. The proposed transit is a red herring that cannot offset the damage.
4/15/2024	Transitway	MD 355 BRT – Ultimate Segment 7 Alignment	Tim Goodfellow	This section of the MD355 BRT must be reconfigured to remain ON MD 355 from MD 27 to Stringtown Rd., THEN proceed on Stringtown to the Clarksburg Village Cntr & back to MD 355 & Clarksburg Rd to the Outlet Mall
4/15/2024	Transitway	MD 355 BRT – Ultimate Segment 7 Alignment	Tim Goodfellow	The inefficient, substitute diversion off MD 355 to MD 27 will fail to serve the thousands of residents & a high school along MD 355. Excluding MD 355 from BRT here is not in the public interest.
5/24/2024	Transitway	ICC	ANN SMITH	TRANSIT SHOULD BE AVAILABLE FROM THE METRO & 200 TO THE AIRPARK

MPOHT Transit Station Comments

Date	Facility Type	Facility Name	Commentor Name	Comment
4/1/2024	Station	Hillandale	Eileen Finnegan	DOT and Planning need to give consideration for the NH BRT station to be at/near Elton. Having this station just to the north of PM will make the intersection worse and make pedestrian movements more dangerous!!!
4/12/2024	Station	Redgrave Place	Deborah Sarabia	BRT on MD 355 is efficient. Do not remove any stations on MD 355.
4/12/2024	Station	Shawnee Lane	Deborah Sarabia	BRT on MD 355 is efficient. Do not remove any stations on MD 355.
4/12/2024	Station	Foreman Boulevard	Deborah Sarabia	BRT on MD 355 is efficient. Do not remove any stations on MD 355.
4/12/2024	Station	Little Seneca Parkway	Deborah Sarabia	BRT on MD 355 is efficient. Do not remove any stations on MD 355.
4/12/2024	Station	West Old Baltimore Road	Deborah Sarabia	BRT on MD 355 is efficient. Do not remove any stations on MD 355.
4/12/2024	Station	Ridge Road	Deborah Sarabia	BRT on MD 355 is efficient. Do not remove any stations on MD 355.
4/12/2024	Station	The Shops at Seneca Meadows	Deborah Sarabia	Retain this stop. Why would MCDOT remove a bus stop that serves a shopping center?
4/12/2024	Station	Dorsey Mill Road and Observation Drive	Deborah Sarabia	Remove this station- it is just an excuse to build Observation Drive Extended.
4/12/2024	Station	Observation Drive at COMSAT	Deborah Sarabia	Remove this station- it is just an excuse to build Observation Drive Extended.