

**Robert Nelson's Testimony to the Montgomery County Council at the  
Public Hearing on the FY 2022 Operating Budget  
and Amendments to the FY21-26 CIP  
April 8, 2021**

I'm Robert Nelson, resident of Goshen and former Chair of the Upcounty Citizens Advisory Board. With interest rates at record lows and the probability that there will be infrastructure funding available from the Biden administration, let's complete Capital Improvement Projects that have been promised for years and even decades. I commend the emphasis on public safety repairing failing and functionally obsolete bridges. The 50-year old Brink Road Bridge replacement (CIP 509132, P502104) is one of those identified, but is not scheduled for replacement until 2026.

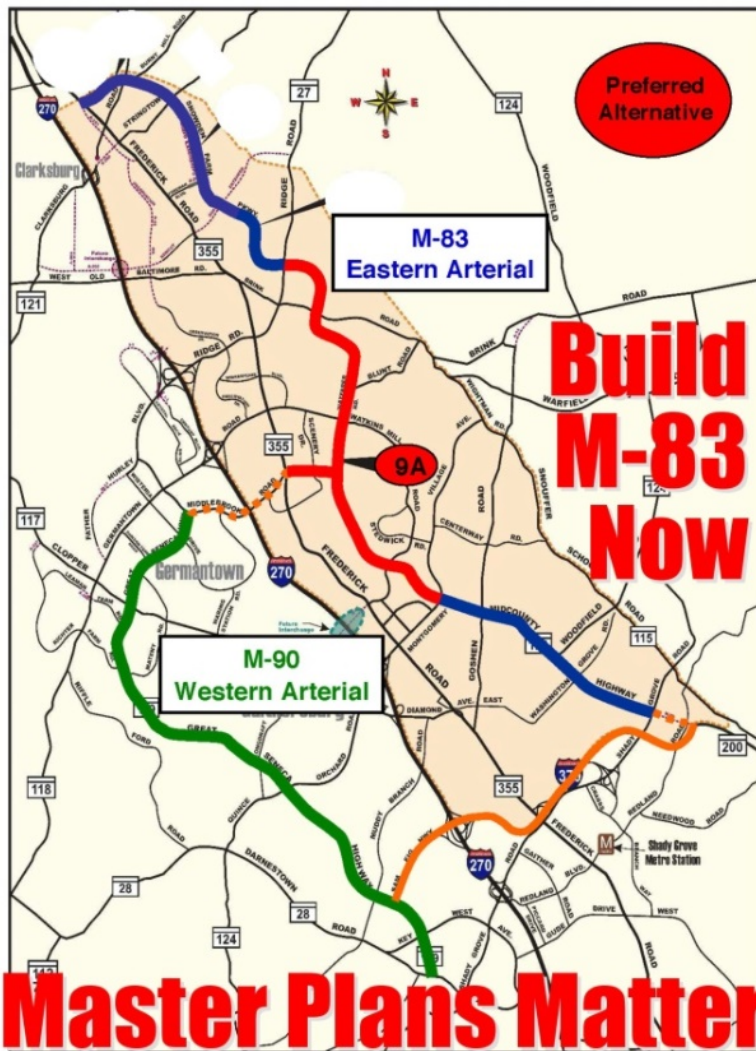
During a study in 1999-2001, Goshen Road had 102 reported accidents. The rate of collisions was twice the statewide average and pedestrian-related accidents were five times the statewide average. Twenty years later Goshen Road still has no shoulders, no sidewalks and no bike lanes and the Goshen Road CIP (P501107) has no funding.

We've been waiting for decades for a permanent 6<sup>th</sup> District Police Station (P470301) and the current completion date has been pushed off until 2025. "The current facility is in rented space and lacks several features of a modern police station, including reinforced interview rooms and a dedicated sally port."

I do **not** support the Dorsey Mill Road Bridge (P501906) or MD 355 BRT (P502005). BRT for the Upcounty will not be as beneficial nor as efficient as completing the Mid-County Highway on the Master Plan Route and utilizing conventional bus transportation on the high-speed highway. The speed limit on the Mid-County Highway would be 55 mph while MD 355 slows to 30 mph in certain areas. **The Upcounty Citizens Advisory Board has recommended restoration of the Mid-County Highway (M-83) to the FY21-26 CIP.**

A Racial Equity and Social Justice evaluation of the minority communities such as Stewartown or Prathertown would probably show that there is major negative community impact due to not having sidewalks on Goshen Road and major traffic intrusion and congestion for not completing the Master-Planned 5.6-mile gap in the Mid-County Highway.

## Build M-83 now on the Master Plan Route!



Completed Sections of Eastern Arterial – Snowden Farm Parkway and Midcounty Highway

Preferred Alternative to complete Eastern Arterial – Alternative 9A, Master Plan Route

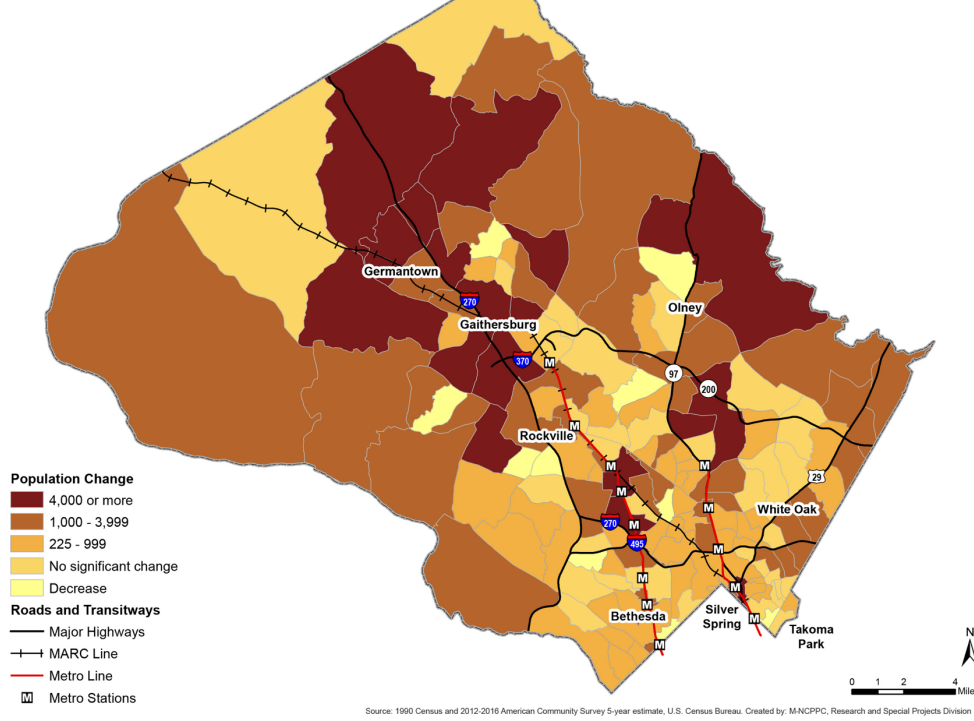
Western Arterial – Great Seneca Highway

Connections; East to West, and both highways to the ICC. Solid-completed, Dashed-planned

*Recognizing that transportation is the #1 concern of Montgomery County residents, the Upcounty Citizens Advisory Board and Upcounty residents have been clamoring for the county to invest in north/south corridor transportation improvements. Four to six additional travel lanes could be made available if the Snowden Farm Parkway in Clarkstown were connected to the Mid-County Highway in Gaithersburg. A bus on the completed highway would have a travel time of less than half of the CCT. Current construction cost estimates for building the 5.6-mile gap are about \$300M.*

*BuildM83@gmail.com*

**Map 3. Population Change, 1990-2016  
by Census Tract**  
Montgomery County, Maryland



*The highest growth areas with population gains exceeding 4,000 people include Germantown and Clarksburg stretching northward, the Gaithersburg vicinity...*