

ID #	Commenter	Plan Page #	Date	Type	Facility Name	From (if applicable)	To (if applicable)	Subject	Comment	Response	Discussion / Recommendation
1	Pablo Collins	Appendix: B-28	2/8/2024, 9/10/2024	Road	Leland St	Bradley Blvd (MD 191)	Woodmont Ave	Street Classification Disagreement	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	No Action	Planning Staff recommends that the Planning Board take no action on the recommendation. A street classification issue is best handled by an area master plan when that plan is still in development. The Planning Board Draft of the Bethesda Downtown Plan Minor Master Plan Amendment, which includes Leland Street, was recently transmitted by the Planning Board to the County Council and the Council's public hearing on the plan is scheduled for February 26, 2025. In general, Planning Staff are supportive of the proposed street classification change for the 4800 block of Leland Street from Downtown Street to Neighborhood Street.
2	Darnestown Civic Association	Appendix: B-13	9/12/2024	Road	Darnestown Road (MD 28) westbound at Quince Orchard Road (MD 124)	Riffle Ford Rd	Muddy Branch Rd	Target Speeds Incorrect (Higher than Posted)	The posted speed on MD 28 is 30 mph, but the draft target speed is higher at 40 mph. The posted speed increases from 30 mph to 40 mph, but the proposed target speed on the whole segment is higher.	Agree	The target speed should be lowered to match the posted speed limit.
3	Darnestown Civic Association	Appendix: B-13	9/12/2024	Road	Darnestown Road (MD 28)	Suburban Boundary	Riffle Ford Rd	Target Speeds Concurrence	Just after the intersection (with Riffle Ford Road, going west) the draft target speed is lowered to 35 MPH. 35 MPH is a welcome reduction, as the road enters one, of the two, high injury network segments in Darnestown.	N/A	Thank you for your comment.
4	Darnestown Civic Association	Appendix: B-13	9/12/2024	Road	Darnestown Road (MD 28) from Seneca Road to Turkey Foot Road	Seneca Rd	Turkey Foot Rd	Target Speeds Incorrect (Higher than Posted)	The posted speed here is 30 mph, with a speed camera, but the draft target speed is higher at 35 mph; at some portions, 40 mph.	Agree	The target speed should be lowered to match the posted speed limit.
5	Darnestown Civic Association	105; Appendix: B-42	1/12/2024	Road	River Rd (MD 190)	Seneca Creek	Esworthy Rd	Target Speeds Disagreement	River Road from Seneca Creek to Seneca Road * Lots of drop-off shoulders or no shoulders * High bicycle use * Suggest 30 mph	Disagree	The target speed on River Road (MD 190) between the Seneca Creek and Esworthy Rd is currently recommended to be 40 mph, and the posted speed limit is 50 mph. This section of River Rd has more characteristics of a Country Connector, and the 40 mph target speed seems more realistic for this segment of road. Planning Staff recommend no changes be made to the master plan.
6	Darnestown Civic Association	105; Appendix: B-42	1/12/2024	Road	River Rd (MD 190)	Seneca Creek	Esworthy Rd	Target Speeds Disagreement	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) * Extensive crash history * Suggest 35 mph	Neutral	The reduction in posted speed suggested may be an appropriate speed reduction/safety treatment that MDOT SHA should consider. Planning Staff will forward this comment to MDOT SHA.
7	Darnestown Civic Association	105; Appendix: B-42	1/12/2024	Road	River Rd (MD 190)	Seneca Creek	Esworthy Rd	Target Speeds Concurrence	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	N/A	Thanks for the comment.
8	Darnestown Civic Association	82; Appendix: B-16	1/12/2024	Road	Esworthy Rd	River Rd	Seneca Rd	Target Speeds Concurrence	* Current posted 30 mph * MCDOT speed studies indicated speeding issues high enough to warrant speed humps * MCPD currently implementing speed cameras * Residents concerned about aggressive driving for decades * Difficult Muddy Branch Greenway Trail transition up from creek, across road at bottom of two hills, and then trail proceeds along road with no shoulder until heading back into park * Suggest Target Speed 30 mph	N/A	The current recommendation in the Master Plan of Highways and Transitways is for a target speed of 30 mph on Esworthy Rd between River Rd (MD 190) and Seneca Rd.

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9	Darnestown Civic Association	105; Appendix: B-45	1/12/2024	Road	Seneca Rd	River Rd	Darnestown Rd	Target Speeds Disagreement	Seneca Rd from MD 190 Junction to Exceptional Rustic Berryville Road * At MD 190 stop sign, end of MD112 * Extensive crash history * No Shoulders * Difficult transition for drivers turning o. exceptional rustic roads * Suggest 35 mph	Disagree	The target speed on Seneca Rd between Darnestown rd snd Berryville Rd is currently 40 mph, and the posted speed limit ranges from 40 to 45 mph. This section of Seneca Rd has more characteristics of a Country Connector, and the 40 mph target speed seems more realistic for this segment of road. Planning Staff recommend no changes be made to the master plan.
10	Darnestown Civic Association	105; Appendix: B-45	1/12/2024	Road	Seneca Rd	River Rd	Darnestown Rd	Target Speeds Concurrence	Seneca Rd from Exceptional Rustic Berryville Road to Esworthy Road * Summer Camp * No Shoulders * Limited sight lines and grades, * Suggest 40 mph	N/A	While target speeds can be lower than posted speed limits, they should not be higher than posted speed limits. The target speed on Seneca Rd between Berryville Rd and Esworthy Rd is currently 40 mph, and the posted speed limit ranges from 40 to 45 mph. Planning Staff recommend no changes be made to the Master Plan recommendations.
11	Darnestown Civic Association	105; Appendix: B-45	1/12/2024	Road	Seneca Rd	River Rd	Darnestown Rd	Target Speeds Disagreement	Seneca Road from Esworthy Road to Mockingbird Drive * Driveway counts increase * Multiple larger subdivision neighborhood streets * Suggest 35 mph	Disagree	The target speed on Seneca Rd between Esworthy Rd and Mickingbird Rd is currently 40 mph, and the posted speed limit ranges from 40 to 45 mph. While there are more driveways as noted in the comment, this section of Seneca Rd has more characteristics of a Country Connector, and the 40 mph target speed seems more realistic for this segment of road. Planning Staff recommend no changes be made to the master plan.
12	Darnestown Civic Association	105; Appendix: B-45	1/12/2024	Road	Seneca Rd	Mockingbird Dr	Darnestown Rd	Target Speeds Incorrect (Higher than Posted)	Seneca Rd from Mockingbird Drive to MD 28 Junction * Rural Community Civic and Commercial Core - places of worship, parks, retail, schools * Current speed 30 mph, suggest 25 mph	Agree	The target speed should be lowered to match the posted speed limit.
13	Darnestown Civic Association	74; Appendix: B-46	1/12/2024	Road	Spring Meadows Dr	Darnestown Rd	Seneca Rd	Target Speeds Concurrence	* 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	N/A	The recommended target speed on Spring Meadows Rd between Darnestown Rd and Seneca Rd is 25 mph, so the concern is addressed by the master plan recommendations. Planning Staff recommend no changes be made to the Master Plan recommendations.
14	Darnestown Civic Association	104; Appendix: B-21	1/12/2024	Road	Germantown Rd	Darnestown Rd	Great Seneca Creek (Southern Branch)	Target Speeds Disagreement	The posted speed is 30 mph.... with a speed camera and two schools, but the draft target speed is higher at 40 mph. Currently two distinct segments not one 40 mph downslope to Seneca Creek * No Shoulder * Multiple off-road parking spots for park access and a trail crossing * More 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	Agree	The target speed should be lowered to match the posted speed limit.
15	Darnestown Civic Association	97; Appendix: B-41	1/12/2024	Road	Riffle Ford Rd	Great Seneca Creek	700' north of Woodsboro Dr	Target Speeds Concurrence	* Agree with 35 mph	N/A	Thanks for the comment.
16	Darnestown Civic Association	84; Appendix: B-42	1/12/2024	Road	Riffle Ford Rd	700' north of Woodsboro Dr	220' east of Hallman Ct	Target Speeds Concurrence	* Parts of the segment are current posted 30 mph * Neighborhood entrances * Entertainment venue entrance (Smokey Glen Farm) * Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124 * Suggest 30 mph	N/A	The current recommendation in the Master Plan of Highways and Transitways is for a target speed of 30 mph on Riffle Ford Rd between Darnestown Rd (MD 28) and 700 ft north Woodsboro Rd.

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17	Darnestown Civic Association	84; Appendix: B-42	1/12/2024	Road	Riffle Ford Rd	220' east of Hallman Ct	Darnestown Rd	Target Speeds Concurrence	<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 * Limited sight lines * Suggest 30 mph 	N/A	The current recommendation in the Master Plan of Highways and Transitways is for a target speed of 30 mph on Riffle Ford Rd between Darnestown Rd (MD 28) and 700 ft north Woodsboro Rd.
18	Darnestown Civic Association	104; Appendix: B-13	1/12/2024	Road	Darnestown Rd	Whites Ferry Rd	Suburban Boundary	Target Speeds Disagreement	<p>Huge context changes, segment too long. Suggest Three Segments: Whites Ferry Rd to Germantown Road</p> <ul style="list-style-type: none"> * Park Entrance * Shoulder Parking * Entertainment Venue Entrance (Windridge Winery) * Two Rustic Road Terminations * High Injury Network segment * Agree with 40 mph with a change to 30 mph just before intersection at Germantown Road <p>Huge context changes, segment too long. Suggest Three Segments: Germantown Road to Darnestown Local Park</p> <ul style="list-style-type: none"> * Suggest 30 mph, Planning Predictive Analysis suggested 35 mph <p>Huge context changes, segment too long. Suggest Three Segments: Darnestown Local Park to Turkey Foot Road (at new mistakenly designated suburban boundary)</p> <ul style="list-style-type: none"> * Rural Community Civic and Commercial Core – places of worship, two local parks, retail, schools * Speed camera * At Turkey Foot Rustic Road a place of worship, early-school, elementary school in the southwest intersection quadrant, crosswalk, bus stops * Current speed 30 mph, suggest 25 mph 	Agree	The target speed should be lowered to match the posted speed limit.
19	Darnestown Civic Association	89; Appendix: B-13	1/12/2024	Road	Darnestown Rd	Suburban Boundary	Riffle Ford Rd	Target Speeds Incorrect (Higher than Posted)	<ul style="list-style-type: none"> Current posted 30 mph to just west of Chestnut Oak Drive, then 40 mph to Riffle Ford Road * High Injury Network segment * Speed camera * Shared shoulder use and passing of left turning vehicles creates hazardous conditions * Shoulders used for biking, walking, and rolling * Suggest 30 mph 	Agree	The target speed should be lowered to match the posted speed limit in the portion of the segment where it is not aligned (Suburban Boundary to Chestnut Oak Dr). There is no change recommended for the recommended target speed for the rest of the segment (Chestnut Oak Dr to Riffle Ford Rd).
20	Darnestown Civic Association	84; Appendix: B-48	1/12/2024	Road	Travilah Rd	Dufief Mill Rd	River Rd	Target Speeds Concurrence	<ul style="list-style-type: none"> * Current posted 30 mph * Speed camera * Roundabout * Lots of community entrances and driveways * Suggest 30 mph 	N/A	The recommended target speed in the area of concern is 30 mph, so the concern is addressed by the master plan recommendations.
21	Darnestown Civic Association	N/A	9/12/2024	Road	All	All	All	Requested Report Deliverables	We request a high resolution full view MPOHT Mapbook be made available.	N/A	Planning staff will prepare a full view MPOHT Mapbook and make this available on the Planning Department's MPOHT project page.
22	Darnestown Civic Association	N/A	9/12/2024	Area Type	Area type for parts of Darnestown changed from Country to Suburban			Area Types	We want to be on the record with concerns over parts of Darnestown being changed from Country to Suburban. We ask you to instruct staff to review how these areas became reclassified, and to work with the community and our Councilmembers to ensure these actions are in concert with community needs, our master plan, other countywide plans, and the new general plan.	Disagree	The changes in area type occurred as part of the 2023 Pedestrian Master Plan and were based on an extensive review of zoning and other land use determinants. Planning Staff recommend that area type changes be considered as part of future updates to the MPOHT.

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23	MC Department of Transportation (MCDOT)	Appendix: B-30, B-31	9/12/2024, 12/23/2024	Road	Mid County Hwy (Proposed)	Montgomery Village Ave	Ridge Rd	Highway Construction and Removal (M-83) - Against M-83	Remove M-83. We recommend the removal of the extension of M-83 (Midcounty Highway) between Montgomery Village Avenue and Ridge Road. We believe our ongoing investments in transit along MD 355, as well as other Corridor Connectors identified in the I-270 Corridor Forward Plan, all represent a more sustainable path forward for connecting the Clarksburg, Germantown, and Gaithersburg areas.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
24	MC Department of Transportation (MCDOT)	127; Appendix: A-1	9/12/2024	Growth Corridor	GROWTH CORRIDORS (General Comment)			Growth Corridors	GROWTH CORRIDORS: We support the intent of Growth Corridors to benefit transit ridership with more urban street layouts and denser blocks. However, Growth Corridors also risk penalizing upstream transit riders as their buses must stop at more of these denser intersections.	Agree with Modifications	The identification of the Growth Corridor Street type is a critical first step to advancing Growth Corridors as envisioned in Thrive Montgomery 2050. Planning Staff agrees that the Growth Corridor Street type should only be applied to locations that are also recommended to have moderate to high densities, as identified on pages 127-130 of the Public Hearing Draft of the MPOHT. Planning Staff will work with corridor master plan teams to ensure that this designation to appropriately applied.
25	MC Department of Transportation (MCDOT)	Appendix: B-36	9/12/2024	Road	Old Columbia Pike	Stewart Ln	Tech Rd	Travel Lane Reduction	OLD COLUMBIA PIKE: Consider reducing the number of planned lanes along Old Columbia Pike between Stewart Lane and Tech Road from 4 lanes to 2 lanes.	Disagree	While there are many new 4+ lane roads and road widenings recommended in the MPOHT, Planning Staff proposes to consider whether these new roads and road widenings should be retained as part of master plan amendment in the next few years and provide a robust opportunity for community engagement.
26	MC Department of Transportation (MCDOT)	Appendix: B-77	9/12/2024	Transitway	Red Line	All Segments	All Segments	Requested Report Deliverables	RAILWAY ROW, Red Line: Consider including rights-of-way along the CSX and Red Line corridors in the Appendix (p86). It can be difficult to assess right-of-way needs on developments alongside these corridors due to the inconsistent availability of this information.	Agree	Corridor Forward: the I-270 Transit Plan (2022) has two recommendations about the Brunswick Line on page 44: 1) Reserve and/or acquire through dedication 62 feet of space as measured from the outer southbound track of the existing CSX Brunswick Line along the Metropolitan Branch Subdivision. 2) Reserve and/or acquire through dedication 62 feet of space as measured from the outer southbound track of the existing CSX Brunswick Line along the Metropolitan Branch Subdivision. Planning Staff will update the appendix to reflect these recommendations.
27	MC Department of Transportation (MCDOT)	121; Appendix: B-61, B-62	9/12/2024	Transit Station	Following BRT Stations on MD-355: * Hubbard Drive * Shady Grove Road * Middlebrook Road * MD 118 * Shakespeare Boulevard * The Shops at Seneca Meadows * Ridge Road * West Old Baltimore Road * Little Seneca Parkway * Foreman Boulevard * Shawnee Lane * Redgrave Place			Transitway - MD 355	BRT: MD 355 North (p121) – We have an ongoing Facility Planning study looking at adding a reversible BRT lane along MD 355 north of Ridge Road. This draft MPOHT, however, shows all stations along MD 355 being eliminated in favor of a pair of stations along Snowden Farm Parkway. It may be premature to eliminate these stations before the Facility Planning study is completed.	Disagree	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown in the Public Hearing Draft on Table 16 on page 120 and Figure 17 on page 121. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a future master plan amendment to consider adding a transitway and transit stations into the Master Plan of Highways and Transitways.
28	MC Department of Transportation (MCDOT)	121; Appendix: B-62	9/12/2024	Transit Station	Following BRT Stations on MD-355: * Stringtown Rd / St. Clair Rd			Transitway - MD 355	BRT: MD 355 North (p121) – The station at Stringtown Rd / St. Clair Rd is currently expected to be a potential infill station. Removing it may make it difficult to add in the future.	Disagree	Planning Staff recommend no change as this station is not recommended to be removed from the MPOHT.

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29	MC Department of Transportation (MCDOT)	118-119; Appendix: B-68, B-69	9/12/2024	Transitway	White Oak to FDA	Lockwood Dr	Michelson Rd (FDA)	Transitway - White Oak to FDA	BRT: New Hampshire (p118-119) – The FDA-Lockwood Connector may be in one of several alignments. We are grateful to see this connection included in the master plan, but the narrative on p118 should note the other options.	Agree with Modifications	While Planning Staff believe that the FDA Connection alignment identified on page 119 is the best option at this time, we concur with MCDOT that there may be other options.
30	MC Department of Transportation (MCDOT)	124; Appendix: B-71, B-72, B-73	9/12/2024	Transitway	White Oak to FDA	Lockwood Dr	Michelson Rd (FDA)	Transitway - White Oak to FDA	BRT: US 29 (p124) – We do not currently expect a station at FDA as part of the US 29 BRT corridor.	Agree	We agree with removing this station as part of the US 29 BRT corridor.
31	Greater Colesville Citizens Association	N/A	9/12/2024	Area Type	Downtown and Town Center Boundaries			Area Types	The draft master plan makes reference to downtown and town center boundaries but does not specify where the boundaries are identified. The plan needs to identify where these locations are defined.	Disagree	Downtown and town center boundaries are shown in Appendix B-5: MPOHT Mapbook. These boundaries are not necessarily the same as Bicycle and Pedestrian Priority Area (BiPPA) boundaries. Area types were first established in the 2023 Pedestrian Master Plan and have been amended by subsequent master plans.
32	Greater Colesville Citizens Association	N/A	9/12/2024	Road	All Roads			Target Speeds Disagreement	We agree with reduced speed in downtowns and towns with higher density of development (and more walking, biking and vehicle turns) but not on the roads between these areas. Rather, we believe that reduced speeds between higher density areas will just cause people to ignore speed limits and increase reckless driving.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
33	Greater Colesville Citizens Association	N/A	9/12/2024	Transitway	All Transitways			Transitway - Other	Road congestion needs to be reduced to increase visibility and negate the need to speed. Improved transit use is the best tool for minimizing congestion, but funding for it is severely limited. The Planning Board needs to encourage the council to increase such funding for transit.	Agree	Thank you for your comment.
34	Greater Colesville Citizens Association	64; Appendix: B-33, B-34	9/12/2024	Road	New Hampshire Ave (MD 650)			Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for New Hampshire Ave.	N/A	
35	Greater Colesville Citizens Association	68; Appendix: B-44, B-46	9/12/2024	Road	Sandy Spring Rd, Spencerville Rd (MD 198)			Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for MD 198.	N/A	
36	Greater Colesville Citizens Association	71; Appendix: B-40, B-41	9/12/2024	Road	Randolph Rd			Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for Randolph Rd.	N/A	
37	Greater Colesville Citizens Association	Appendix: B-15	9/12/2024	Road	East Randolph Rd	Serpentine Way	Paint Branch/western plan boundary	Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for East Randolph Rd.	N/A	
38	Greater Colesville Citizens Association	87; Appendix: B-9	9/12/2024	Road	Cherry Hill Rd	Columbia Pike (US 29)	Prince George's County Line	Street Classification Disagreement	We agree with the designation of boulevard (multi lane) for Cherry Hill Rd.	Disagree	Cherry Hill Rd is a Downtown Boulevard, not a Boulevard.
39	Greater Colesville Citizens Association	Appendix: B-16	9/12/2024	Road	Fairland Rd	Musgrove Rd	Prince George's County Line	Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for Fairland Rd.	N/A	
40	Greater Colesville Citizens Association	88; Appendix: B-10, B-11	9/12/2024	Road	Colesville Rd (US 29)	Noyes Dr	Northwest Branch Stream Valley	Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for US 29 (south of New Hampshire Ave).	N/A	
41	Greater Colesville Citizens Association	95; Appendix: B-39	9/12/2024	Road	Powder Mill Rd	280' west of Green Forest dr	Prince George's County Line	Street Classification Concurrence	We agree with the designation of boulevard (multi lane) for Powder Mill Rd.	N/A	
42	Greater Colesville Citizens Association	57; Appendix: B-5	9/12/2024	Road	Bonifant Rd	Layhill Town Center Boundary	New Hampshire Ave (MD 650)	Street Classification Concurrence	We agree with the designation of area connector (longer travel distance and higher volume than neighborhood connector): Bonifant Rd.	N/A	

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43	Greater Colesville Citizens Association	Appendix: B-6	9/12/2024	Road	Briggs Chaney Rd (east of Old Columbia Pike)	Old Columbia Pike	Prince George's County Line	Street Classification Disagreement	We agree with the designation of area connector (longer travel distance and higher volume than neighborhood connector): Briggs Chaney Rd (east of Old Columbia Pike).	Disagree	No portion of Briggs Chaney Rd east of Old Columbia Pike is an Area Connector. Of the four segments, one is a Boulevard, and three are Town Center Boulevards.
44	Greater Colesville Citizens Association	59; Appendix: B-22	9/12/2024	Road	Greencastle Rd	Old Columbia Pike	Prince George's County Line	Street Classification Concurrence	We agree with the designation of area connector (longer travel distance and higher volume than neighborhood connector): Greencastle Rd.	N/A	
45	Greater Colesville Citizens Association	60; Appendix: B-26	9/12/2024	Road	Kemp Mill Rd	Randolph Rd	Arcola Ave	Street Classification Concurrence	We agree with the designation of area connector (longer travel distance and higher volume than neighborhood connector): Kemp Mill.	N/A	
46	Greater Colesville Citizens Association	41; Appendix: B-47	9/12/2024	Road	Stonegate Dr	New Hampshire Ave (MD 650)	Notley Rd	Street Classification Concurrence	We agree with the designation of neighborhood connector: Stonegate Dr.	N/A	
47	Greater Colesville Citizens Association	30; Appendix: B-7	9/12/2024	Road	Cannon Rd	New Hampshire Ave (MD 650)	Broadmore Rd	Street Classification Concurrence	We agree with the designation of neighborhood connector: Cannon Rd.	N/A	
48	Greater Colesville Citizens Association	42; Appendix: B-48	9/12/2024	Road	Tamarack Rd	Broadmore Rd	Fairland Rd	Street Classification Concurrence	We agree with the designation of neighborhood connector: Tamarack Rd.	N/A	
49	Greater Colesville Citizens Association	40; Appendix: B-45	9/12/2024	Road	Serpentine Way	East Randolph Rd	Fairland Rd	Street Classification Concurrence	We agree with the designation of neighborhood connector: Serpentine Way.	N/A	
50	Greater Colesville Citizens Association	81; Appendix: B-7	9/12/2024	Road	Calverton Blvd	Cherry Hill Rd	Prince George's County Line	Street Classification Disagreement	We agree with the designation of neighborhood connector: Calverton Blvd.	Disagree	Calverton Blvd is an Area Connector, not a Neighborhood Connector.
51	Greater Colesville Citizens Association	33; Appendix: B-22	9/12/2024	Road	Gracefield Rd	O'Fallon St	Cherry Hill Rd	Street Classification Concurrence	We agree with the designation of neighborhood connector: Gracefield Rd.	N/A	
52	Greater Colesville Citizens Association	38; Appendix: B-35	9/12/2024	Road	Notley Rd between New Hampshire Ave (MD 650) and Bonifant Rd	New Hampshire Ave (MD 650)	Bonifant Rd	Street Classification Disagreement	We disagree with the designation of neighborhood connector, where it should be area connector: Notley Rd.	Agree	Planning Staff recommends changing the street classification on Notley Road between New Hampshire Ave (MD 650) and Bonifant Rd from Neighborhood Connector to Area Connector. This road connects to New Hampshire Ave, a Boulevard, is lined with homes, does not have on-street parking and had an Annual Average Daily Traffic (AADT) of 4,805 vehicles in 2022, based on Maryland SHA estimates. The primary impact of this would be to increase the target speed from 20 mph to 25 mph.
53	Greater Colesville Citizens Association	38; Appendix: B-35	9/12/2024	Road	Notley Rd between Bonifant Rd and end of road	Bonifant Rd	end-of-road	Street Classification Disagreement	We disagree with the designation of neighborhood connector, where it should be area connector: Notley Rd.	Disagree	Notley Rd between Bonifant Rd and the end of the road to the north is recommended to be a Neighborhood Connector. This street classification is consistent with the context and surrounding land use. Currently, this section of Notley Rd carries less traffic than the southern section of Notley Rd to the south of Bonifant Rd, is lined with homes and one elementary school, and primarily serves neighborhood access only. Planning Staff recommend maintaining Notley Rd between Bonifant Rd and the End of the Road as a Neighborhood Connector.

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54	Greater Colesville Citizens Association	33; Appendix: B-22	9/12/2024	Road	Good Hope Rd	New Hampshire Ave (MD 650)	Briggs Chaney Rd	Street Classification Disagreement	We disagree with the designation of neighborhood connector, where it should be area connector: Good Hope Rd.	Agree	Planning Staff recommends changing the street classification on Good Hope Rd between New Hampshire Ave (MD 650) and Brigg Chaney Rd from Neighborhood Connector to Area Connector. Maryland SHA estimates a 2022 Annual Average Daily Traffic (AADT) of 8,815 vehicles. It connects two boulevards (New Hampshire Ave and Spencerville Rd), has no on-street parking and is lined by homes. The primary impact of this would be to increase the target speed from 20 mph to 25 mph.
55	Greater Colesville Citizens Association	Appendix: B-6	9/12/2024	Road	Briggs Chaney Rd (west of Old Columbia Pike)			Street Classification Concurrence	We disagree with the designation of neighborhood connector, where it should be area connector: Briggs Chaney (west of Old Columbia Pike).	N/A	
56	Greater Colesville Citizens Association	39; Appendix: B-38	9/12/2024	Road	Peach Orchard Rd between 65 feet south of Spencerville Rd to Briggs Chaney Rd	65' south of Spencerville Rd	Briggs Chaney Rd	Street Classification Disagreement	We disagree with the designation of neighborhood connector, where it should be area connector: Peach Orchard Rd.	Disagree	The recommended street classification is consistent with the context and surrounding land use. Planning Staff reviewed existing traffic volumes for Peach Orchard Rd. Maryland SHA estimates a 2022 Annual Average Daily Traffic (AADT) of 2,325 vehicles. Peach Orchard Rd has no on-street parking, is lined by homes, and trees and connects two boulevards (Spencerville Rd and Briggs Chaney Rd). Based primarily on the low AADT, Planning Staff recommends maintaining Peach Orchard Rd between Spencerville Rd and Briggs Chaney Rd as a Neighborhood Connector.
57	Greater Colesville Citizens Association	47; Appendix: B-3	9/12/2024	Road	Arcola Ave Between Georgia Ave (MD 97) and University Blvd	Georgia Ave	University Blvd	Street Classification Disagreement	We disagree with the designation of area connector, where it should be designated as boulevard: Arcola Ave.	Disagree	Arcola Ave between Georgia Ave and University Blvd is recommended to be an Area Connector, which is consistent with the context and surrounding land use. Arcola Avenue functions primarily as a two-lane street, providing a direct connection between Georgia Ave and University Boulevard (both state highways) and is not planned to be widened. Maryland SHA estimates a 2022 Annual Average Daily Traffic (AADT) of 15,075 vehicles. Arcola Avenue serves a major through street connection between Georgia Avenue (MD 97) and University Boulevard (MD193) through the Kemp Mill neighborhood. Its high daily traffic volume confirms its role as a connector street. Parking is provided intermittently along the street, but typically in a striped parking lane/shoulder. As it meets the definition of an Area Connector, Planning Staff recommend maintaining this street classification for Arcola Ave between Georgia Ave and University Blvd.
58	Greater Colesville Citizens Association	Appendix: B-3	9/12/2024	Road	Ashton Rd between New Hampshire Ave (MD 650) and Howard County line	New Hampshire Ave (MD 650)	Howard County line	Street Classification Disagreement	We disagree with the designation of area connector, where it should be designated as boulevard: Ashton Rd.	Disagree	The recommended street classification is consistent with the context and surrounding land use. Ashton Rd currently has two travel lanes and is not planned to be widened. As it meets the definition of a Country Connector, Planning Staff recommend maintaining this street classification for Ashton Rd between New Hampshire Ave and Howard County Line.
59	Greater Colesville Citizens Association	49; Appendix: B-6	9/12/2024	Road	Briggs Chaney Rd between New Hampshire Ave (MD 65) and Old Columbia Pike	New Hampshire Ave (MD 650)	Old Columbia Pike	Street Classification Disagreement	We disagree with the designation of area connector, where it should be designated as boulevard: Briggs Chaney Rd.	Disagree	The recommended street classification is consistent with the context and surrounding land use. Briggs Chaney Rd currently has two travel lanes and is not planned to be widened. As it meets the definition of an Area Connector, Planning Staff recommend maintaining this street classification for Briggs Chaney Rd between New Hampshire Ave and Old Columbia Pike.
60	Greater Colesville Citizens Association	55; Appendix: B-16	9/12/2024	Road	Fairland Rd between East Randolph Rd and Old Columbia Pike	East Randolph Rd	Old Columbia Pike	Street Classification Disagreement	We disagree with the designation of area connector, where it should be designated as boulevard: Fairland Rd.	Disagree	The recommended street classification is consistent with the context and surrounding land use. This street currently has two travel lanes and is not planned to be widened. As it meets the definition of an Area Connector, Planning Staff recommend maintaining this street classification for Fairland Rd between East Randolph Rd and Old Columbia Pike.
61	Greater Colesville Citizens Association	Appendix: B-27, B-28	9/12/2024	Road	Layhill Rd (MD 182)			Street Classification Concurrence	We disagree with the designation of area connector, where it should be designated as boulevard: Layhill Rd.	N/A	

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62	Greater Colesville Citizens Association	59; Appendix: B-22	9/12/2024	Road	Gracefield Service Rd between Gracefield Road and Prince George's County line	Gracefield Rd	Prince George's County Line	Street Classification Disagreement	We disagree with the designation of boulevard, where it should be neighborhood connector: Gracefield Service Rd (provides only access to Riderwood Village).	Disagree	Gracefield Service Rd between Gracefield Road and Prince George's County line is recommended to be a Boulevard. Boulevards are planned to have multiple travel lanes in each direction (4-6 lane streets). This street currently has two travel lanes but is planned to be expanded to four lanes. As it meets the definition of a Boulevard, Planning Staff recommend maintaining this street classification for Gracefield Service Rd between Gracefield Rd and Prince George's County Line. However, this classification should be reconsidered at a future date as part of a comprehensive MPOHT that reconsiders whether roadway widenings are still desirable.
63	Greater Colesville Citizens Association	30; Appendix: B-7	9/12/2024	Road	Cannon Rd between New Hampshire Ave (MD 650) and Broadmore Rd	New Hampshire Ave (MD 650)	Broadmore Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Cannon Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
64	Greater Colesville Citizens Association	33; Appendix: B-19	9/12/2024	Road	Galway Rd	Calverton Blvd	Fairland Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Galway Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
65	Greater Colesville Citizens Association	33; Appendix: B-22	9/12/2024	Road	Good Hope Rd	New Hampshire Ave (MD 650)	Spencerville Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Good Hope.	Agree	As discussed in Topic 2, Planning Staff recommend changing the street classification on Good Hope Rd from New Hampshire Ave (MD 650) to Briggs Chaney Rd to an Area Connector. If the Planning Board supports the change to the street classification, Planning Staff recommend that Good Hope Rd from New Hampshire Ave to Briggs Chaney Rd have a 25-mph target speed.
66	Greater Colesville Citizens Association	35; Appendix: B-25	9/12/2024	Road	Jackson Rd	New Hampshire Ave (MD 650)	Paint Branch Park	Target Speeds Disagreement	We disagree with lowering the speeds on Jackson Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
67	Greater Colesville Citizens Association	36; Appendix: B-28	9/12/2024	Road	Locksley Ln	Randolph Rd	Beaumont Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Locksley Ln.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
68	Greater Colesville Citizens Association	38; Appendix: B-35	9/12/2024	Road	Notley Rd	New Hampshire Ave (MD 650)	Bonifant Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Notley Rd (New Hampshire Ave to Bonifant Rd only - should be area connector).	Agree	As discussed in Topic 2, Planning Staff recommend changing the street classification on Notley Rd between New Hampshire Ave and Bonifant St to an Area Connector. If the Planning Board supports the change to the street classification, Planning Staff recommend that Notley Rd between New Hampshire Ave and Bonifant St have a 25-mph target speed.
69	Greater Colesville Citizens Association	38; Appendix: B-35	9/12/2024	Road	Notley Rd	Bonifant Rd	end-of-road	Target Speeds Disagreement	We disagree with lowering the speeds on Notley Rd (New Hampshire Ave to Bonifant Rd only - should be area connector).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
70	Greater Colesville Citizens Association	39; Appendix: B-38	9/12/2024	Road	Peach Orchard Rd	65' south of Spencerville	Briggs Chaney Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Peach Orchard Rd (should be area connector).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
71	Greater Colesville Citizens Association	40; Appendix: B-45	9/12/2024	Road	Serpentine Way	East Randolph Rd	Fairland Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Serpentine Way.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
72	Greater Colesville Citizens Association	41; Appendix: B-45	9/12/2024	Road	Shaw Ave	New Hampshire Ave (MD 650)	Springloch Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Shaw Ave.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
73	Greater Colesville Citizens Association	41; Appendix: B-46	9/12/2024	Road	Springloch Rd	Shaw Ave	Springtree Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Springlock Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.

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74	Greater Colesville Citizens Association	41; Appendix: B-47	9/12/2024	Road	Stonegate Dr	New Hampshire Ave (MD 650)	Notley Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Stonegate Dr.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
75	Greater Colesville Citizens Association	42; Appendix: B-48	9/12/2024	Road	Tamarack Rd	East Randolph Rd	Fairland Rd	Target Speeds Disagreement	We disagree with lowering the speeds on Tamarack Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
76	Greater Colesville Citizens Association	47; Appendix: B-3	9/12/2024	Road	Arcola Ave	Georgia Ave	University Blvd	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Arcola - east of Georgia (should be Boulevard).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
77	Greater Colesville Citizens Association	47; Appendix: B-3	9/12/2024	Road	Ashton Rd	Ashton Town Center Boundary	Howard County Line	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Ashton Rd/ MD 108 (should be Boulevard).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
78	Greater Colesville Citizens Association	49; Appendix: B-5	9/12/2024	Road	Bonifant Rd	Layhill Town Center Boundary	New Hampshire Ave (MD 650)	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Bonifant Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
79	Greater Colesville Citizens Association	49; Appendix: B-6	9/12/2024	Road	Briggs Chaney Rd	Gallaudet Ave	Old Columbia Pike	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Briggs Chaney. Two listings: Delete the Cloverly to Paint Branch item since Paint Branch is almost at New Hampshire Ave. It is already covered by NH to Cloverly Town Center entry. (should be a Boulevard)	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
80	Greater Colesville Citizens Association	67; Appendix: B-36	9/12/2024	Road	Old Columbia Pike	400 feet south of Edfinn Road	Spencerville Rd	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Burtonsville Blvd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
81	Greater Colesville Citizens Association	54; Appendix: B-14	9/12/2024	Road	Doctor Bird Rd (MD 182)	Olney-Sandy Spring Rd	Norwood Rd	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Dr Bird Rd (should be a county connector).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
82	Greater Colesville Citizens Association	55; Appendix: B-15	9/12/2024	Road	Ednor Rd	Norwood Rd	New Hampshire Ave (MD 650)	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Ednor Rd (should be a county connector).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
83	Greater Colesville Citizens Association	55; Appendix: B-16	9/12/2024	Road	Fairland Rd	Columbia Pike	Old Columbia Pike	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Fairland Rd (between US29 and Old Columbia Pike).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
84	Greater Colesville Citizens Association	55; Appendix: B-16	9/12/2024	Road	Fairland Rd	East Randolph Rd	Old Columbia Pike	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Fairland Rd (between Old Columbia Pike and E Randolph Rd - should be a Boulevard).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
85	Greater Colesville Citizens Association	60; Appendix: B-26	9/12/2024	Road	Kemp Mill Rd	Randolph Rd	Arcola Ave	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Kemp Mill Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
86	Greater Colesville Citizens Association	61; Appendix: B-27, B-28	9/12/2024	Road	Layhill Rd (MD 182)	Hathaway Dr	Glenallan Ave	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Layhill Rd between Hathaway Dr & Glenallan Ave.	Agree	There are two errors in this recommendation that need to be fixed. First, the street segment should end at Briggs Rd, not Glenallan Ave. Second, since Layhill Rd between Hathaway Dr and Briggs Rd is appropriately classified as a Boulevard, the target speed should be 35 mph, not 25 mph.
87	Greater Colesville Citizens Association	66; Appendix: B-35	9/12/2024	Road	Norwood Rd (MD 182)	Ednor Rd/Layhill Rd	Doctor Bird Rd	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Norwood Rd (should be a county connector).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.

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88	Greater Colesville Citizens Association	68; Appendix: B-37	9/12/2024	Road	Olney-Sandy Spring Rd (MD 108)	Doctor Bird Rd / Norwood Rd	Dominion Dr	Target Speeds Disagreement	Area Connectors: The existing speed limits should not be lowered to 25 on Olney/Sandy Spring Rd (Norwood Rd to Dominion Rd). Dr Bird Blvd needs to be removed from this description as it is a different location not on MD108.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
89	Greater Colesville Citizens Association	88; Appendix: B-11	9/12/2024	Road	Columbia Pike (US 29)	New Hampshire Ave (MD 650)	Burnt Mills Town Center	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on US29 between Burnt Mills and New Hampshire Ave. The speed limit changes to transition drivers from freeway speed and suburban speeds.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
90	Greater Colesville Citizens Association	88; Appendix: B-10, B-11	9/12/2024	Road	Colesville Rd (US 29) & Columbia Pike (US 29)	Timberwood Ave	Burnt Mills Town Center Boundary	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on US29 between Burnt Mills Town Center and Timberwood Ave.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
91	Greater Colesville Citizens Association	93-94; Appendix: B-33, B-34	9/12/2024	Road	New Hampshire Ave (MD 650)	Spencerville Rd (MD 198)	Oaklawn Dr	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on New Hampshire Ave.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
92	Greater Colesville Citizens Association	94; Appendix: B-35	9/12/2024	Road	Norwood Rd	New Hampshire Ave (MD 650)	Ednor Rd/Layhill Rd	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on Norwood Rd (New Hampshire to Ednor/Layhill, should be county connector north of MD198).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
93	Greater Colesville Citizens Association	96; Appendix: B-15	9/12/2024	Road	East Randolph Rd	Old Columbia Pike	New Hampshire Ave (MD 650)	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on E Randolph (Old Columbia Pike to New Hampshire).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
94	Greater Colesville Citizens Association	96; Appendix: B-40, B-41	9/12/2024	Road	Randolph Rd	New Hampshire Ave (MD 650)	Middlevale Rd	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on Randolph Rd.	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
95	Greater Colesville Citizens Association	98; Appendix: B-46	9/12/2024	Road	Spencerville Rd	Old Columbia Pike	New Hampshire Ave (MD 650)	Target Speeds Disagreement	The existing speed limits should not be lowered to 35 on Spencerville Rd (Old Columbia Pike to New Hampshire Ave).	Disagree	Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code.
96	Greater Colesville Citizens Association	110; Appendix: N/A	9/12/2024	Transitway	ICC	All Segments	All Segments	Transitway - Other	GCCA agrees with deleting the corridor on the ICC.	N/A	
97	Greater Colesville Citizens Association	116; Appendix: B-71, B-72, B-73	9/12/2024	Transitway	US 29 BRT – Castle Boulevard Extension	Briggs Chaney Rd	Castle Blvd	Transitway - Castle Blvd	We support adding the connection to Castle Blvd since it exists.	N/A	
98	Greater Colesville Citizens Association	118-119; Appendix: B-68, B-69	9/12/2024	Transitway	White Oak to FDA	Lockwood Dr	Michelson Rd (FDA)	Transitway - White Oak to FDA	We also support the proposed connection from Lockwood to the Federal Research Center, which DOT is now studying.	Neutral	
99	Greater Colesville Citizens Association	123; Appendix: B-58	9/12/2024	Transit Station	N/A			Transit Stations - US 29	We also agree with the BRT station changes along US29, except the one shown at Sligo Creek Pkwy which doesn't exist and needs to be removed.	Neutral	
100	Greater Colesville Citizens Association	124; Appendix: N/A	9/12/2024	Transit Station	Westover Elementary School			Transit Stations - US 29	In Figure 19, Westover ES is misplaced – it is not along US29.	Agree	We will correct this in the report and maps.

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101	Willco and affiliate (Washington Science Joint Venture)	Appendix: B-26	9/5/2024	Road	Josiah Henson Pkwy	East Jefferson St	Towne Rd	Street Classification Disagreement	Willco requests the segment of Josiah Henson Parkway (previously known as Montrose Parkway) from East Jefferson Street to Towne Road be reclassified from "Parkway" to "Downtown Boulevard".	Agree	The Public Hearing Draft of the MPOHT classifies Josiah Henson Parkway between East Jefferson St and Towne Rd as a Parkway, however, between Towne Rd and MD 355 it is classified as a Downtown Boulevard. Since the full extent of this road, between the western edge of Downtown White Flint and MD 355 is in the downtown, Planning Staff recommend revising the Public Hearing Draft of the MPOHT to designate Josiah Henson Pkwy between the western edge of Downtown White Flint and Towne Rd as a Downtown Boulevard, similar to the section between Towne Rd and MD 355. This designation can help to pull the downtown together. For the vision of a Downtown Boulevard to be fulfilled, future redevelopment will need to reorient land uses toward Josiah Henson Parkway to activate the street.
102	Greater Goshen Civic Association	81, 103; Appendix: B-6	9/12/2024	Road	Brink Road	Seneca Crossing Dr	Town of Laytonsville	Upcounty Road Capacity & Safety Issues	Brink Road was never intended to be an inter county connector.	Neutral	
103	Greater Goshen Civic Association	N/A	9/12/2024	Road	All planned roads in Upcounty			Highway Construction and Removal (M-83) - Pro M-83	We are against ANY planned road being removed from the Upcounty Master Plan.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
104	Greater Goshen Civic Association	103; Appendix: B-6	9/12/2024	Road	Brink Rd	Seneca Crossing Dr	Goshen Rd Extended	Target Speeds Incorrect (Higher than Posted)	Brink Road is a 35mph road with an astounding greater amount of accidents on it compared to the two similar surrounding roads. Raising it to 40 mph is creating an even larger death wish.	Agree	The target speed should be lowered to match the posted speed limit.
105	Greater Goshen Civic Association	N/A	9/12/2024	Road	Roads around Montgomery Village			Highway Construction and Removal (M-83) - Pro M-83	The Master Plan officiated new highways to carry the additional traffic from residences built in Montgomery Village, Germantown, and Clarksburg, but with the disastrous decision of the County Council to stop the implementation of these roads, our community roads have now become overexhausted with traffic.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
106	Greater Goshen Civic Association	103; Appendix: B-6	9/12/2024	Road	Brink Rd (at Wildcat Rd)	Seneca Crossing Dr	Midcounty Hwy	Upcounty Road Capacity & Safety Issues	The county owns all the land at the Wildcat intersection. We have requested a roundabout there for the safety of the residents and cemetery visitors as well as Butler's Orchard patrons but have been denied.	Neutral	This operational concern/comment will be referred to the Montgomery County Department of Transportation.
107	Greater Goshen Civic Association	103; Appendix: B-6	9/12/2024	Road	Brink Rd	Seneca Crossing Dr	Town of Laytonsville	Upcounty Road Capacity & Safety Issues	We have been on the list for speed cameras yet no one can tell us when they will be installed, even if they'll be installed. There is constant drag racing at all hours with no policing.	N/A	Comment will be relayed to MCDOT and the Montgomery County Police Department.
108	Greater Goshen Civic Association	103; Appendix: B-6	9/12/2024	Road	Brink Rd (at Wightman Rd)	Midcounty Hwy	Goshen Rd Extended	Upcounty Road Capacity & Safety Issues	The three way stop at Wightman and Brink needs a traffic light WITH cameras.	N/A	This comment will be referred to the Montgomery County Department of Transportation.
109	Greater Goshen Civic Association	Appendix: B-6	9/12/2024	Road	Brink Rd	Seneca Crossing Dr	Town of Laytonsville	Upcounty Road Capacity & Safety Issues	Tractor trailers and large trucks need to be restricted on this road.	N/A	This comment will be referred to the Montgomery County Department of Transportation.

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110	Greater Goshen Civic Association	Appendix: B-52	9/12/2024	Road	Wightman Rd	Brink Rd	Goshen Rd	Upcounty Road Capacity & Safety Issues	Tractor trailers and large trucks need to be restricted on this road.	N/A	This comment will be referred to the Montgomery County Department of Transportation.
111	Montgomery County Sierra Club	Appendix: B-30, B-31	4/3/2024, 9/12/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
112	Christel Bivens	Appendix: B-30, B-31	9/12/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The lacking road infrastructure which was supposed to be built to ACCOMMODATE the new development in Clarksburg and surrounding areas has not been attended to by Planners but instead put on the back burner, forgotten.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
113	Christel Bivens	81, 103; Appendix: B-6	9/12/2024	Road	Brink Rd	Frederick Rd (MD 355)	Town of Laytonsville	Upcounty Road Capacity & Safety Issues	So, why is Brink Rd overrun with traffic? M-83 was never built. The only road that connects Montgomery Village to Germantown and Clarksburg is Brink Rd out of default. This was NOT THE PLAN in the Master Plan. M-83 was supposed to be the infrastructure put in place in which to develop.	Neutral	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
114	Christel Bivens	77; Appendix: B-52	9/12/2024	Road	Wightman Rd	Brink Rd	Goshen Rd	Upcounty Road Capacity & Safety Issues	So, why is Wightman Rd overrun with traffic? M-83 was never built. The only road that connects Montgomery Village to Germantown and Clarksburg is Brink Rd out of default. This was NOT THE PLAN in the Master Plan. M-83 was supposed to be the infrastructure put in place in which to develop.	Neutral	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
115	Jill Groce	Appendix: B-30, B-31	9/10/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I live about 100 ft from the M-83 route, in Walker's Choice/Normandie II. A family next door plays joyfully with their children in that space. Another neighbor sits on her porch chatting with her extended family. The woods is thick; the deer and rabbits and groundhogs live happily there. Please get this monstrosity out of the planning documents. Thank you.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
116	Ann Smith	73; Appendix: B-46	9/10/2024	Road	Snowden Farm Pkwy (Proposed)	Woodcrest Manor Way	Clarksburg Rd	Highway Construction and Removal (M-83) - Against M-83	I believe that the Department of Transportation at this time would benefit from the removal of this road extension completely. The difficulty to make a practicable alternative out of the Most environmentally damaging alternative, and have it approved by the EPA is difficult because LEDPA was not chosen.	Neutral	Transit was studied in significant detail in the 2017 Supplemental Study of M-83, leading to a preferred alternative with BRT on MD 355, No M-83 and Alt2/5 Improvements on MD 355.

ID #	Commenter	Plan Page #	Date	Type	Facility Name	From (if applicable)	To (if applicable)	Subject	Comment	Response	Discussion / Recommendation
117	Dayspring Church Earth Ministry	Appendix: B-30, B-31	9/10/2024, 9/12/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, that runs directly through the forest that borders Dayspring. If this plan were to be put into effect, it would destroy the untouched mature forest and wild environment here in a way that cannot be reversed. It would destroy the sanctuary that is Dayspring, that is this cherished touchpoint into rest and reset in nature for so many.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
118	Deborah Sarabia	Appendix: B-14	9/10/2024, 9/12/2024	Road	Dorsey Mill Rd (Proposed)	Century Blvd	Milestone Center Dr	Highway Construction and Removal (Not M-83) - Against Build	Dorsey Mill Road Bridge is a I-270 overpass, road widening and transit station project that should be removed. It is 4-lane, 150-foot ROW, 330-foot long project designed to serve housing developers. It would remove 3-4 acres of forest and open space. A cemetery would even have to be moved.	Disagree	This connection was reaffirmed by the County Council as part of 2022 Corridor Forward: The I-270 Plan.
119	Deborah Sarabia	83, 94-95; Appendix: B-35, B-36	9/10/2024, 9/12/2024	Road	Observation Dr Extended	Little Seneca Creek	Frederick Rd (MD 355)	Highway Construction and Removal (Not M-83) - Against Build	Proposed Observation Drive Extended should be revised and/or removed. The proposed 4-lane divided highways have a minimum 150 foot ROW and a Limit of Disturbance up to 250 feet wide and would bring traffic noise, light pollution, road salt pollution, and trash. The roads would run through mature hardwood upland and bottomland Priority 1 forests, North Germantown Greenway Park, wetlands, floodplains, FIDS bird habitat, conservation easements, historic and archaeological sites, 25% steep slopes and across Little Seneca Creek.	Disagree	The future of Observation Drive Extended should be deferred to the Clarksburg Gateway Sector Plan.
120	Deborah Sarabia	61, 92; Appendix: B-28	9/10/2024, 9/12/2024	Road	Little Seneca Pkwy Extended	A-307 (Proposed)	Fairgarden Ln	Highway Construction and Removal (Not M-83) - Against Build	Proposed Little Seneca Parkway extended should be revised and/or removed. The proposed 4-lane divided highways have a minimum 150 foot ROW and a Limit of Disturbance up to 250 feet wide and would bring traffic noise, light pollution, road salt pollution, and trash. The roads would run through mature hardwood upland and bottomland Priority 1 forests, North Germantown Greenway Park, wetlands, floodplains, FIDS bird habitat, conservation easements, historic and archaeological sites, 25% steep slopes and across Little Seneca Creek.	Disagree	The future of Little Seneca Parkway Extended should be deferred to the Clarksburg Gateway Sector Plan.
121	Deborah Sarabia	Appendix: B-30, B-31	9/10/2024, 9/12/2024, 11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It is obsolete and should be removed from the MPOHT.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
122	Deborah Sarabia	Appendix: B-41, B-42	9/10/2024, 9/12/2024	Road	Riffle Ford Rd	Great Seneca Creek	Darnestown Rd (MD28)	Travel Lane Reduction	I support SCWP's comments to not widen Riffle Ford Road.	Disagree	While there are many new 4+ lane roads and road widenings recommended in the MPOHT, Planning Staff proposes to consider whether these new roads and road widenings should be retained as part of master plan amendment in the next few years and provide a robust opportunity for community engagement.
123	Deborah Sarabia	72; Appendix: B-43	9/10/2024, 9/12/2024	Road	Roberts Tavern Dr (extended)	New Cut Rd Extended	Observation Dr Extended (A-19)	Highway Construction and Removal (Not M-83) - Against Build	I support Planning Dept's suggested removal of Roberts Tavern Drive. These unnecessary 4-lane highways would run through forest, wetlands, forests, streams, and steep slopes and not provide any meaningful benefits.	Disagree	The future of Roberts Tavern Drive should be deferred to the Clarksburg Gateway Sector Plan.
124	Deborah Sarabia	95-96; Appendix: B-39	9/10/2024, 9/12/2024	Road	Proposed 355 Bypass (Potential Alternative)	Observation Dr Extended	Roberts Tavern Dr	Highway Construction and Removal (Not M-83) - Against Build	I support Planning Dept's suggested removal of 355 Clarksburg Bypass. These unnecessary 4-lane highways would run through forest, wetlands, forests, streams, and steep slopes and not provide any meaningful benefits.	Disagree	The future of the MD 355 Clarksburg Bypass should be deferred to the Clarksburg Gateway Sector Plan.

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125	Howard County Department of Planning and Zoning	116; Appendix: B-71, B-72, B-73	9/3/2024	Transitway	US 29 BRT – Castle Boulevard Extension	Briggs Chaney Rd	Castle Blvd	Transitway - Castle Blvd	Howard County supports adding Castle Boulevard between Briggs Chaney Road and Spring Club Place as a transitway.	N/A	Thank you for your comment.
126	Howard County Department of Planning and Zoning	N/A	9/3/2024	Road	All roads that cross between Montgomery County and Howard County			Target Speeds Concurrence	Howard County has reviewed the proposed target speed assignments for roads that cross between Howard and Montgomery Counties and does not see any significant issues with the proposed target speeds and existing limits for sections in Howard County.	N/A	Thank you for your comment.
127	Edna Miller	Appendix: B-30, B-31	9/6/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The proposed M-83 highway in the MPOHT, would turn Montgomery Village Avenue, a main access to Montgomery Village, into another traffic signal bottleneck.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
128	Climate Coalition Montgomery County	Appendix: B-30, B-31	9/10/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Removal of proposed M83 highway is a crucial step toward achievement of our Greenhouse Gas (GHG) reduction and transit commitments, and is necessary to protect residents from air pollution, flooding, and heat emergencies already on the rise.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
129	TAME Coalition	Appendix: B-30, B-31	8/26/2024, 9/12/2024, 9/26/2024, 11/14/2024, 1/9/2025		Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Thousands of people and hundreds of properties abut the alignment of the proposed M83 highway. Thousands more depend on the forestlands threatened by M83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
130	Jessica Coleman	Appendix: B-30, B-31	9/7/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I have hiked sections of the proposed M83 alignment in Germantown. Our climate crisis demands that we retain carbon-sequestering forests and wetlands---and not replace them with M83 highway. Stewardship of our public parks and open spaces mandates retention of these public amenities and resources---not destroying and diminishing them with M83 highway.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
131	Cherrywood Homeowners Association	57-58, 82, 89-90, 104; Appendix: B-19	9/9/2024	Road	Georgia Ave (MD 97)	Aspen Hill Road	Howard County Line	Target Speeds Disagreement	We are especially alarmed at another effort to lower speed limits on MD 97, a north-south commuter roadway that completely crosses the State of Maryland.	Disagree	Target speed is a long-range goal that is appropriate for this street. The County Council has endorsed default target speeds for each classified street in the county code. Within this long segment, MD 97 operates for sections as a Boulevard, sections as a Town Center Boulevard, sections as an Area Connector, and the final section north of Brookville as a Country Connector. The default target speeds for these streets are: 35 mph for Boulevards, 25 mph for Town Center Boulevards, 25 mph for Area Connectors, and 40 mph for Country Connectors. Planning Staff recommend no changes be made to the master plan.

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132	Cherrywood Homeowners Association	N/A	9/9/2024	Road	All roads			Travel Lane Reduction	In short, we find the work that you are doing on our roadways to be alarming! 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.	Disagree	Thank you for your comment. Many of the actions noted are master planned or guided by M-NCPPC and Montgomery County approved policies, including Thrive Montgomery 2050, the Bicycle Master Plan, and the Complete Streets Design Guide. MCDOT is the agency responsible for maintaining and implementing transportation improvements on county streets.
133	Cherrywood Homeowners Association	Appendix: B-5	9/9/2024	Road	Bowie Mill Rd			Bike Lanes	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!	N/A	This comment is outside the scope of work of the Master Plan of Highways and Transitways. That said, MCDOT is required to obtain a Park Construction Permit for any work impacting M-NCPPC parkland. Mitigation of tree and habitat loss are required actions of that permit process.
134	Cherrywood Homeowners Association	89-90; Appendix: B-19	9/9/2024	Road	Georgia Ave (MD 97)	Aspen Hill Town Center Boundary	Old Baltimore Rd	Target Speeds Disagreement	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.	Disagree	Target speed is a long-range goal that is appropriate for this street. The County Council has endorsed default target speeds for each classified street in the county code. Within this long segment, MD 97 operates for sections as a Boulevard, sections as a Town Center Boulevard, sections as an Area Connector, and the final section north of Brookville as a Country Connector. The default target speeds for these streets are: 35 mph for Boulevards, 25 mph for Town Center Boulevards, 25 mph for Area Connectors, and 40 mph for Country Connectors. Planning Staff recommend no changes be made to the master plan.
135	Cherrywood Homeowners Association	67; Appendix: B-36	9/9/2024	Road	Old Baltimore Rd	Georgia Ave	Olney-Laytonsville Rd	Target Speeds Disagreement	We also find obnoxious plans to reduce the speed limit to 25 MPH on Old Baltimore Road.	Disagree	Target speed is a long-range goal that is appropriate for this street. The County Council has endorsed default target speeds for each classified street in the county code and for an Area Connector, the default target speed for this street classification is 25 mph. Planning Staff recommend no changes to the master plan.
136	Cherrywood Homeowners Association	60; Appendix: B-24	9/9/2024	Road	Hines Rd	Georgia Ave	Cashell Rd	Target Speeds Disagreement	We also find obnoxious plans to reduce the speed limit to 25 MPH on Hines Road.	Disagree	Target speed is a long-range goal that is appropriate for this street. The County Council has endorsed default target speeds for each classified street in the county code and for a Neighborhood Connector, the default target speed for this street classification is 20 mph. Planning Staff recommend no changes be made to the master plan.
137	Cherrywood Homeowners Association	51; Appendix: B-8	9/9/2024	Road	Cashell Rd	Emory Ln	Bowie Mill Rd	Target Speeds Disagreement	We also find obnoxious plans to reduce the speed limit to 25 MPH on Cashell Road.	Disagree	Target speed is a long-range goal that is appropriate for this street. The County Council has endorsed default target speeds for each classified street in the county code and for an Area Connector, the default target speed for this street classification is 25 mph. Planning Staff recommend no changes to the master plan.
138	Cherrywood Homeowners Association	49; Appendix: B-5	9/9/2024	Road	Bowie Mill Rd	North Branch of Rock Creek	Olney-Laytonsville Rd	Target Speeds Disagreement	We also find obnoxious plans to reduce the speed limit to 25 MPH on Bowie Mill Road.	Disagree	Target speed is a long-range goal that is appropriate for this street. The County Council has endorsed default target speeds for each classified street in the county code and for an Area Connector, the default target speed for this street classification is 25 mph. Planning Staff recommend no changes to the master plan.
139	Kathleen Bender	Appendix: B-30, B-31	9/10/2024, 9/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I ask the Board to recommit to innovative, climate-conscious strategies that improve the quality of life for all residents by prioritizing affordable housing near transit and making our communities more walkable.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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140	Charlie Challstrom	43; Appendix: B-50	9/8/2024	Road	Washington Grove Ln	Daylily Ln (Gaithersburg City Limits)	Mineral Springs Ln	Report Inaccuracies	Please note and correct the reference to "city limits" in the top entry on Page 43 in Table 9 of the Public Hearing Draft. The notation "Gaithersburg" should be corrected to "Washington Grove".	Agree	Thank you for your feedback, we will correct this segment in the appendix.
141	Tim Goodfellow	Appendix: B-31	9/7/2024	Road	Mid County Hwy (Proposed)	Watkins Meadow Dr	Ridge Rd	Report Inaccuracies	The segment of Midcounty Highway Extended (Proposed) listed as 'Watkins Meadow Drive to Ridge Road' is not within the Montgomery Village Master Plan as shown on the MPOHT Classification Table. This section of Midcounty Highway Extended (Proposed) is within the Clarksburg Master Plan & Hyattstown Special Study Area.	Agree	Thank you for your feedback, we will correct this segment in the appendix.
142	Tim Goodfellow	Appendix: B-30	9/7/2024	Road	Mid County Hwy (Proposed)	650' west of Watkins Mill Rd	Watkins Meadow Dr	Report Inaccuracies	The segment of Midcounty Highway Extended (Proposed) listed as '650 feet west of Watkins Mill Road to Watkins Meadow Road' is partly within the Montgomery Village Master Plan (as shown on the MPOHT Classification Table), but also within the Germantown Master Plan and the Gaithersburg Vicinity Master Plan.	Agree	Thank you for your feedback, we will correct this segment in the appendix.
143	Tim Goodfellow	120; Appendix: B-66, B-67	9/8/2024	Transitway	MD 355 BRT Relocation			Transitway - MD 355	The proposed MD 355 BRT route makes an inefficient, substitute diversion onto MD 27, Ridge Road to Snowden Farm Parkway. MD 355 BRT must remain on MD 355 all the way to Stringtown Road.	Neutral	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown on Table 16, page 120. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a master plan amendment to consider this change.
144	Tim Goodfellow	120; Appendix: N/A	9/8/2024	Transit Station	West Old Baltimore Road			Transit Stations - MD 355	With a revised MD 355 BRT route, the West Old Baltimore Road station needs to remain in the MPOHT.	Disagree	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown in the Public Hearing Draft on Table 16 on page 120 and Figure 17 on page 121. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a future master plan amendment to consider adding a transitway and transit stations into the Master Plan of Highways and Transitways.
145	Tim Goodfellow	120; Appendix: N/A	9/8/2024	Transit Station	Little Seneca Parkway			Transit Stations - MD 355	With a revised MD 355 BRT route, the Little Seneca Parkway station needs to remain in the MPOHT.	Disagree	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown in the Public Hearing Draft on Table 16 on page 120 and Figure 17 on page 121. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a future master plan amendment to consider adding a transitway and transit stations into the Master Plan of Highways and Transitways.
146	Tim Goodfellow	120; Appendix: N/A	9/8/2024	Transit Station	Foreman Boulevard			Transit Stations - MD 355	With a revised MD 355 BRT route, the Foreman Boulevard station needs to remain in the MPOHT.	Disagree	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown in the Public Hearing Draft on Table 16 on page 120 and Figure 17 on page 121. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a future master plan amendment to consider adding a transitway and transit stations into the Master Plan of Highways and Transitways.
147	Tim Goodfellow	120; Appendix: N/A	9/8/2024	Transit Station	Shawnee Lane			Transit Stations - MD 355	With a revised MD 355 BRT route, the Shawnee Lane station needs to remain in the MPOHT.	Disagree	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown in the Public Hearing Draft on Table 16 on page 120 and Figure 17 on page 121. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a future master plan amendment to consider adding a transitway and transit stations into the Master Plan of Highways and Transitways.

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148	Nadjwa Hassan	Appendix: B-30, B-31	9/8/2024, 9/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I don't want the trees to be cut down, and the birds and animals to be killed for a big highway to be built. We need more buses to take us to work and shop to buy food and clothes. I'm not for building this M83, and it should be removed from ever being built.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
149	Seneca Creek Watershed Partners	Appendix: B-30, B-31	5/17/2024, 9/12/2024, 11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The high drainage density and extensive wetlands of the Seneca Creek watershed make it an inappropriate location for new roads. The 5-mile M83 ROW goes through some of our watershed's best old forests, streams, wetlands, floodplains, public lands, and the visionary Agricultural Reserve.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
150	Seneca Creek Watershed Partners	Appendix: B-41, B-42	9/12/2024	Road	Riffle Ford Rd	Great Seneca Creek	Darnestown Rd (MD28)	Travel Lane Reduction	Opposition to proposed expansion from two to four lanes. Comments specifically note loss of recreational opportunities, environmental degradation, and safety issues.	Disagree	While there are many new 4+ lane roads and road widenings recommended in the MPOHT, Planning Staff proposes to consider whether these new roads and road widenings should be retained as part of master plan amendment in the next few years and provide a robust opportunity for community engagement.
151	Montgomery Village Foundation	Appendix: B-30, B-31	1/26/2023, 11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
152	Montgomery Village Foundation	Appendix: B-18, B-19	1/26/2023	Road	Frederick Rd (MD 355)	Roberts Tavern Dr	270 feet north of N. Campus Dr/Southern Plan Boundary	Upcounty Road Capacity & Safety Issues	Montgomery Village Foundation, Inc. supports intersection improvements on MD 35 and intersection improvements and addition of auxiliary lanes between select intersections on MD 355.	N/A	This comment will be referred to the Montgomery County Department of Transportation.
153	Montgomery Village Foundation	Appendix: B-30	1/26/2023	Road	Mid County Hwy	Montgomery Village Ave	Shady Grove Rd	Upcounty Road Capacity & Safety Issues	Montgomery Village Foundation, Inc. supports pedestrian safety improvements on Midcounty Highway.	N/A	This comment will be referred to the Montgomery County Department of Transportation.
154	Montgomery Village Foundation	Appendix: B-31	1/26/2023	Road	Montgomery Village Ave	Gaithersburg City Limits (830' south of Lost Knife Rd)	Wightman Rd	Upcounty Road Capacity & Safety Issues	Montgomery Village Foundation, Inc. supports pedestrian safety improvements on Montgomery Village Avenue.	N/A	This comment will be referred to the Montgomery County Department of Transportation.
155	Montgomery Village Foundation	N/A	1/26/2023	Transitway, Transit Station	Ride On and BRT routes in Montgomery Village			Transitway - Other	Montgomery Village Foundation, Inc. supports increased Ride On service; and Bus Rapid Transit (BRT).	Neutral	This comment will be referred to the Montgomery County Department of Transportation.
156	Muddy Branch Alliance	Appendix: B-30, B-31	7/1/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would create more impervious surface in our community. Water would run rapidly off the roadway, picking up contaminants along the way and lowering the overall quality of our source water. Worse yet, construction of M83 would destroy existing forests and wetlands, which serve to improve the health of our water sources.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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157	The Church of the Saviour	Appendix: B-30, B-31	5/23/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Building a highway would completely disrupt the purpose of this retreat center (Dayspring), and new saplings could never replace old growth. People should not be afraid of living differently and using public transit.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
158	Action Committee for Transit	Appendix: B-30, B-31	6/10/2024, 9/12/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Even according to MCDOT's own study in February 2017, M83 is the worst option for mobility, the environment, and traffic in the M83 study area. M83 would increase driving and vehicle miles traveled, reduce transit mode share, and increase car travel time.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
159	Eileen Finnegan	Appendix: B-16	9/24/2024	Road	Elton Rd	Avenel Gardens Ln	Montgomery-Prince Georges County Line	Street Classification Disagreement	Please update this segment of Elton Road in the 2024 Master Plan of Highways. The correction should confirm the 50' r-o-w and use as a "neighborhood yield street", or simply removed from the list.	Agree with Modifications	Elton St between Avenel Garden Ln and the Prince George's County is a 150 feet-long street segment that is currently recommended to be a Neighborhood Connector. The street does not have a master plan designation in the Prince George's County Master Plan of Transportation. Planning Staff agree that this street segment is a Neighborhood Street due to its narrow right-of-way and lack of a designation in Prince George's County and therefore that it should be removed from the MPOHT.
160	County Executive	Appendix: B-30, B-31	9/10/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 to show clarity in transit planning and investment.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
161	Diane Cameron (Testifying as Individual)	Appendix: B-30, B-31	9/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 in its entirety for the purposes of pedestrian safety and social housing.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
162	Tim Goodfellow	Appendix: B-30, B-31	9/12/2024, 1/9/2025, 1/20/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 in its entirety for the purposes of smart planning, protecting neighborhoods, and stewarding public parkland.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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163	Jake Goodman	Appendix: B-30, B-31	9/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purposes of avoiding environmental destruction and avoiding bisecting low-income communities.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
164	Jake Goodman	110; Appendix: N/A	9/12/2024	Transitway	Metro Access Road (Shady Grove)			Transitway Removals	Any plan to remove transitways should be reconsidered (Metro Access Rd - Shady Grove).	Disagree	Planning Staff consulted with MCDOT and there is a consensus that these transitways are no longer realistic or needed.
165	Jake Goodman	110; Appendix: N/A	9/12/2024	Transitway	North Bethesda – Tuckerman Lane Alternate Route			Transitway Removals	Any plan to remove transitways should be reconsidered (North Bethesda – Tuckerman Lane Alternate Route).	Disagree	The 2013 Countywide Transit Corridors Functional Master Plan identified two alternative alignments for the North Bethesda Transitway: via Old Georgetown Road to the North Bethesda Metrorail station OR via Tuckerman Lane to the Grosvenor Metrorail station. MCDOT and Planning Staff agree that designating a transitway via Old Georgetown Road is preferable. However, removing the Tuckerman Lane alternative does not mean that buses won't be able to travel on Tuckerman Lane to the Grosvenor Metrorail station. Rather, it means that this connection will not have a dedicated transitway.
166	Jake Goodman	110; Appendix: N/A	9/12/2024	Transitway	Intercounty Connector (ICC)			Transitway Removals	Any plan to remove transitways should be reconsidered. The idea that the ICC is only for cars should not be continued into the future.	Disagree	Planning Staff consulted with MCDOT and there is consensus that this transitway is no longer realistic or needed. Whether the ICC Transitway is removed from the master plan has no bearing on whether transit vehicles will be able to use the freeway. The purpose of designating a transitway is to improve travel times and reliability. The ICC does not need to be designated as a transitway as its tolling mechanism is designed to always achieve free flow travel speeds.
167	Judith Schlecht	Appendix: B-30, B-31	9/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
168	Coalition for Smarter Growth	Appendix: B-30, B-31	10/3/2024, 11/14/2024, 11/27/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Building an environmentally destructive highway is not smart growth. It goes against best practices to relieve traffic. A new or expanded road will not fix things--the temporary traffic relief is eaten up within years as more people decide to take more car trips.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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169	Deborah D'Attilio	Appendix: B-30, B-31	10/8/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. This portion of road is vital to upcountry residents who have to fight unacceptable levels of traffic during commute times.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
170	Madeleine C Engel	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
171	Deepak Somarajan	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
172	Praveen Patel	Appendix: B-30, B-31	10/13/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
173	Anand Iyer	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
174	Prasad Tippa	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Midcounty Highway would play a critical role in reducing congestion and provide direct access to Shady Grove, rather than clogging I-270. Removing sections of M-83 will adversely impact the quality of life for current and future Clarksburg residents.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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175	Ann-Marie Young	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
176	Manish Khare	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
177	Gurpreet Kaler	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
178	Ujwal Nagu	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
179	Thilak Thandapani	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
180	Sasisekhar Bennuru	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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181	Ravi Rengaramanujam	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
182	Nita Patel and Kirit Patel	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
183	Preethi Sudha	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
184	Harikumar Gadde	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
185	Jeya Dhanaraj Anandhan	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
186	Chris Kelly	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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187	Divyesh Kukadiya	Appendix: B-30, B-31	10/13/2024, 1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
188	Surya Tammera	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
189	Irfanul Haq	Appendix: B-30, B-31	10/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
190	Siva Reddy, Bindu Tupakula, Yogith Tupakula, Saahith Tupakula	Appendix: B-30, B-31	10/14/2024, 11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
191	Krupal Chukka	Appendix: B-30, B-31	10/14/2024, 11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
192	Santhosh Shetty	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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193	Stephanie Loving-Jones	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
194	Jaya Pandey	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
195	Supriya Pandu	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
196	Srinivasa Putta	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
197	Paresh Patel	Appendix: B-30, B-31	10/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
198	Murali K Devarsu	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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199	Bhaskara Bommareddy	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
200	Anu Agrawal	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
201	Kavita Vyas	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
202	Raghuram Gandluri	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
203	Prashanthi Reddy	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
204	Kiran Reddy	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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205	Nilesh Rawool	Appendix: B-30, B-31	10/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
206	Makesh Ramakrishnan	Appendix: B-30, B-31	10/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
207	Ming Zhu	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
208	Lorraine Copeland Kearney	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
209	Ajit S	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
210	Ann Smith	Appendix: B-30, B-31	10/15/2024, 11/17/2024, 12/31/2024, 1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Seneca Stream is more important than another road. The two Eastern Road Arterials currently exist (MD 355 & MD 115) which run parallel to I270 to the East! There is no need for a third parallel road.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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211	Xiuzhu Yang	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
212	Shrinand Bakshi	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
213	Ha Thu Au	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
214	Ann Dean	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
215	Molly Hauck	Appendix: B-30, B-31	10/16/2024, 10/18/2024, 10/20/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
216	Satyesh Kumar	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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217	Sriraman Venkataramany	Appendix: B-30, B-31	10/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
218	Meenakshisundaram and Gowri Ananthanarayanan	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
219	Walter Weiss	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
220	Bev Thoms	Appendix: B-30, B-31	10/16/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
221	Niti Sayal	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
222	Ann Moczydlowski	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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223	Kevin Scudder	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
224	William Samuel (Testifying as Individual)	Appendix: B-30, B-31	10/16/2024, 10/20/2024, 11/14/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
225	Antoinette Hudson	Appendix: B-30, B-31	10/16/2024, 1/22/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
226	Nanci Wilkinson	Appendix: B-30, B-31	10/16/2024, 1/6/2025, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
227	Stu Simon	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
228	Nat Reid (Testifying as Individual)	Appendix: B-30, B-31	10/16/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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229	Charlene Hoagland	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
230	James P Marsh, Jr.	Appendix: B-30, B-31	10/17/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
231	Erica Lloyd	Appendix: B-30, B-31	10/17/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
232	Jigar Bhatt	Appendix: B-30, B-31	10/17/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
233	Siva Ravuri	Appendix: B-30, B-31	10/18/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercountry Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
234	Brian Higgins	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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235	Kenneth Bawer	Appendix: B-30, B-31	10/16/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
236	Nancy Wallace	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
237	Anne Sturm	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
238	Elle Elizabeth Grooms	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
239	Jean Brown	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
240	James Edmonds	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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241	Denise Kearns	Appendix: B-30, B-31	10/17/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
242	Lee McNair	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
243	Kolya Braun-Greiner	Appendix: B-30, B-31	10/16/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
244	Dixcy Bosley-Smith	Appendix: B-30, B-31	10/16/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
245	Nona Cresswell	Appendix: B-30, B-31	10/16/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
246	John Goode	Appendix: B-30, B-31	10/17/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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247	Bo Sun	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
248	Mary Kimball	Appendix: B-30, B-31	10/18/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
249	Linda Li	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
250	Wallace E. Garthright	Appendix: B-30, B-31	10/20/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
251	Shuang Tang	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
252	Yibing Chen	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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253	Jim Long	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	M-83 is crucial to the continued growth and development of Clarksburg, providing a direct and essential connection to the Shady Grove Metro. Build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
254	Qinghua Zhao	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
255	Xianguang Wang	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
256	Min Li	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
257	Yun Bai	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
258	Ting Song	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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259	Ningping Feng	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
260	Ying Qiao	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
261	Tianning Li	Appendix: B-30, B-31	10/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
262	Andy Ramisch	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Build M-83. The fact that M-83 hasn't been built yet is a disgrace! I believe most, if not all, of the right of way has been reserved. Traffic between Gaithersburg and Germantown continues to increase every week and no plans for improvement in mass transit are going to change that.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
263	Jin Qian	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to grow and now we are 40,000 residents, instead of 3,000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
264	Art Lian	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

ID #	Commenter	Plan Page #	Date	Type	Facility Name	From (if applicable)	To (if applicable)	Subject	Comment	Response	Discussion / Recommendation
265	Bonnie Chojnacki	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
266	Bin (Jenny Yu)	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to grow and now we are 40,000 residents, instead of 3,000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
267	Dorsey and Susan Shubert	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would be a shame to have this beautiful area ruined by traffic congestion, pollution and noise. We already experience very loud noise from cars accelerating beyond normal speeds on Germantown Road and Middlebrook Road. Adding a third major artery would only contribute to the noise levels we now experience.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
268	Gary A. Baker	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
269	Charlotte Cook	Appendix: B-30, B-31	10/21/2024, 11/4/2024, 11/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
270	Jane Lyons-Raeder	Appendix: B-30, B-31	10/21/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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271	Evan Krichevsky	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
272	Anna Holland	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
273	Jane Wang	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
274	Donald Cuming	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
275	Margaret Schoap (Testifying as Individual)	Appendix: B-30, B-31	10/21/2024, 11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
276	Mary I Campbell	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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277	Patricia Burton	Appendix: B-30, B-31	10/21/2024, 11/1/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
278	Susan Levine	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
279	Janet Chernela	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
280	Marla Hollander	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
281	Jeff Sutton	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
282	Marc Petrequin	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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283	Ezio Mattiace	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
284	Zachary Weinstein	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
285	Ethan Goffman	Appendix: B-30, B-31	10/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
286	Michael Italiano	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
287	Roselie Bright	Appendix: B-30, B-31	10/21/2024, 11/11/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
288	Adam Diamond	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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289	Nicole Van Houten	Appendix: B-30, B-31	10/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
290	Jacob Barker	Appendix: B-30, B-31	10/21/2024, 10/23/2024, 11/5/2024, 11/6/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
291	Michael McKee	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. We need to instead be focusing on better street connections, bus rapid transit, and safe bicycle and pedestrian infrastructure to combat climate change and reduce commuting times.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
292	Anita Morrison	Appendix: B-30, B-31	10/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
293	Aaron Ucko	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
294	Mimi Brody	Appendix: B-30, B-31	10/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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295	Christopher Vroome	Appendix: B-30, B-31	10/21/2024, 11/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
296	Erica Bollerud	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
297	Frances Stewart	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
298	Binyamin Biber	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
299	Jamison Donovan	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
300	Lee Lindahl	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways. I understand that the county's Department of Transportation recommends the removal of the M-83 extension. Let the experts guide us on this.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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301	Elisabeth Fidler	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
302	Sylvia Diss	Appendix: B-30, B-31	10/21/2024, 11/14/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
303	Kathleen Holmay	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
304	Jacqueline Crawley	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
305	Krista Kurth	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
306	Jaime Ware	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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307	Alex Demarais	Appendix: B-30, B-31	10/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
308	Lauren Harris	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
309	Cathie Nelsen	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
310	Andrea Cimino	Appendix: B-30, B-31	10/21/2024, 11/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
311	Daniel Flatow	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
312	Alison Farmer	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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313	Leslie Wharton	Appendix: B-30, B-31	10/21/2024, 11/20/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
314	Patricia Duran	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
315	James Miller	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
316	Carol Amburgey	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
317	Anne Ambler	Appendix: B-30, B-31	10/21/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
318	Andrew Fister	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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319	Michael DeLong	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
320	Lingyan Liu	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
321	Paul Meyer	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
322	Jonathan Bernstein	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
323	Mary Rooker	Appendix: B-30, B-31	10/21/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
324	Neal Capple	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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325	Fenwick Anderson	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
326	Tim Shank	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
327	Josh Sachs	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
328	Yiqing Ren	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to grow and now we are 40,000 residents, instead of 3,000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
329	Laurie Ryan	Appendix: B-30, B-31	10/21/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
330	Susan Shu	Appendix: B-30, B-31	10/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The Clarksburg and Germantown community continue to grow and now we are 40,000 residents, instead of 3,000 from 20 years ago. All those people need transportation options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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331	Shaz Siddiqi	Appendix: B-30, B-31	10/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Canceling M83 risks stalling our economic growth, worsening daily commutes, and diminishing quality of life for Clarksburg residents. I urge you to consider how essential this project is to the future and sustainability of our community.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
332	Robert Portanova	Appendix: B-30, B-31	10/27/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. We all know of the enormous harm this highway will have on our area - demolishing pristine untouched Seneca Creek parkland, clear cutting essential forest habitat and the climate protection that forests provide.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
333	David Greene	Appendix: B-30, B-31	10/28/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would destroy the forested streambed that my dog and I walk in every morning next to the Windbrooke condominiums.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
334	Samira J. Siddiqi	Appendix: B-30, B-31	10/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Canceling M83 risks stalling our economic growth, worsening daily commutes, and diminishing quality of life for Clarksburg residents. I urge you to consider how essential this project is to the future and sustainability of our community.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
335	Charles Goldman	Appendix: B-30, B-31	10/24/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purpose of avoiding environmental destruction.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
336	Robert Eisinger	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Further Review of M-83	Monorail potential: The High Road Foundation's Civil Engineers studied the Up County M-83 alignment back in 2019 for a possible location for the Monorail to Frederick. We determined that due to the terrain/topography, and environmental considerations associated with bridge construction in that right of way, that it was not suitable.	Neutral	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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337	Robert Eisinger	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			I-270 Monorail	Monorail potential: MDOT must complete the NEPA study of I-270 for the Monorail. It removes the need to utilize the M-83 right of way completely. The monorail utilizes the existing I-270 right of way.	N/A	Monorail on I-270 is beyond the scope of this master plan. transportation options.
338	Tina Slater	Appendix: B-30, B-31	10/23/2024, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
339	Christopher Higham	Appendix: B-30, B-31	10/24/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purpose of avoiding environmental destruction.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
340	Fred Lau	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
341	John and Michelle Tatum	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would bisect and degrade 5 public parks, forest lands and importance recreational resources like the Seneca Creek Greenway Trail. Further, the cars on M83 would increase the air pollution in our area and also increase the "urban heat islands" harming our neighborhoods and community.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
342	Elaine Shank	Appendix: B-30, B-31	10/24/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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343	Madeline Amalphy	Appendix: B-30, B-31	10/23/2024, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
344	Luis Segrera	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The M-83 corridor serves as a vital link for Clarksburg and surrounding areas, which are expected to continue growing at a rate of over 4% per year, with projections suggesting a further 20% increase in the coming five years.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
345	Sarah Peters	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
346	Emily Higham	Appendix: B-30, B-31	10/24/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purpose of avoiding environmental destruction.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
347	Justin Brightbill	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Please remove the extension of M-83 from Shady Grove Road to Redland Road from the scope of work. The area between Shady Grove road and the ICC is dense residential and contains two parks.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
348	Katharine Kosin	Appendix: B-30, B-31	10/23/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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349	Catherine Guie	Appendix: B-30, B-31	10/29/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
350	Maria and Anthony Corio	Appendix: B-30, B-31	10/31/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purpose of avoiding environmental destruction.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
351	Kelly Leonard	Appendix: B-30, B-31	11/1/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The construction of M-83 threatens to disrupt Montgomery Village by introducing increased traffic, noise pollution, and environmental degradation. These changes would disproportionately and inequitably affect our most vulnerable residents, including lower-income populations and communities of color.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
352	Andy Z	Appendix: B-30, B-31	11/1/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
353	Gail Landy	Appendix: B-30, B-31	11/1/2024, 11/25/2024, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
354	Henry Renze	Appendix: B-30, B-31	11/1/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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355	Unknown Caller	Appendix: B-30, B-31	10/31/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. I recognize that we cut down a lot of forest, but with all the new housing projects done in Montgomery Village, unfortunately we're going to need more infrastructure.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
356	Victor R. Siegel	Appendix: B-30, B-31	11/3/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
357	Khoi Tran	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
358	Amber Zidek	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. 270S is currently dangerous, and keeping M-83 as a plan and alternate would mean that I get home to my children safely at night, and can commute and support the metro system.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
359	Donna Pfeiffer	Appendix: B-30, B-31	11/4/2024, 1/9/2025, 1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. While housing permits have been granted for decades, the road infrastructure promised in the Master Plan has not been built. M-83 is the missing link—the backbone needed to manage this growth. After decades of development, how can the county say, “Just kidding!” and remove M-83 from the Master Plan?	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
360	Pedro Bringas-Casado	Appendix: B-30, B-31	11/4/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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361	Maria Fernanda McClure	Appendix: B-30, B-31	11/4/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
362	Sarwar Faraz (Testifying as Individual)	Appendix: B-30, B-31	11/4/2024, 11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
363	Kevin Shen	Appendix: B-30, B-31	11/4/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Many of my fellow community members and I imagine a different future -- one with better street connections, safe bicycle and pedestrian infrastructure, and investments in great transportation improvements upcounty without the devastating harms of building M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
364	Carolyn A. McAllister	Appendix: B-30, B-31	11/5/2024, 1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
365	Elissa and Bob Stafford	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. As Mill Creek Towne residents, we are in favor of removing the Midcounty Highway Extended from the Master Plan of Highways and Transitways. This highway extension would take away our green space and add unnecessary noise to our community and our two local parks.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
366	Ann Smith	Appendix: B-30, B-31	11/3/2024, 11/8/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Noticing	The question to remove the M83 or not influences the people adjacent to the proposed road. Isn't there supposed to be written notification to them? Isn't this supposed to be also written in Spanish?	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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367	Ken Ayres	Appendix: B-30, B-31	11/4/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Alternative to M83 highway include: Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day, two-way MARC train service to and from Washington, DC, and select roadway enhancements.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
368	Victoria Schneider	Appendix: B-30, B-31	11/3/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purpose of avoiding environmental destruction.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
369	Marc Bendick Jr	Appendix: B-30, B-31	11/4/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
370	Amy Gravel	Appendix: B-30, B-31	11/3/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Our climate crisis demands that we retain carbon-sequestering forests and wetlands—and not replace them with M83 highway. Stewardship of our public parks and open spaces mandates retention of these public amenities and resources—not destroying and diminishing them with M83 highway.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
371	Linda Bergofsky	Appendix: B-30, B-31	11/4/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
372	Barbara Siegel	Appendix: B-30, B-31	11/3/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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373	Rachel Brightbill	Appendix: B-30, B-31	11/1/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would prevent access to two parks from our home, create street parking issues, cause excess traffic noise, disrupt wildlife, lower my home value and create safety issues for my children.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
374	Terry Haynes	Appendix: B-30, B-31	11/1/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. This M83 roadway will destroy our forest/hiking trails and cause more traffic and more traffic noise for the residents of Montgomery Village. Additionally, the existing 270 provides adequate access to Clarksburg.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
375	Richard Yobst	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
376	Judith Lantz	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
377	Jonathan Nowick	Appendix: B-30, B-31	11/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
378	Marney Bruce	Appendix: B-30, B-31	11/13/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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379	Humza Faraz	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
380	Sunil Patil	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
381	Gary McKelvey Jr.	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
382	Roman Kastin	Appendix: B-30, B-31	11/5/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
383	MoCo Forest Coalition	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purpose of avoiding environmental destruction.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
384	Edward Pfister	Appendix: B-30, B-31	11/14/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The woods are what drove me to this area. This area is not the place for a highway, it is critical for biodiversity; if the road is built the already limited natural areas in the county will be reduced.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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385	Mini Varughese	Appendix: B-30, B-31	11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	I am a resident of Clarksburg. I commute on 270, and leave at 6:30 in the morning to get to Bethesda. Now it's at the point where I sit in miserable traffic. The bus is also stuck in miserable traffic because the HOV lane doesn't begin until Shady Grove (southbound)... I requested the HOV start earlier, and it was rejected because 270 has "too much traffic". It's not just Clarksburg and Germantown that use 270--I have colleagues that commute from Frederick. Build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
386	Wafa Jawad	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	I have lived in Clarksburg for 16 years. Our transportation infrastructure has not expanded at the same rate as our population, and removing M-83 would exacerbate this problem. It takes 90 minutes for me to get from Clarksburg to my office in Rockville. We need routes to alleviate traffic congestion. Keep M-83 in the MPOHT.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
387	Shreenivas Suvarna	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. I live in Clarksburg. My job is based in Bethesda, but I stay in Clarksburg because of hope, because I see M-83 in the master plan. Do not remove M-83 unless there is an alternative with an ENSURED completion date.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
388	Michael Boyle	Appendix: B-30, B-31	11/14/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 for the purposes of avoiding environmental destruction, traffic noise, pollution, and danger to children.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
389	Linda Boyle	Appendix: B-30, B-31	11/14/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The proposed highway would cause the destruction of the neighborhood and our lives. We would hear very loud traffic noise. We would have to breathe air pollution while it destroys the forest environment.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
390	Clarksburg Chinese American Group	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83 in the master plan. Environmental concerns are legitimate. But removing M-83 is the worst solution--it will cause more traffic and thus more environmental damage.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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391	Beth Kosiak	Appendix: B-30, B-31	11/14/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 because it will literally decimate many sections of Montgomery Village. It will install a 4-lane highway that completely eliminates the playground area behind Watkins Elementary School, leaving young children to navigate a busy thoroughfare when currently they walk to school in relative safety.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
392	Clarksburg Neighbors Alliance	Appendix: B-30, B-31	11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. MD-355 is the only north-south artery through Clarksburg and it is a two-lane road. It is the only access route for three schools. Most mornings and afternoons it is moving at a snail's pace. If there is an accident on 270, it slows to a parking lot. If there was an emergency at one of the schools, it would be near-impossible for emergency vehicles to get there. Constructing M-83 would resolve a lot of these issues.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
393	Clarksburg Neighbors Alliance	120; Appendix: B-66, B-67	11/14/2024	Transit Station	MD 355 BRT Relocation			Transit Stations - MD 355	There is no real public transit in our area. And why, if BRT is the solution, is the number of proposed BRT stops in Clarksburg being reduced from six to two? We need both BRT and additional roadways.	Disagree	Upon further review, Planning Staff realized that Corridor Forward: the I-270 Transit Plan (2022) removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown on Table 16, page 120. If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a master plan amendment to consider this change.
394	Coalition for Upcounty (C4U)	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. M-83 + BRT provides substantial improvement to transportation in the study area--VMT, person throughput, and travel time. Both projects are beneficial and neither project replaces the other; the benefits are cumulative.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
395	Richard Brace	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. "Gray" infrastructure (impervious) increases runoff, road noise, and death. Thousands of residents are adjacent to M-83 and this roadway would worsen their quality of life.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
396	Washington Area Bicyclists' Association	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83, but we ask the Planning Board to retain the master-planned bikeway and convert to a trail.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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397	Washington Area Bicyclists' Association	Appendix: B-30, B-31	11/14/2024	Road	Growth Corridors			Growth Corridors	WABA applauds the inclusion of growth corridors in the MPOHT.	N/A	Thank you for your comment and support.
398	Washington Area Bicyclists' Association	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Target Speeds Concurrence	WABA agrees with the recommendations to lower speed limits in a variety of locations.	N/A	Thank you for your comment.
399	Matt Neufeld	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 goes against all modern-day thinking about transit, climate, environment, WFH, smart energy. We don't need another highway or road.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
400	Clarksburg Civic Association	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. As population and density grows upcounty, traffic grows unbearable. This road is an integral part of the plan for Clarksburg. Road redundancies are important--having viable alternative routes improves wayfinding and is a vital emergency management strategy.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
401	Jay Guan	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Much has been said about mass transit options but these projects lack concrete timelines, and they don't align with the transportation reality in Clarksburg, which is a car-oriented community.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
402	Derwood Neighborhood Advocacy Group	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Our community is concerned about the M-83 SOUTH extension. A large percentage of the traffic trying to get to the ICC-East is going backwards through Derwood for lack of the extension.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
403	Paul Yanoshik	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Build M-83. The growth of Wedges and Corridors is very important.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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404	Miriam Schoenbaum	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I live in Boyds. M-83 will worsen traffic, increase VMT, and induce demand. It will split up the community and add asphalt and noise. It will cost the same amount as ten new high schools and is a boondoggle. Remove it from the MPOHT.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
405	Richard Parsons	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. M-83 is an important connector for the whole corridor, and like Great Seneca Highway, provides the connectivity that we need. Taking it out of the plan leads to equity issues--the wealthy western part of the county gets their connector, but we don't.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
406	Suburban Maryland Transportation Alliance	Appendix: B-30, B-31	11/14/2024, 11/22/2024, 1/9/2025, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. If you approve removal of this road alignment without a detailed and independent technical analysis, the fundamental faith in the validity of the planning process of this organization will be called into question, thus threatening the very reason for the existence of the Planning Board.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
407	Suburban Maryland Transportation Alliance	Appendix: B-30, B-31	11/14/2024, 11/22/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Noticing	Residents along Brink Road, Wightman Road, Goshen Road, Montgomery Village East, and the elected officials from the City of Gaithersburg will be negatively affected if M-83 is not built. Most are probably unaware of the current proposal. We urge you to have direct outreach to them.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
408	Marion Edey	Appendix: B-30, B-31	11/11/2024, 11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Invest in rapid bus and rail transit along route 355 and the I-270 corridor. We should extend the Red Line Metrorail to Germantown, expand service on the (MARC) Brunswick Line, create places where people can "park and ride", and increase affordable housing in areas served by rapid transit.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
409	Conservation Montgomery	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 is a relic of another era before we knew the real value of forests vital to both climate and human health. This highway proposal is a boondoggle and should have been removed decades ago.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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410	Ann McDonald	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Build M-83. The county has been negligent in providing infrastructure; it should come before development like in Loudoun County. Brink Road is one of the few east-west options and is overburdened and has frequent accidents.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
411	Greenridge Estates HOA	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83 in the master plan. We are a mile north of Route 27. My home is yards from MD-355 congestion. We have witnesses the explosive growth around our neighborhood, including over 40k residents in Clarksburg alone. Our HOA supports keeping M-83 in the plan.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
412	Mary Anne Hardy	Appendix: B-30, B-31	11/14/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove the southern extension from the master plan. An alternative already exists: they can turn right on Shady Grove Road to get access to ICC and the metro.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
413	Linda Slothouber	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Removing existing woodland is a losing proposition, even if you replace it with saplings. They require 45 years to catch up to the carbon sequestration level of a mature tree. Remove M-83, do as the climate plan states.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
414	Gaithersburg-Germantown Chamber of Commerce	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83 in the master plan. Residents and businesses that invested in upcounty did so with the expectation that this highway would be realized, as well as further infrastructure improvements, but none have occurred--and yet development has increased.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
415	Mallikharjuna Divvala	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	People are saying M-83 should not be built because of the bridge, but without a bridge over the Potomac, how would people from Maryland get to Virginia? People say it should not be build because of BRT, or expansion of I-270, but nothing will change on I-270 and we need new roadways. Do the study, and really analyze the pros and cons--keep M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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416	Robert Nelson	Appendix: B-30, B-31	11/14/2024, 1/4/2025, 1/6/2025, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	The current traffic on our rural roads is horrendous. The bridge on Brink Road over Seneca Creek carries as many vehicles per day per lane as the Key Bridge that collapsed in Baltimore. Build M-83 on the Master Plan Route!	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
417	Clean Water Action	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 and improve public transit actions, which will reduce greenhouse gas emissions and improve water quality. I support the suggestion to retain the bikeway on the trail.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
418	Watkins Meadow Community	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Millions of taxpayer dollars have already been spent on studies, and yet there is no evidence this road will alleviate the traffic people face today. Today, the county can't even keep up the roads it has, we have so many potholes. Building this road would reduce our property values and quality of life. We are requesting removal of M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
419	Carol Smouse	Appendix: B-30, B-31	11/14/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Along our community (Brandermill) is where they will build M-83. It will wipe out all these woods in my neighborhood, which has already been losing green space over the years since I moved here. Putting M-83 on the ground will cause our neighborhood to be bounded on three sides by highways.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
420	Valerie Beattie	Appendix: B-30, B-31	11/9/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It is an outmoded relic that fails to address modern day mobility, climate change, environmental protection, commuting, and transportation, social and fiscal realities.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
421	Irene Abdou	Appendix: B-30, B-31	11/10/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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422	Karthik Krishnan	Appendix: B-30, B-31	11/10/2024, 11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
423	Shaun Rashid	Appendix: B-30, B-31	11/8/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
424	Cassandra Zacharkiw	Appendix: B-30, B-31	11/8/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Building the M-83 southern extension from Shady Grove Rd to Redland Rd is absolutely unnecessary. Commuters are already able to easily access 200 and 270 from Shady Grove Rd from the existing portion of Midcounty Highway.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
425	Sue Green	Appendix: B-30, B-31	11/8/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
426	James and Jeanne Young	Appendix: B-30, B-31	11/11/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
427	Thomas Gillikin	Appendix: B-30, B-31	11/10/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. We must do our part to conserve as much undeveloped land as possible... both for ourselves and our children as well as our responsibility to wildlife who now depend on us to protect them.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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428	Janet Cushing	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
429	Tobi Athanas	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
430	Ryan Nieuwendaal	Appendix: B-30, B-31	11/10/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
431	Laurie Wallace-Lanham	Appendix: B-30, B-31	11/9/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would be devastating to the environment of the area and our county.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
432	Doris Bryant	Appendix: B-30, B-31	11/11/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
433	Paula and William Koch	Appendix: B-30, B-31	11/11/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. This proposed road has already cost millions of dollars to study, and at this point, will do little or nothing to alleviate traffic.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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434	Wendy White	Appendix: B-30, B-31	11/11/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I am tired of the repetitive nature of this inquiry, the constant threat of the road being built, and the clear need for any money for the road to go to much more important county matters.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
435	Michael Green	Appendix: B-30, B-31	11/11/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
436	Jordan Day	Appendix: B-30, B-31	11/11/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
437	Michael Larkin (Testifying as Individual)	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The building of a new highway will not deliver relief from traffic but will increase congestion when more people choose to drive because a better option is lacking. Safer bicycle and pedestrian infrastructure and frequent transit such as MD-355 Bus Rapid Transit can provide much-needed transportation improvements the upcounty requires.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
438	Amy Moffitt	Appendix: B-30, B-31	11/12/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
439	Susan Drilea	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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440	Deborah Sokolove	Appendix: B-30, B-31	11/12/2024, 1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
441	Jessica Fisher	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
442	Mike Croghan	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
443	Erica Lloyd	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
444	Michael Carlowicz	Appendix: B-30, B-31	11/12/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
445	Richard Ingebretsen	Appendix: B-30, B-31	11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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446	Liz Gould-Leger	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
447	Joann H. Lee	Appendix: B-30, B-31	11/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
448	Atul Ganatra	Appendix: B-30, B-31	11/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
449	Melissa Steenson	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. A 4-lane highway tearing through our neighborhood would be dangerous to pedestrians and divide a community. Furthermore, the green spaces need to be preserved for the well-being of adults and children.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
450	Charu Kamdar	Appendix: B-30, B-31	11/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
451	Rajal Ganatra	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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452	Mani Subramanian	Appendix: B-30, B-31	11/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
453	Hong Ge	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
454	Amol Buche	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
455	Ketan Ganatra	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
456	Jyotin Shah	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
457	Ayesha Amsa	Appendix: B-30, B-31	11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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458	Amit Patani	Appendix: B-30, B-31	11/17/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
459	Alta Miller	Appendix: B-30, B-31	11/18/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
460	Eric Fowler	Appendix: B-30, B-31	11/21/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
461	Mark Obrinsky	Appendix: B-30, B-31	11/20/2024, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
462	James Miller	Appendix: B-30, B-31	11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
463	Dan Leggett	Appendix: B-30, B-31	11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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464	Stephen Schlaikjer	Appendix: B-30, B-31	11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
465	Sarah Forrest	Appendix: B-30, B-31	11/20/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
466	Laurent Ozburn	Appendix: B-30, B-31	11/15/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 due to environmental impacts, shifting transportation priorities, impacts on communities and quality of life, and financial considerations.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
467	Shannon Shea	Appendix: B-30, B-31	11/22/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
468	Carolyn and John Wright	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. This highway would cut our peaceful neighborhood in half, bisect a number of parks, forestlands, and a trail that is used by many.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
469	Mark Brzezinski	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 cuts the Seneca Whetstone subdivision in half and would be devastating to the quality of life in the neighborhood. The road would be constructed on a very narrow strip of land that abuts the back lot line of several homes.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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470	Faith Kelley	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
471	Barbara and James Natoli	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. If constructed, it will divide our peaceful neighborhood (Seneca Whetstone) in half and go right behind a number of homes, including our home.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
472	Thomas J and Petra J Rabil	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The destruction of natural habitats must go against the principles of Montgomery County policies and beliefs. The noise, pollution and utter destruction would cut this peaceful neighborhood into shreds.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
473	Lisa Acuna	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would be disastrous to our community- the wildlife and property values.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
474	Mariken Deist	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would divide our community in half, severely affect the natural habitat of local wildlife, bisect parks, introduce substantial noise and pollution, and curtail children's activities like bike riding and skateboarding due to safety concerns.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
475	Alex Acuna	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Continuing the M-83 project would ruin the peace and tranquility of the community as well as ruin the atmosphere of the neighborhood.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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476	Paul Majewski	Appendix: B-30, B-31	11/29/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. What a catastrophe it would be if the R.O.W. for M-83 were taken away in 2025, only to learn in that year or later that we need that R.O.W. for M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
477	Diane K Stevens	Appendix: B-30, B-31	11/26/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would split an established community in half and take away homes from the numerous wildlife. The noise and air pollution will affect all of the people who live in Seneca Whetstone.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
478	Karen Hench	Appendix: B-30, B-31	11/27/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The Seneca Whetstone community is a small, harmonious, and caring neighborhood. Building M-83 would dissect the neighborhood, decrease everyone's quality of life, and simply destroy a solid, valuable MC asset.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
479	Marianne Follingstad	Appendix: B-30, B-31	11/29/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
480	Maureen Fisher	Appendix: B-30, B-31	11/27/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove the southern portion of the M-83 extension. This portion of the extension would add just one more high speed, high traffic road with unacceptable proximity for the residents of the area. This disregard for wildlife, environment and safety of the residents needs to be addressed.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
481	Gertrude Frenz	Appendix: B-30, B-31	1/3/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The current access to the ICC is adequate without the extension. The wooded area and paths to the neighborhood parks are true neighborhood assets and should not be lost to more pavement.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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482	Roberta G Steinman	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The proposed extension entails a sweeping scale of deforestation and habitat loss, including stream valley riparian areas, wetlands, woodlands and thickets, suburban parks and backyards.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
483	Dan Kulpinski	Appendix: B-30, B-31	1/1/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The extension would require the removal of wooded areas in or adjacent to Mill Creek Towne and Redland Local Parks. In this age of climate change, we should preserve as many wooded and forested areas as possible, not cut them down for an unnecessary road extension.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
484	Denesh Malaveetil	Appendix: B-30, B-31	11/14/2024, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
485	Nikole Aguilera	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
486	Kanchana Aluka	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
487	Rajesh Boddepalli	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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488	Paritosh Tyagi	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
489	Charles Thompson	Appendix: B-30, B-31	11/14/2024	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
490	City of Gaithersburg	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. It is important in transportation engineering to provide multiple alternatives--expanding lanes doesn't always help if a road is closed; you need alternative routes. M-83 would help people get to work to good jobs in Gaithersburg.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
491	Derwood Neighborhood Community Alliance	Appendix: B-30, B-31	1/9/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	The two M-83 extensions should be viewed separately, and the southern one should be kept in the plan. Building the southern extension will contribute to the effort of alleviating dangerous conditions on other roads. The southern extension is critical to meeting safety goals.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
492	Montgomery Villages	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. There are many roads to the metro that work well. I represent the MCT Village, and this road would isolate us from other parts of our community. I have two children that use the playground, and this road would cut off children from their community, school friends, soccer fields, and other activities.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
493	Prathertown Community Development Corporation; Historic Prathertown	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. We do not want to see any environmental impacts to Prathertown.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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494	Greater Goshen Civic Association	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Our organization did a survey of residents on the Brink/Wightman corridor in 2012; a large number of responses were in favor of building M-83. M-83 should be built in some form, though it does not need to be a six lane highway.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
495	Town of Laytonsville	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Traffic has grown in our area considerably, and most residents travel via personal motor vehicles. If growth continues, the existing roads will eventually become inadequate.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
496	CTCAC	Appendix: B-30, B-31	1/7/2025, 1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Because developments were cancelled for environmental reasons, there are limited jobs in Damascus, and people must commute out of Damascus for jobs. If you put the density there, you can't take away the infrastructure that was promised to support them.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
497	John Parrish	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. It would destroy and fragment a large forest tract designated as a biodiversity area.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
498	Park Ridge HOA	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. It is not just for automobiles; there was a BRT planned for M-83. There are hundreds of thousands of people that live in upcounty that will not be served if M-83 is taken away.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
499	Upcounty Citizens Advisory Board	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The UCAB strongly urges the county to update its evaluation of the need for this highway in light of significant increases in housing and commercial development. The timing and nature of proposed improvements such as the Red Line Extension is unclear and many improvements are not even funded. Many residents in upcounty are unlikely to abandon their cars.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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500	Jason George	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. There are three things upcounty needs from the MPOHT: more jobs, telework options, and additional public transportation resources. It's much more difficult to live, work, and commute here than in downcounty.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
501	Chiragkumar Patel	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. It takes me two hours one way to commute to work in Tyson's. It takes 45 minutes to get from Clarksburg to Exit 8. Many of my friends have moved to Virginia to avoid the road traffic.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
502	Alan Lopez	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. My house will only be feet away from the proposed road. More and more people are moving here, and we welcome everyone, but we can't destroy the little available green we have.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
503	Arti Varanasi	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. A huge factor in our choice to purchase a home was the promise of growth and development. My husband travels 2-2.5 hours one way to get to his job in Washington DC. This is not a quality of life and this is not equitable.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
504	Orlando Guevara Jr.	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I've watched this county destroy thousands of acres of trees, and some of my favorite parks have been destroyed. Taking public transportation is not as difficult as building a brand new road.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
505	Thomas Quinn	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Imagine the upcounty region without the existing portion of M-83 or Shady Grove Road. Imagine delays in emergency services--a delay of just ten minutes can mean life or death. You enjoy our outlets, regional parks, and tax dollars--give us what you promised us decades ago.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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506	Supporting Clarksburg Village	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Commuting used to be easy. Over the years many houses were built in Clarksburg, and the traffic increased on 270 and 355. M-83 will really solve some major issues.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
507	Sasikumar Vimalan	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. My wife works in DC and has to take a car to the train station, but there is no easy way to get there. As Clarksburg residents, we feel betrayed.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
508	Montgomery Countryside Alliance	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Our county should be putting more effort into communities that have been given the short end of the stick.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
509	Benjamin Ross	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Studies show that widening roads in congested urban or suburban areas does not relieve traffic congestion.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
510	Dial Keju	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 could harm both our environment and our people. The M-83 alignment feels like a reminder of my experiences when I was younger, when my community was displaced.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
511	Brian Ditzler	Appendix: B-30, B-31	1/9/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I am concerned about ever-increasing air pollution and its effects on our environment. The transportation sector is the largest contributor to GHGs. Air pollution also contributes to respiratory and cardiovascular diseases, and studies now show that building and expanding highways does not relieve congestion because it attracts more drivers.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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512	Lanre Okusanya	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Traffic has gotten worse and it is really difficult to be car-free in Clarksburg. Recently we had a hearing on 101 new homes to be built in Clarksburg, but not all of those people will WFH; this will cause more traffic on I-270. We do want more homes in Montgomery County, but we also need ways to get around.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
513	Temi Okusanya	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The transportation here is not reliable; MARC trains barely serve Clarksburg or Damascus, and buses are unreliable. Even worse, there is traffic on 270. M-83 could be a solution in the meantime while we improve public transit options.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
514	Bobby Sonora	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. I understand people want to get to work, but there is also wildlife that won't exist if this highway is constructed.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
515	William Roberts	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. I support transit upcounty and I disagree with people who say transit won't work here, but we have to face the reality that transit won't replace every, or most, of the car trips. If you want multimodal transportation that could include bike infrastructure or a BRT, then removing M-83 removes that option for that corridor.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
516	Kimbllyn Persaud	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Further Review of M-83	I am not for or against, but here to provide information on what has been done in Wheaton. Glenmont Forest Apartments will be destroyed... for a cut through into a neighborhood to create a new street, cutting down 150 trees, so that cars can empty out into Randolph Road in the name of "Smart Growth". Downcounty has transit, but upcounty has nothing, and they will probably never have a metro. But I want people to be aware of what you've voted for-- you voted for this because it was approved in the master plan.	Neutral	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
517	Wayne Jacas	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The latest study is over ten years old and does not account for the increase in population, development, and growth in this region. Environmental impacts can be addressed via context-sensitive roadway designs.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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518	Kurt Lehmann	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 (southern section). If M-83 is built, we would lose pedestrian access to nearby communities and parks. Noise would also increase--it's already high due to drag racing on these roads. The roads have also led to water quality issues, stagnant stormwater ponds, and loss of habitat and biodiversity.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
519	Janette Rosenbaum (Testifying as Individual)	Appendix: B-30, B-31	1/9/2025, 1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. The USFWS reported that Americans spent more than \$250B on wildlife watching, particularly birds. We could attract this investment, but only if we preserve the habitat corridors where birds live.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
520	Clarksburg Neighborhood Alliance	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. There should be more study later, but for now, keep it in the plan. Have we done studies on how much wildlife was destroyed for the creation of Montgomery Village? If that development can be built, then other developments can be built. Yes, there is environmental pain with M-83, but have we thought about the 300k people in Clarksburg experiencing human pain?	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
521	Paula Messenger (Testifying as Individual)	Appendix: B-30, B-31	1/9/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Do not remove the M-83 extension or the adjacent bikeway without replacing them with a viable transportation alternative. A BRT can utilize M-83, which could be designed for it; 355 is not.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
522	Summerfield Crossing HOA	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. We came here with the understanding that the roads would be built, and this is a bait and switch. You have smart SMEs that could limit the environmental impacts; some have said as little as one acre would be impacted. Future development may not consider M-83, but a lot of development is already there.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
523	Colleen Martin	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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524	Abigail K Vaughn	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
525	Shilpa Myers	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
526	Cyrus Namazi	Appendix: B-30, B-31	1/8/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
527	Suma Venkatesh	Appendix: B-30, B-31	1/8/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
528	Rajeev Bakhr	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
529	Joseph Sit	Appendix: B-30, B-31	1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Building M83 would cause destruction of the forest areas that are a key part of carbon sequestration in the Montgomery County Action Plan. M-83 is also highly redundant.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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530	Mark Stunder	Appendix: B-30, B-31	1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. It may be needed in the future, just like the other roads mentioned were. No compelling reason to drop it from the plan. Consider developing a Bike Path but preserving the road right-of-way.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
531	Susan H Meyers	Appendix: B-30, B-31	1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 to protect drinking water supplies.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
532	Frank Bloom	Appendix: B-30, B-31	1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Maybe let's build a bikeway, circa the Capital Crescent Trail in Bethesda.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
533	Ruchi Jain	Appendix: B-30, B-31	1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. It is time to build M-83.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
534	Erica Wright	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
535	Akhilesh Trikha	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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536	Temur Khakberdiev	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
537	Orinsi Wright	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
538	Mercy Cruz	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
539	Meghan Parker	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. This decision should reflect the county's vision for thriving in 2050 and beyond, promoting public transit expansion, protecting our natural resources, and enhancing connectivity for all residents, regardless of the zip code in which they live.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
540	Debra Thompson	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
541	Ronald P. Martin	Appendix: B-30, B-31	1/9/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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542	Linda Prell	Appendix: B-30, B-31	1/10/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
543	Gulshan Kumar	Appendix: B-30, B-31	1/7/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg. It is time to build M-83 for the purposes of traffic relief, future routing for public transit, and emergency evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
544	Adam Greene	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Rather than destroy our ecosystems, we need to strengthen them. It is time to stop caving to corporate interests and think about how to strengthen our local communities. It will not be by building more highways.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
545	Jean Brown	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
546	Fern Edwards	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
547	Sandra Miller	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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548	Patty McGrath	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
549	Karl Held	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
550	Coalition to Stop Stream Destruction	Appendix: B-30, B-31	1/20/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. One deleterious aspect of this proposed road which needs to be considered is not just the environmental damage that will be done in the path of the highway, but the destruction that will be caused by the federally required mitigation projects. There is no scientific basis for claiming that any stream "restoration" will mitigate environmental harm done by construction of the unbuilt extension of M83.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
551	Marie Austria	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
552	Kenneth Landon	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
553	Eve Proper	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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554	Christopher Craft	Appendix: B-30, B-31	1/19/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. People and groups against M83's plan used a lot of environmental devastation scenarios to protect their real "NIMBY" mentality. We need M83 to be added not only for normal traffic congestion solutions, but also for disaster evacuation.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
555	Trish Stefanik	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
556	Dayaben Virani	Appendix: B-30, B-31	1/19/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. This traffic issue has been mentally affecting our family significantly. There is no quality of life, spending good time with family, kids, unable to take kids to after-school activities as reaching home on time is not possible.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
557	Rao Thotakura	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
558	Linda Harrison	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
559	Karen Metchis	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Primarily, it would continue our society's history of car-dependent development. At this point in history, climate change has become an existential threat and demands re-envisioning land use. Further, it would destroy one of the last pristine greenways in our county, an increasingly rare asset that needs protecting.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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560	Paul Holmes	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
561	David Johnson	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
562	netgk	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
563	Krisna Becker	Appendix: B-30, B-31	1/22/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
564	Martha Donnelly	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
565	Susan Eisendrath	Appendix: B-30, B-31	1/22/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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566	Barbara Wise	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
567	Estrella Castillo	Appendix: B-30, B-31	1/22/2025, 1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
568	Don Slater	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
569	David Lloyd	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
570	Marea Petrelles	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. The South extension, which would be less than one mile, would primarily impact Shady Grove Road, which has experienced significant traffic problems, serious accidents with injuries, and fatalities for many years. Developing the South extension will significantly help mitigate the high usage and associated risks of Shady Grove Road and its corridor.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
571	Susan Gellert	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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572	Eva Santorini	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
573	Mary Beth Theisen	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
574	Mirele Goldsmith	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
575	D Travis Gallagher	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
576	Larry Adkins	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83 (southern section). This part of the extension is unnecessary because easy access to the ICC and Metro from Mid-County Highway already exists via Shady Grove Rd. Needlessly extending the highway past Shady Grove Rd would restrict access to two parks. It would destroy wildlife habitat and oxygen generating woodlands.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
577	abbaticchi	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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578	Jill Bailey	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
579	Victoria Garrison	Appendix: B-30, B-31	1/22/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. More public transport makes much more sense instead, if done intelligently.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
580	Balendran Pillai	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
581	Michele Frome	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
582	Oleg Briks	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
583	C Salazar	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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584	Judy Lantz	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
585	Dakshi Sebastian	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
586	Sarah Clark	Appendix: B-30, B-31	1/21/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
587	Sandra L Ceely	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. Instead, accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
588	Nicolas Kotschoubey	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
589	Ayesha Amsa	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree with Modifications	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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590	Jean Zadeh	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
591	Katherine White	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
592	Geoffrey Uyehara	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
593	Jon Greene	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
594	Jonathan Lyons-Raeder	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
595	Maggie Taylor	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.

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596	Leslie Jarvis	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
597	Kathleen Sentkowski	Appendix: B-30, B-31	1/24/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Pro M-83	Keep M-83. We need the road that was promised. The issuing of building permits in the Upcounty continues without thought of how we are all going to get around, especially in an emergency. Using local roads as substitutes is not fair, efficient and is dangerous to the residents it affects.	Disagree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
598	Richard Allen	Appendix: B-30, B-31	1/23/2025, 1/24/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
599	Dana Verkouteren	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
600	Laurie McGilvray	Appendix: B-30, B-31	1/23/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.
601	Matthew Koch	Appendix: B-30, B-31	1/24/2025	Road	Mid County Hwy (Proposed)			Highway Construction and Removal (M-83) - Against M-83	Remove M-83. M-83 would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.	Agree	Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.