

CITY OF TAKOMA PARK



Robert DiSpirito
City Manager
7500 Maple Avenue
Takoma Park, MD 20912
robertd@takomaparkmd.gov
TAKOMAPARKMD.GOV

March 26, 2026

William Pines,
Office of the Administrator
Mail Stop C-400
MDOT State Highway Administration
P.O. Box 717
Baltimore MD 21203-0717

Dear Administrator Pines,

The City of Takoma Park respectfully submits this State Highway Administration Priority Letter for your consideration.

The City of Takoma Park has prioritized pedestrian, bike, and transit improvements. The focus of the City's work has been to enhance walking, biking, and using public transit to be a safe, convenient, connected, and comfortable experience for all residents and visitors. For roadways, the goal is to increase safety, accessibility, and multipurpose access for all users of the right-of-way, especially vulnerable users.

The City of Takoma Park declared a Climate Emergency on March 13, 2019: [Resolution 2019-15](#) and included the resolved clause to "consider opportunities for reducing GHG emissions in the transportation sector through local initiatives and collaboration region-wide." The goals were re-affirmed and detailed in Resolution 2020-6: 2020 [Climate Emergency Response Framework](#).

The Takoma Park [City Council Priorities for 2025-2026 \(PDF\)](#) outline the Council's vision and goals across various domains to create a thriving, welcoming, safe, and sustainable community. The priorities specifically call out: "Improve equitable access to programming and services, by addressing barriers to participation including language, geography, financial limitations, schedules, and access to transportation."

Objective 2: Improve Transportation Planning, Designs and Implementation to Create a Safer, More Environmentally Sustainable and More Racially and Economically Equitable Community for All Residents, Including Pedestrians, Bicyclists, and Vehicle Occupants
Strategies

- Develop potential components of a Vision Zero initiative, such as education/outreach, policy changes, and infrastructure improvements to identify priority actions for reducing traffic and pedestrian risks.
- Continue to enable the installation of stop sign cameras and other mitigation devices in high-risk locations.
- Work with State Highway Administration (SHA) and District Department of Transportation (DDOT) to address safety at dangerous and poorly functioning intersections, based on available with focus on promoting walkability and cycling.
- Advocate for transportation improvements that impact access and safety of Takoma Park residents through regional collaboration and coordinated efforts, including Purple Line construction, Metro, bike lanes, etc.

Desired Outcome

Improved traffic safety resulting in eliminating serious vehicle, pedestrian, and bike collisions; improved comprehensive transportation planning with a data-driven approach that takes into consideration impacts, including environmental ones, throughout the City; and racially equitable transportation system and outcomes.

Budget:

The City has invested in pedestrian, bike and traffic projects and infrastructure for many years, utilizing City funds and grant funds:

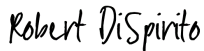
- New Hampshire Ave Bikeways, Sections A & B: \$1.76 million in design
- New Hampshire Ave Bikeways - Purple Line Connector: \$254,000
- Metropolitan Branch Trail: \$581,000 in design
- Maple Avenue Connectivity Project: \$430,000 in design
- Safe Routes to School - programming since 2006
- Infrastructure investments
- Traffic Studies

Takoma Park's top five overall transportation priorities are the following:

- Construction of New Ave Bikeways, Section A & B along MD-650 (New Hampshire Avenue).
- Rehabilitation of Flower and Carroll Avenue intersection for ADA compliance, as well as associated measures to ensure accessibility and safety, such as walk signal button relocation.
- Traffic signal at MD-320 and Ritchie Avenue.
- A City-wide Safety Action Plan/Mobility Study to develop policies around pedestrian and bicycle safety, traffic control devices, and other mobility concerns.
- Extension of the Pedestrian Safety Action Plan on MD-650 (New Hampshire Avenue) from University to Eastern Avenue

Thank you for your consideration of Takoma Park's priorities. We look forward to continuing to work together to improve the safety and transportation options available to all residents.

Sincerely,

Signed by:


461F73623B41470...
Robert DiSpirito

City Manager, City of Takoma Park

Introduced by: Councilmember Landman

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION 2026-14

**RESOLUTION ADOPTING THE CITY OF TAKOMA PARK'S
STATE HIGHWAY ADMINISTRATION PRIORITY LETTER**

WHEREAS, the City of Takoma Park prioritized pedestrian, bike, and transit improvements to be a safe, convenient, connected, and comfortable experience for all residents and visitors. For roadways, the goal is to increase safety, accessibility, and multipurpose access for all users of the right-of-way, especially vulnerable users; and

WHEREAS, the City of Takoma Park has five Maryland State highways that run through the city: MD-195 (Carroll Avenue), MD-193 (University Blvd), MD-650 (New Hampshire Avenue), MD-320 (Piney Branch Road), and MD-410 (Philadelphia Avenue and Ethan Avenue); and

WHEREAS, MDOT is required to consider local transportation priorities in the development of the State's Consolidated Transportation Program (CTP).

WHEREAS, the State Highway Administration Priority Letter is a primary means by which a jurisdiction informs the Maryland Department of Transportation of local transportation priorities; and

WHEREAS, the City has elected to submit an SHA Priority Letter this year.

NOW THEREFORE, BE IT RESOLVED THAT, the Council of the City of Takoma Park identifies the following priorities and authorizes the City Manager to submit these priorities to the State Highway Administrator:

- Construction of New Ave Bikeways, Section A & B along MD-650 (New Hampshire Avenue).
- Rehabilitation of Flower and Carroll Avenue intersection for ADA compliance, as well as associated measures to ensure accessibility and safety, such as walk signal button relocation.
- Traffic signal at MD-320 and Ritchie Avenue.
- A City-wide Safety Action Plan/Mobility Study to develop policies around pedestrian and bicycle safety, traffic control devices, and other mobility concerns.
- Extension of the Pedestrian Safety Action Plan on MD-650 (New Hampshire Avenue) from University to Eastern Avenue.

BE IT FURTHER RESOLVED, the City Manager is directed to facilitate this effort with the Maryland State Highway Administration.

Adopted this 25th day of March, 2026

AYE: Searcy, Landman, Dyballa, Schlegel, Gilbert, Honzak, Wesolek

NAY: None

ABSENT: None

ABSTAIN: None

Attest:

A handwritten signature in cursive script that reads "Jessie Carpenter".

Jessie Carpenter, CMC
City Clerk

MDOT Priority Letter Submission Form

Submitted by Rosalind Grigsby on Mar 31st, 2026 at 12:16 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name		Last Name	
Rosalind		Grigsby	
Title/Role		Government Entity	
Planning manager		City of Takoma Park,MD	
Email		Phone	
rosalindg@takomaparkmd.gov		301-891-7205	
Address Line 1			
City of Takoma Park			
Address Line 2			
7500 Maple AVE			
City	State	Zip Code	
Takoma Park	Maryland	20912	

Section 2. Local Government Priorities

1. What are the jurisdiction’s goals related to transportation policies and spending?

The City of Takoma Park has prioritized pedestrian, bike, and transit improvements. The focus of the City’s work has been to enhance walking, biking, and using public transit to be a safe, convenient, connected, and comfortable experience for all residents and visitors. For roadways, the goal is to increase safety, accessibility, and multipurpose access for all users of the right-of-way, especially vulnerable users.

The City of Takoma Park declared a Climate Emergency on March 13, 2019: Resolution 2019-15 (<https://takomaparkmd.gov/DocumentCenter/View/1982/2019-15-PDF?bidId=>)and included the resolved clause to “consider opportunities for reducing GHG emissions in the transportation sector through local initiatives and collaboration region-wide.” The goals were re-affirmed and detailed in Resolution 2020-6: 2020 Climate Emergency Response Framework (https://takomaparkmd.gov/DocumentCenter/View/3945/2020_Climate_Emergency_Response_resolution-2020-06?bidId=).

The Takoma Park City Council Priorities for 2025-2026 (https://takomaparkmd.gov/DocumentCenter/View/3945/2020_Climate_Emergency_Response_resolution-2020-06?bidId=) outline the Council's vision and goals across various domains to create a thriving, welcoming, safe, and sustainable community. The priorities specifically call out: “Improve equitable access to programming and services, by addressing barriers to participation including language, geography, financial limitations, schedules, and access to transportation.”

Objective 2: Improve Transportation Planning, Designs and Implementation to Create a Safer, More Environmentally Sustainable and More Racially and Economically Equitable Community for All Residents, Including Pedestrians, Bicyclists, and Vehicle Occupants Strategies

Develop potential components of a Vision Zero initiative, such as education/outreach, policy changes, and infrastructure improvements to identify priority actions for reducing traffic and pedestrian risks.

Continue to enable the installation of stop sign cameras and other mitigation devices in high-risk locations.

Work with State Highway Administration (SHA) and District Department of Transportation (DDOT) to address safety at dangerous and poorly functioning intersections, based on available with focus on promoting walkability and cycling.

Advocate for transportation improvements that impact access and safety of Takoma Park residents through regional collaboration and coordinated efforts, including Purple Line construction, Metro, bike lanes, etc.

Desired Outcome
Improved traffic safety resulting in eliminating serious vehicle, pedestrian, and bike collisions; improved comprehensive transportation planning with a data-driven approach that takes into consideration impacts, including environmental ones, throughout the City; and racially equitable transportation system and outcomes.

Budget:
The City has invested in pedestrian, bike and traffic projects and infrastructure for many years, utilizing City funds and grant funds:
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New Hampshire Ave Bikeways - Purple Line Connector: \$254,000
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Maple Avenue Connectivity Project: \$430,000 in design
Safe Routes to School - programming since 2006
Infrastructure investments
Traffic Studies

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- **MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements** - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.

2. What are the jurisdiction's priority projects for system preservation/state of good repair?

MD-195 (Flower Avenue intersection) State of Good Repair - Rehabilitation of the Carroll and Flower Avenue intersection for ADA compliance, as well as associated measures to ensure accessibility and safety, such as walk signal button relocation.

3. What are the jurisdiction's priority projects for new capacity or capacity expansion projects?

MD-320 (Ritchie Avenue intersection) Capacity Expansion project - Currently there is a four-way stop at this intersection right by Takoma Park Middle School creating traffic backups which, in turn, lead to dangerous driving. The City is seeking installation of a traffic signal.

4. What are the jurisdiction's priority projects for feasibility studies?

5. What are the jurisdiction's priority projects for safety projects?

A City-wide Safety Action Plan/Mobility Study for Takoma Park - Safety Project. To develop policies around pedestrian and bicycle safety, traffic control devices, and other mobility concerns.

MD-650 (MD-193 University Blvd to Eastern Avenue) Safety Project - The City seeks the extension of the SHA Pedestrian Safety Action Plan - PSAP) south on MD-650 from University Boulevard to Eastern Avenue to identify areas of need and prioritize the corridor for pedestrian and bicycle safety projects.

6. What are the jurisdiction's priority projects for bike/pedestrian and/or complete streets projects?

MD-650 (Holton Lane to Poplar Avenue) Bike/Pedestrian Improvements - To improve biking safety on this high volume road, the City of Takoma Park seeks construction funds for the New Ave Bikeway, Section A & B, <https://takomaparkmd.gov/1524/New-Avenue-Bikeway>

7. What are the jurisdiction's priority projects for Transit-Oriented Development projects?

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

MD-320 at Ritchie Ave - Signalization
 MD-410 at Cedar Ave - Roadway Narrowing (Long term Build)
 MD-410 at Chicago Ave - Relocate Ped Signal from West Side of Chicago/Philadelphia to East Side of Chicago
 MD-410 at Holly - Flashing Stop Sign
 MD-410, MD-320, MD-197 -- ADA Compliance on Sidewalks
 MD-195 Striping on Carroll Ave

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

Addressing traffic volume on MD-650 (New Hampshire Ave) between MD-410 and MD-193

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

MD-650 (Holton Lane to Poplar Avenue) Bike/Pedestrian Improvements - To improve biking safety on this high volume road, the City of Takoma Park seeks construction funds for the New Ave Bikeway, Section A & B, <https://takomaparkmd.gov/1524/New-Avenue-Bikeway>

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11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

To preserve and support local entrepreneurs with construction of the Purple Line nearing completion. Support the development of new housing and commercial space near new transit nodes through the redevelopment of underutilized or vacant parcels with a focus along MD-650 (New Hampshire Avenue) to complement investments in bicycle, pedestrian, and transit infrastructure at the City, County, and State level.

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.



[20260325--Takoma Park_SHA_Priority_Letter_w_Council_Resolution--EXECUTED.pdf \(1.02 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Rosalind Grigsby

I agree to be legally bound by this document.