

2017 MVF Transportation Priorities

General principles/priorities:

- We recognize that the transportation needs of the region must be met by a complex network including roadways, transit, bikeways and safe pedestrian routes.
- We believe strongly that the county must take into account potential impact to residents living in close proximity to rights-of-way by protecting their properties when designing and constructing roadway improvements.
- We believe that it is important to design and construct roadways that mitigate negative impacts to homeowners and the environment, including streams, wetlands, forested areas and wildlife.
- We want adequately sized sidewalks and bikeways, to encourage walking, running and biking along public rights of way and residential streets.
- We want traffic noise studied and mitigation measures installed for any major roadway projects.
- We want medians that are beautifully landscaped with trees and flowers.
- We want turn lanes and other traffic controls to address safety and facilitate pedestrian access and adequate traffic flow.
- We want better connectivity and synchronization of traffic lights.
- We want well lit streets to provide for both pedestrian and vehicular safety.
- We support traffic calming measures to slow traffic and protect pedestrians.
- We support alternative transportation systems that reduce reliance on the automobile, including: moving forward now on the Corridor Cities Transitway (CCT), utilizing a Bus Rapid Transit (BRT) as the mode for operation.
- We support continued enhancements to bus stops, including pedestrian crosswalks, adding shelters and sufficient lighting at the highest use stops; properly trimming landscaping at all Ride-On stops; adding trash cans at all stops; and adding benches at all stops.
- We support the continued expansion of Ride-On routes to the Lakeforest Transit Center and Shady Grove Metro.

MVF supports the transportation projects outlined in the 2016 Montgomery Village Master Plan, but wants to highlight the following projects that provide improved transportation alternatives and increased service to Montgomery Village residents.

1. **Improvements to I-270:** MVF supports the state's initiative to improve congestion and travel times on I-270 through lane redesign and widening, interchange improvements and other traffic control measures.
2. **Watkins Mill Road and Interchange:** MVF supports the full diamond interchange at I-270 and projects to improve traffic and pedestrian safety conditions, including continuing analysis of Watkins Mill Road to address increased traffic volume once the full Interchange becomes operational. This major new interchange will give motorists a new option when entering/exiting I-270, which will help disperse traffic along Montgomery Village Avenue. Any modifications to Watkins Mill Road should address improved traffic control and pedestrian safety, especially along the residential portion of Watkins Mill Road and in school zones.
3. **MD 118 Extended (Germantown Rd):** MVF supports the widening of MD 118 Extended up to a maximum of four (4) lanes plus turn lanes between the traffic circle

where Watkins Mill Road becomes MD 118 and MD 355. These improvements should be included in the county's CIP.

4. **Intersection of Montgomery Village Avenue and Lake Shore Drive Turn Lane Extension:** MVF supports the extension of the turn lane headed southbound and forcing a left turn movement onto Lake Shore Drive to allow more cars to stack up and make the turn without encroaching on the grass area, which is causing erosion and is unsightly.
5. **Goshen Road:** MVF supports the widening of Goshen Road to a maximum of four lanes in no more than and, where possible, less than a 91-foot maximum variable right-of-way. We ask that the county give special attention to areas throughout the length of the road where the new road position and its close proximity to residential areas have a continuing negative impact on homeowners, including the consideration of waivers of the new road code, where necessary.
6. **Corridor Cities Transitway:** MVF supports the current alignment of this major Bus Rapid Transit (BRT) system from the Shady Grove Metro north to Clarksburg. The CCT is a 15 mile project in Montgomery County, Maryland from the COMSAT facility near Clarksburg, Maryland to the Shady Grove Metro Station. The project has two phases. Phase I is 9 miles from Metropolitan Grove to Shady Grove. This Phase is actively underway and is currently proceeding with engineering and environmental analysis and is funded for formal environmental documentation, final design, and right-of-way acquisition. Phase II would be a future extension from Metropolitan Grove to the COMSAT facility near Clarksburg, and would be developed as land use matures and additional transportation funding becomes available.
7. **Bus Rapid Transit (BRT) on MD 355:** MVF supports BRT because it will provide important access for Montgomery Village residents to important employment centers in both northern and southern directions. As the upcounty continues to add population and density of homes, a broad range of transportation options will be even more critical. Maryland Department of Transportation (MDOT), in partnership with Montgomery County Department of Transportation (MCDOT), is planning the implementation of bus rapid transit (BRT) on Maryland 355 (MD 355). It spans from Clarksburg to Bethesda. Most of its alignment goes along MD 355 (North Frederick Road, Rockville Pike, and Wisconsin Ave). MD 355 is an activity center corridor planned for high level of development.
8. **M-83:** MVF supports alternatives 1 (No-Build), 2 (intersection improvements on MD 355 and pedestrian safety improvements on Midcounty Highway and Montgomery Village Avenue), and 5 (intersection improvements and addition of auxiliary lanes between select intersections on MD 355, as well as Bus Rapid Transit (BRT)). MVF opposes the construction of M-83 and recommends its removal from the Functional Master Plan of Highways. MVF specifically recommends against alternatives 4-modified and any and all alternatives of 8 and 9, including the parkway alternative (Alt 9A) from Clarksburg to Montgomery Village. Reasons for opposition include, but are not limited to: serious negative environmental impact, especially to wetlands, streams and forested areas; negative impact to the adjacent homes and Watkins Mill Elementary School, including noise, pollution, etc.; destruction of parkland and recreational facilities; and escalating costs.