



Forest Glen/Montgomery Hills Sector Plan: Work Session #1

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Summary

The Planning Board received public testimony on the Forest Glen/Montgomery Hills Sector Plan Public Hearing Draft on May 30, 2019. The public hearing record remained open until June 5, 2019 for additional written testimony to be submitted to the Planning Board. A summary of all comments received to date are attached and any additional testimony received will be summarized and provided in advance of the next work session.

During the first work session, staff will commence discussion on the Transportation, Environment and Parks recommendations in the Public Hearing Draft.

Staff will return to the Planning Board on July 11, 2019 to review the land use and zoning, urban design housing and historic preservations recommendations in the Public Hearing Draft of the plan.

Key milestones in the Forest Glen/Montgomery Hills Sector Plan process include the following:

- December 6, 2018 Preliminary Recommendations presented to the Planning Board
- April 25, 2019 Working Draft presented to the Planning Board
- April 30, 2019 Public Hearing Draft available
- May 30, 2019 Planning Board Public Hearing
- June 20, 2019 Planning Board Work Session #1
- July 11, 2019 Planning Board Work Session #2
- July 25, 2019 Planning Board Work Session #3

Attachment

1. Summary of Written Public Hearing Testimony and Staff Response
2. Written comments received to date

ID	Issue/Property Address	Page	Testimony or Comment	Commenter	Staff Response	Column1
LU	Plan Area	1	Erecting multi-use properties along the Forest Glen corridor will increase opportunities for small-business investments and reduces traffic congestion	C. Smiley	Staff concurs	
TR	Georgia Avenue	2	support the plans to remove the reversible lane on the roadway, install a two-way bike lane on the west side of the street, install a traffic signal at Flora Lane, create much wider sidewalks, reconfigure the 1-495 interchange from northbound Georgia Ave, and install a landscaped median	M. Foster	Staff concurs. These recommendations are included in the Montgomery Hills Main Street Concept sub-section of the Transportation Section of the Plan.	
TR	Georgia Avenue	3	Prioritize the MD 97 Montgomery Hills Improvements as the County's #1 priority in the Transportation Priorities letter to be prepared in March for submission to the State	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	3	Request the State Highway Administration (SHA) expedite the design and engineering phase and to provide to the County their proposed timeline for completion. Moving on this project in a more expedited manner will maximize the chances for these changes to be complete when/if any highway changes occur, and it will help the local businesses survive because of the increased economic activity that will take place when the pedestrian and road improvements are complete.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	3	Direct County staff to file a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application with the U.S. Department of Transportation, in coordination with the Maryland State Highway Administration, as a potential source of funding for construction of the SHA-proposed Georgia Ave road improvements.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	4	Appeal to SHA to request that the utilities provide an estimate for the cost of burying lines during the construction.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	5	Request more stringent enforcement on the use of the west curb lane by car wash customers to prohibit stacking on GA Avenue	SSCAB	Staff concurs and recommends increased enforcement of safe traffic operations on Georgia Avenue.	
TR	Georgia Avenue	6	Given the cost of the project has been cut in half, if the County finds the BUILD grant idea unfavorable, we advise the County Executive to advocate strongly that SHA procure the funding to proceed on an expedited timetable.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	6	The proposed Georgia Ave corridor improvements in Alternative SB are strongly supported by the five civic associations that surround the corridor: Woodside, Woodside Park, Woodside Forest, Linden, Forest Estates. The five civic associations have been on the record since at least 2013 urging SHA to implement the road improvements. In addition, there are several private schools and religious institutions in and adjacent to the corridor. These organizations have voiced their support for the improvements and believe them critical to the safety of their families, students, and congregants. Last, many of the local businesses support the road improvements because the current road configuration, lack of sidewalks, and congestion makes it difficult for them to thrive.	SSCAB	Noted	
TR	Georgia Avenue	7	SHA's revised Alternative SB is consistent and complementary to the Countywide Transit Corridors Functional Master Plan which recommends Bus Rapid Transit (BRT) for the Georgia Ave South Corridor and the 2018 Bicycle Master Plan which recommends a separated bikeway on Georgia Ave that connects with the pedestrian bridge under 1-495.	SSCAB	Noted	
TR	Capitol View	8	Capitol View Avenue has no sidewalks, and therefore our community cannot walk to Forest Glen Metro, much less a mixed-use development. The increase in traffic to Capitol View Avenue is greatly troubling, given that currently this road is extremely unsafe. It is used as a cut-through between Connecticut Ave and Georgia Ave. It is incredibly windy and hilly, has only one crosswalk between Forest Glen Road and the Town of Kensington, and traffic drives too fast and recklessly. Drivers pass illegally on a regular basis. Children who live on or on the south side of Capitol View Avenue cannot walk to school (Oakland Terrace) because it is too dangerous to cross Capitol View Avenue. People waiting for the Ride On 5 bus stop are not protected at most stops on this road, and also have no safe way to walk to these stops	A. Hidalgo	Capitol View Avenue is outside the boundaries of the Sector Plan. MCDOT has developed concepts for a sidewalk on Capitol View and they were shared with the community at the Capitol View Park Citizen's Association at their meeting on May 22, 2019.	
TR	16th Street/2nd Ave	11	The intersection of 16th St. and 2nd Ave. has, not been included in prior drafts of this plan. This is very unfortunate, as the intersection is a key link between the Montgomery Hills area and Woodside Purple Line rail station, and a walking route to Woodlin Elementary school less than 1/2 mile northwest. Intersection suffers from numerous deficiencies that make it dangerous to cross and a barrier to pedestrian and bicycle users.	L. Wolinetz	This comment has since been rescinded. A discussion of the issues at the intersection at 1600 Street and 2nd Avenue as well as recommendations for enhancements to the intersection are included in the Transportation Technical Appendix.	
TR	Georgia Avenue		appreciate the tremendous efforts of the Planning Department listening to and honoring the concerns and wishes of our community and welcome the improvement that the plan details. This includes increasing pedestrian and bike safety by converting the reversible lane into a green median, adding more areas to cross Georgia Avenue and adding bike lanes; a reasonable - and also much-needed - solution to providing additional affordable housing while being respectful of existing housing.	P. Holtgrave	Noted	
LU	WMATA Lot	15	Building at Metro is certainly an incentive for new residents to use transit and with the new pedestrian tunnel, transit is more convenient for single family home residents across Georgia Avenue and those using the hospital complex as well. Greater density and the amenities that accompany it are important for both new residents and with the established community. Recognizing our increased traffic problems, air and water pollution, and concern for our environment we should be adding convenient close-to-transit housing.	B. Ditzler	Noted	
HP	Historic Preservation	15	This is not an historic building area and the current buildings do not seem worthy of preservation for either their history or architecture. Because of the current signage, painting and upkeep of many buildings, any aesthetic or historic interest is gone. A better plan going forward would be to concentrate on making the area more cohesive with strict signage, colors and design enforcement.	B. Ditzler	Noted	
LU/ZO	Metro Station	15	Building at Metro is certainly an incentive for new residents to use transit and with the new pedestrian tunnel, transit is more convenient for single family home residents across Georgia Avenue and those using the hospital complex as well. Greater density and the amenities that accompany it are important for both new residents and with the established community. Recognizing our increased traffic problems, air and water pollution, and concern for our environment we should be adding convenient close-to-transit housing.	B. Ditzler	Staff concurs	
UD	Urban Design	15	Because of the current signage, painting and upkeep of many buildings, any aesthetic or historic interest is gone. A better plan going forward would be to concentrate on making the area more cohesive with strict signage, colors and design enforcement.	B. Ditzler	Noted	
LU	WMATA Lot	17	I see spaces in the lot every day where more cars could park, or a smaller structure could be erected to allow for more parking. Please consider keeping any building on the metro lot to a minimum. If possible, keep the highest part of the garage farther back from Georgia Avenue and our property. I would like to be able to step out of my apartment, which faces the metro lot and see the sky above me and not a huge concrete structure!	S. Maley	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. Existing deciduous and evergreen screen trees between the Americana Finmark property and the WMATA site will not be impacted are an average of 45'-50' in height, providing screening from future development for existing apartments in Americana Finmark.	
LU/ZO	Forest Glen	31	Please keep changes compatible to a residential community/concerned about traffic and density	M. and B. Johnson	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle.	
LU/ZO	Forest Glen	33	Building height of 120 feet would add 2100 new residents/reduce bldg height to reduce density	E. Roehcklein	At proposed zoning, development on the WMATA site would result in a maximum of 857 1000 s.f. units.	
TR	Georgia Avenue	19	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	M. Blocker	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	20	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	M. Berger	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	21	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	J. Teichroew	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	23	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	M. Pemberton	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	25	With the urgent need to eliminate greenhouse gas emissions to protect a livable climate for all young people and future generations, MDOT and Montgomery County need to prioritize funding for projects like these that make neighborhoods more walkable and increase safe access to transit.	Change.Org Petition	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	28	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	J and A. Lees	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	29	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	A. Gravitz	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
TR	Georgia Avenue	30	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	V. Hougham	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.	
LU/ZO	Traffic and Density	32	the plan in its current form will dramatically increase the traffic and density of our neighborhood. It includes the possibility of high rise office buildings on the Metro lot. While we do not oppose all development in the area, we would like to see changes that are in keeping with a residential community.	M and B. Johnson	Noted	

Zo/TR	Traffic and Density	34	a substantial increase in population density on the Forest Glen metro parking lot would only result in yet more congestion in an already "F" rated intersection. It is my belief, based on the facts, that 120 feet structures would result in over 2,100 net residents to that particular corner. Accommodating growth in our area is essential, however, that particular intersection is already over saturated and highly dangerous, the proposed height of the structures on all corners of Forest Glen and Georgia Avenue, including the Forest Glen Metro parking lot. In addition, a safe passageway at that intersection is indeed necessary to safeguard all pedestrians crossing Georgia and Forest Glen. The current passageway plan includes a tunnel entrance on the North East side, but does not include an entry way into the tunnel for the residents who live on the North West Side of Georgia and Forest Glen. In an effort to be inclusive, we would ask that any passageway, either below ground or above, also safe guard pedestrians who live on the North West side of that intersection.	E. Roehcklein	Staff concurs safety improvements are needed at the intersection of Forest Glen Road and Georgia Avenue. The draft plan confirms MCDOT's conceptual design for the fare gates of the Metrolink station. The draft plan also includes recommendations for traffic mitigation at the intersection of Forest Glen Road and Georgia Avenue. The recommendations include adding new lanes and repurposing others to improve traffic flow. The plan also recommends increasing the SSP standard to 120 seconds of delay for the average vehicle.
ENV	Georgia Avenue	35	The massive amount of traffic is a major contributor to air, water, and noise pollution in the area, but the Montgomery Hills corridor has one of the smallest tree canopies in the county and relatively little green space.	G. Gerhardt	We agree that there is very little green cover in the commercial areas. Our recommendation is for a minimum of 35% green cover on all new development. This will help sequester carbon, cool site for commercial users, provide habitat, and help curb greenhouse gas emissions.
LU/ZO	Plan Area	36	generally supportive of proposals to update and revise land use and zoning provisions along the corridor. Most of the commercial buildings in the area were developed in a previous era and many are functionally obsolete. Some buildings crowd the roadway, leaving a narrow sidewalk near a very busy road. Other locations have acres of impermeable asphalt where better land use strategies could result in better buildings and more green space. However, given the fact that many commercial parcels are located next to single family homes or townhouses, I urge the Planning Board to work to ensure that any taller, denser buildings are appropriate to the size and scale of surrounding neighborhoods.	G. Gerhardt	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. Staff will provide design guidance for mitigating densities or properties adjacent to single family neighborhoods.
TR	Georgia Avenue	36	Another major improvement envisioned by the sector plan is to widen sidewalks throughout the corridor and buffer pedestrians from Georgia Avenue where feasible. This would be coupled with a protected bicycle lane along the western side of Georgia Ave. Additional crosswalks would be added at key places along the corridor, including one at Flora Lane. These changes would greatly enhance walkability/bikeability throughout the area, making it easier for residents and visitors to access local businesses and mass transit.	G. Gerhardt	Noted
Parks	16th Street/GA Ave		I would also like draw attention to the sector plan's proposal to align southbound 16th Street at Georgia Ave with the northbound lanes and eliminate the slip lane at that intersection. Once the slip lane is eliminated, I strongly endorse the plan's proposal to turn the state owned parcel at that spot into an activated recreational space that can be enjoyed by the entire community.	G. Gerhardt	The recommendations in the plan are for an urban gateway park at Georgia Avenue and 16th street ROW. This park is envisioned as an urban recreational park that will be highly activated.
TRans	Georgia Avenue	36	The draft sector plan aims to improve pedestrian, cyclist and vehicle safety in a number of important ways. One major improvement is to replace the reversible center lane on Georgia Avenue with a curbed and hopefully verdant median. This proposed median serves several important functions: it provides a refuge for pedestrians crossing Georgia Ave; it prevents vehicles from making dangerous mid-block turns; and it provides left turn bays at key intersections to improve traffic flow and access to nearby businesses.	G. Gerhardt	Noted
TR	Georgia Avenue	37	support the recommendations in the draft Forest Glen/Montgomery Hills Sector Plan. In particular, I favor the recommendations to redesign Georgia Avenue to transform it to a boulevard, which would improve safety for all users, increase walkability and bike friendliness, increase its aesthetics and add more greenery. If Georgia Avenue is not improved to be safer, more walkable, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Avenue redesign and reconstruction.	L. Sanders	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	WMATA Lot	39	I would favor businesses moving in and not high density residents with oversized more concentrated voting power than the current residents. If we do residents I prefer a building of condos so that there isn't high turnover of strangers and neighbors with more of a connection to the neighborhood.	J. Alvarado	Noted
TR	Forest Glen Road	40	change the light pattern at Forest Glen road so that the left turns will be permitted during the rush and two lanes will be permitted to turn on GA AVE south from east bound Forest Glen. There's a light by the Catholic Church which is completely unnecessary and a better use of a light would be for the people struggling to make the left or the illegal u turn at Americana Finmark (sp) because they couldn't turn at Forest Glen.	J. Alvarado	The draft plan includes recommendations to improve traffic flow at Forest Glen Road and Georgia Avenue. A recommendation to study the possibility of permitting left turns in the peak hour in the peak direction at this intersection is also included in the draft plan. The draft plan also includes a recommendation for a protected crossing (which could include a full traffic signal) at the intersection of Georgia Avenue and Tilton Drive, opposite the Americana Finmark driveway.
TR	Georgia Avenue	41	support Alternative SB, the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative SB removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median	H. Lair	Staff concurs.
TR	Georgia Avenue	43	strongly believe the improvements described in the SHA's MD97/Montgomery Hills improvement study will make my community a better place for making this road safer for users commutes, cyclists, and pedestrians. My family and I would enjoy visiting and utilizing the business along Georgia Avenue but current road conditions prevent us from safely and conveniently accessing these businesses	C. Burgess	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	Plan Area	45	generally support efforts to foster both economic development and affordable housing in the area. However, we would urge the Planning Board to be mindful of the fact that many of the proposed land use and zoning changes are at properties located very close to single family houses. Care should be taken to ensure that any proposed redevelopment fit the size and scale of the surrounding neighborhoods; NWCA supports the working draft of the Forest Glen/Montgomery Hills Sector Plan that the Planning Board is considering.	D. Cox - North Woodside Citizens Association	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. Staff will provide design guidance for mitigating densities or properties adjacent to single family neighborhoods.
TR	Georgia Avenue	48	Please fund the Improvements to Georgia Avenue in the SHA MD97/Montgomery Hills improvement study. We urge SHA to apply to the U.S. Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY 2020.	Melekt Restaurant - Z. Hawkins	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	50	Please fund the Improvements to Georgia Avenue in the SHA MD97/Montgomery Hills improvement study. We urge SHA to apply to the U.S. Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY 2020.	La Casa del Mofongo	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
LU/ZO	Plan Area	52	On June 12, 2018, the Parks and Planning Department conducted a charrette for 80 participants recruited by Friends of Forest Glen & Montgomery Hills. The charrette was also attended by elected and other county officials and the Parks and Planning staff took an active role. The stated purpose of the charrette was to make improvements to Montgomery Hills	Americana Finmark	The charrette was not organized by M-NCPPC. Staff was invited to attend the community led/organized event. It was advertised by the civic organization and open to the public and focused primarily on Montgomery Hills. All residents, stakeholders and organizations were afforded equal opportunity to meet with the planning team to which was evidenced by our participation in civic/hoa led tours, meetings and other community driven events.
Parks	WMATA Lot		West Forest Glen residents live in a "park desert" where they must cross one of 2 dangerous State Highways or walk nearly a mile to reach a park. West Forest Glen wants the county to build a park on the Metro Parking Lot. But Residents of the much smaller East Forest Glen enjoy two options, Sligo Creek Park, which encompasses East Forest Glen's entire mile-long eastern border, and Getty Park, which rests on the Georgia Avenue eastern border.	Americana Finmark	The draft plan includes recommendations that would improve crossing conditions on Georgia Avenue one block south of General Getty Park. There are also recommendations to improve pedestrian and safety and comfort by installing new or wider landscaped buffers and wider sidewalks on roadways that connect to key destinations such as the Metro station, parks, and commercial areas. West Forest Glen has the Forest Glen Park that was recently renovated with a new playground, drainage improvements and a new drinking fountain. West Forest Glen also has additional parks that are planned for improvements; Carroll Knolls park which will be getting a new playground, pump track, fields and looped walking trails; Capital View Homewood which will be getting new field upgrades, new drinking fountain and grills; and McKenney Hills which will get a playground renovation in FY24.
Housing	WMATA Lot		senior housing located on the first floor of apartment buildings reserved for workforce housing. The Parks+ Planning Department's economic consultants noted that many of the single homes in the area are occupied by a single older person whose family is no longer living there. They are now in their 70's and looking to have more support in their twilight years. Access to Holy Cross hospital and other medical services, plus the comfort of staying in a familiar neighborhood would be ideal for these neighbors and it would be a built in supply of baby sitters to boot.	Americana Finmark	While the growing senior population in Montgomery County is noteworthy and something we have researched and analyzed through the Research's department Older Adult Housing study, the specificity of recommending something like senior housing is generally not done during a Master Plan, given the long life of a Master Plan. What type of housing will be located on the site is something that will be defined during the regulatory process. Similarly, there is no developer for WMATA site yet, and WMATA has asked for flexibility in our recommendations.
Housing	WMATA Lot		affordable workforce housing in the form of family sized four-story garden apartments for the many new county employees such as teacher, firefighters, nurses and police who currently battle hours in traffic to commute from Frederick and Prince Georges counties. Studies show that workforce housing for these important public servants allow counties to recruit the best and most reliable employees and have the added stabilizing effect on the life of the	Americana Finmark	There will certainly be a component of affordable housing on the WMATA. We have recommended a 15% set aside for the county's Moderately Priced Dwelling Unit program (MPDU) that will serve households earning around \$80,000 (a household of four).
Econ	WMATA Lot		neighborhood retail that will not attract traffic from outside our neighborhood or compete with the family and minority-owned Montgomery Hills merchants who have faithfully served our community for decades. Most often mentioned are a coffee shop and a small sundry store where we can pick up a carton of milk, a Sunday newspaper and other staples.	Americana Finmark	The type (and if there will be any) retail on the WMATA site is something that will be ironed out during the regulatory process for the site during the development review process.
LU/ZO	WMATA Lot		food trucks available for Metro passengers and other neighbors returning from work too exhausted to cook and eager to sample a palate as diverse as West Forest Glen.	Americana Finmark	The Sector Plan doesn't make recommendations for food trucks but can recommend that park activation and placemaking opportunities provide for neighborhood serving amenities and other uses.
Parks	WMATA Lot		A park with urban playground equipment and perhaps a community garden.	Americana Finmark	A new park is being planned at Carroll Knolls Park that includes a new playground.
ENV	WMATA Lot		Concrete canyon for many at AF- no sun or privacy	Americana Finmark	The project requires a minimum of 35% green cover so there will not be concrete canyons.
Housing	WMATA Lot		At least 51 % MPDU ,Can't call it affordable housing unless a majority of it is.	Americana Finmark	The WMATA lot's recommendation focusing on creating a mix of market and affordable units. The 15% mandatory set aside on the site, is higher than the current county policy of 12.5% recognizing the importance of putting higher percentages of affordable housing closer to transit.
Parks	WMATA Lot		Full service park on metro lot; Fulfills a need in our park desert; Community garden; Emphasis on walkability and green space	Americana Finmark	The civic green envisioned for the Metro Parking lot will be a green space with active amenities for the community and space for events. A community garden could be one future amenity. Additionally, new parks are subject to an additional planning effort that focuses on design and implementation.
Parks	WMATA Lot		Separate AF from new development with trail and trees and maintaining current urban trail and trees on west eastern border of Metro Lot.	Americana Finmark	The Sector Plan doesn't propose removal of the existing buffer. A formal trail is not being recommended to replace the existing "informal path".
TRans	WMATA Lot		Full Light at Tilton Drive & Americana Finmark	Americana Finmark	The sector plan recommends a protected crossing at the intersection of Tilton Drive and Georgia Avenue (opposite the Americana Finmark property).
UD	WMATA Lot		Access for individuals with disabilities and senior residents on the Northwest corner of the intersection	Americana Finmark	Noted
OutReach	WMATA Lot		Supported private organization charrette to develop basis of staffs current recommendations without adequate participation from MH merchants or West Forest Glen residents.	Americana Finmark	The charrette was not organized by M-NCPPC. Staff was invited to attend the community led/organized event. It was advertised by the civic organization and open to the public and focused primarily on Montgomery Hills. All residents, stakeholders and organizations were afforded equal opportunity to meet with the planning team to which was evidenced by our participation in civic/hoa led tours, meetings and other community driven events.
LU/ZO	WMATA Lot	57	At least 100 residents will be getting fewer than 2-3 hours of direct sunlight some days. And to make matters worse, the tree-lined urban trail located as a barrier between the Metro Parking lot and the west boundary of Americana Finmark will not be preserved by the proposed FG/MH Sector Plan.	Americana Finmark	Staff is not making recommendations that will negatively impact the existing tree lined urban trail. Location of tall buildings on the WMATA site will not limit sunlight to 2-3 hours.

Operational	Forest Glen Metro	65	Metro riders from Americana Finmark include blind, disabled, pregnant residents, grandparents with grandchildren in tow, families with strollers and teenage students. Have you sufficiently planned for their safety en route to and from the station as well as their evacuation from the station should a problem occur there?	W. West	The draft plan includes recommendations for the Forest Glen Passageway, which includes a grade-separated crossing of Georgia Avenue at Forest Glen Road as well as more direct access to the fare gates of the station. The draft plan includes a recommendation for an additional elevator on the northeast corner of the intersection to improve access to the station's fare gates. Staff requested information on elevator capacity and evacuation protocol from WMATA.
LU/ZO	WMATA Lot	65	Do we really need high-rise apartments here when there is an abundance of vacancies in the recently built apartments a short distance away surrounding the Wheaton station?	W. West	The Sector Plan proposes a CRT zone that allows for maximum flexibility and allows for WMATA to respond to the market at the time of development.
TR	Traffic	65	Do we need more traffic in the area when ambulances already have difficulty getting through Georgia Avenue to Holy Cross Hospital, neighborhood residents sometimes cannot park near their homes because of drivers who don't pay to park at the Metro, and pedestrians are hit by cars when crossing Georgia Avenue and Forest Glen?	W. West	The draft plan includes recommendations to make transit, walking and biking more safe and comfortable within the Sector Plan Area. Staff forecasted future traffic volumes that includes expected growth within the region and the plan area. Recommendations to improve traffic flow are included in the plan, but the focus is on improving traffic safety, as directed by the Council's Vision Zero Policy and the County's Vision Zero Action Plan.
LU/ZO	Plan Area	65	I am especially happy about the proposed zoning changes that provide for more density for the lots on both sides of Georgia Avenue at the intersection of Forest Glen Avenue. I think we have a rare chance to do the right thing here-include a lot of housing in an area that is well-served by transit, especially the Metro.	A. Gillespie	Staff concurs.
Housing	Plan Area	65	I am glad to see the inclusion of lots of affordable housing in the plan, too. It is desperately needed throughout the county.	A. Gillespie	Staff concurs.
Econ	Plan Area	65	I'm hopeful that we can also use that space to provide something that is really missing in our neighborhood: small retail and restaurants like coffee shops at the Metro. The inclusion of an open green space in the middle of the west side would be ideal.	A. Gillespie	Staff concurs.
ENV	Plan Area	66	I like the recommendations for trees and green roofs. I would not lessen those numbers. I think it is important to aim for 35% green cover in part because it would make our neighborhood environmentally equal to other areas. If we lessen that number, we risk dooming Forest Glen and Montgomery Hills to always be "less than" places like Bethesda in environmental aspect.	A. Gillespie	staff concurs
park	16th St/GA Ave	66	I love the idea of an urban "gateway park" at the corner of 16th and Georgia. It is much needed in that neighborhood and would completely transform the experience of entering the Montgomery Hills area from the south.	A. Gillespie	Staff concurs.
TR	Montgomery hills	67	I like the "main street grid" proposed for the area near Seminary and the walkability enhancements and the bike lane recommendations.	A. Gillespie	Noted.
TR	Montgomery hills	67	I am in favor of the removing the reversible lane on Georgia Avenue and putting in a median.	A. Gillespie	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable, which includes removing the reversible lane and replacing it with a landscaped median within the Montgomery Hills section of the Sector Plan.
UD	WMATA Lot	68	the suggestion to put more townhouses on Forest Glen. I see no reason to limit development here and the townhouses on the other side of that street face away from Forest Glen anyway, so there's not a lot of aesthetic value to it.	A. Gillespie	Noted
Parks	Woodside	69	the idea of an urban ecology center at the current Silver Spring Health and Human Services Center. I don't think we need another nature center in this county. I spend a lot of time at nature centers as a volunteer and program attendee, and I love them, but I think this spot would be better used as a school. A small school that is "opt-in" only could perhaps be built for walkers only, with parents agreeing to not drive their children and without the need for bus loops. OR, perhaps a small school could be opened here that would be an "opt-in" only school for high schoolers, alleviating some of the pressure on the other downcounty consortia schools. A technical school, or a specialty school that is for one particular magnet program (such as a school for the culinary arts or media arts school) could easily fit here and accommodate 200 students who would mostly arrive by walking or via mass transit and agree not to use school buses.	A. Gillespie	Staff recommends that the HHS building be considered for a future co-location for public facilities. If a school is ultimately needed here, staff recommends that it include an urban ecology center or program as part of its facility.
Schools	Plan Area	69	As a former PTSA president at Silgo Middle School who lived through the overcrowding at Oakland Terrace Elementary before Flora Singer Elementary was open, I'm painfully aware of how real the impact of overcrowding can be on a school. While I do not think this justifies a housing moratorium (either official or unofficial), I do think it will take creative urban planning to address the school need. What's also needed is an increased amount of communication and cooperation from Montgomery County Public Schools.	A. Gillespie	Noted
HP		70	deeply concerned about the potential for the Montgomery Hills Shopping Plan to be designated for historic preservation in the Master Plan. It is in no way historic or worth preserving - I wholeheartedly support changes to the neighborhood by fixing Georgia Ave. and stimulating transit and pedestrian friendly retail in the Montgomery Hills and Forest Glen neighborhood.	M. Lloyd	Staff recommends reevaluation of its eligibility due to additional research and augmented contexts regarding the shopping center and the history of Georgia Avenue. Historic Preservation could serve as a revitalization tool for these properties.
TR	Georgia Avenue	73	Alternative SB provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor.	L. Lewis	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	Plan Area	78	Supports Fix Georgia Avenue; Augment Town Center with additional housing and mixed use development; create community gathering spaces; strengthen and support local businesses; Opposes Designation of MH Shopping Center and Prestige fabricare	T. Hughes	Noted
TR	Georgia Avenue	82	support the recommendations in the draft Forest Glen/Montgomery Hills Sector Plan, especially those that would permit Georgia Ave to become safer, more attractive and more functional.	P. Paterson	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	84	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	C. Grewell	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	86	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	D. Griffith	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	91	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	R. Speers	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	96	most important to WPCA is that future improvements: limit cut-through traffic within woodside park that results from vehicular backups of northbound traffic at the GA Ave/16th st intersections. We support the overall benefits of Alternative Sb; but it is critical that further measures be adopted to reduce the Georgia Avenue PM Northbound backup. This may require extending the four lanes Northbound from Seminary Place to Seminary Road and accept the possible impact to adjacent property. We also recommend the consideration of traffic restrictions that limit neighborhood cut-through traffic; but allow resident-only access. Additionally, new signs should be installed that notify drivers not to block intersections along Georgia Avenue between Spring Street and 16th Street.	Woodside Park Civic Association	The draft plan includes recommendations for MDOT to study roadways adjacent to Georgia Avenue for traffic calming to address unsafe behavior such as speeding and reckless driving in residential neighborhoods. Staff concurs signs should be installed to advise drivers not to block intersections on Georgia Avenue between Spring Street and 16th Street.
TR	Georgia Avenue	97	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	J. Bernstein	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	100	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	L. Gonzales	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	101	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	J. Pitner	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	107	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	S. Maith	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	109	Alternative SB provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.	D. Krohn	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	111	When building and rebuilding communities, designs should include incentives for using non-motorized forms of travel, particularly walking and biking as are included in the plan.	League of Women Voters	Noted.
TR	Georgia Avenue	113	Alternative SB emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative SB removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the I-495 interchange and installs a landscaped median	D. Weiner and C. Roller	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	114	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	B. Kistler	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	117	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	D. Cox	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	119	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	J. Dodson	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	122	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	R. Lopiccio	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	123	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	N. Grant	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	127	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	C. Hart	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	128	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	B and E Lassler	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	130	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	H. Lair	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	135	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	P. Cavanaugh	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	137	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	P. Olivetti	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	138	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	L. Boylan	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	142	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	M. Pilone	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	143	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	M. Meeks	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	145	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	L. Sanders	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	147	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	V. Hadfield	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	150	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	R. Posell	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	151	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	C. Holt	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	153	There is really no way to safely negotiate the crossing of the highway under the Beltway bridge. Why can't there be a safe connection across GA Ave to the pedestrian walkway that goes directly to the metro stop. Supports Alt SB	L. Holt	The draft plan includes recommendations for a full signal at Flora Lane, and this is included in the MDOT SHA MD 97 Montgomery Hills Project. The draft also includes a recommendation for a pedestrian and bicycle bridge on the east side of Georgia Avenue to cross the Beltway in the long-term. This would provide access to the Forest Glen Passageway at Forest Glen Road, which creates an eastern, grade-separated entrance to the Metro station.
TR	Georgia Avenue	154	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	L. and D. Wilcox	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	156	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	M. Kerns	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	158	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	J. Lees	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.

TR	Georgia Avenue	160	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Quill	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	164	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	G. Robinson	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	166	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Sulzbach	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	167	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Minkoff	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	169	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Koralek	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	171	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Hill	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	173	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A. Gravitz	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	175	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	C. Simpson	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	178	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Stedman	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	179	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A.Priddy	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	181	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Murphy	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	182	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	T. Scribner	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	184	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	G. Huebner	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	186	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	F. crandall	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	188	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Vasse	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	190	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	B. Oakley	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	191	... the intersection of Georgia Avenue and Seminary Place is very dangerous for pedestrians. The recommended plan for the Georgia Avenue improvement includes adding a traffic signal and crosswalk at Flora Lane which would allow Woodside Forest Residents to safely and easily cross GA Ave to access the Forest Glen Ped Bridge	T. McGuire and J. Rossetti	Recommendations to improve pedestrian safety at Seminary place include restricting westbound movements from the driveway, and installing a median refuge island on Georgia Avenue. As stated in the comment, the draft plan includes recommendations for a full signal at Flora Lane, and this is included in the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	195	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	P. Kelly	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	197	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	Bergman - Novick FAmily	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	199	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A. Bormel	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	200	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	K. Kirby	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	202	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Socol	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	204	I walk on Georgia Ave. to commute to work via Metro. I think of that stretch of road as "seven lanes of fury". I go out of my way to cross Georgia at Columbia/Seminary to avoid Beltway entrance and exit ramps because I feel unsafe crossing those ramps. Even on the other side, I feel unsafe walking on the sidewalk, inches from traffic. Alternative 5B will make my commute much better. I would like to cross Georgia at the planned light at Flora Ln. because it will cut the distance of my walk and still let me use the pedestrian bridge over Beltway ramps	D. Willett	The draft plan includes recommendations to widen sidewalks and add buffers between the sidewalk and traffic on Georgia Avenue. A full signal is recommended at Flora Lane. Staff recommends implementation of the design of modified Alternative 5B in the short-term. With the reconfiguration of the Beltway interchange additional pedestrian safety facilities such as rapid flashing beacons are recommended at the ramps in the short term. In the long term a pedestrian and bicycle bridge is recommended on the east side of the Beltway interchange.
TR	Georgia Avenue	206	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	Camille	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	207	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. and F. Palmieri	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	210	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Teichroew	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	212	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Albores	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	214	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Bettinger	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	216	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A. Schuster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	218	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	N. Schulman	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	221	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Schuster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	224	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. gerhardt	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	226	As the owner of a business located on Georgia Avenue in Montgomery Hills, I see the daily impacts of this poorly designed section of a high use street. Both my guests and employees find it difficult and dangerous to reach my bakery	Nothing Bundt Cakes - K. Hoerster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	228	I was rear ended on Georgia Avenue when I needed to slam on my brakes to avoid hitting a pedestrian who jumped out into traffic to cross the road. I have also been almost hit twice while crossing in the crosswalk when I had the right of way. Most of the people who drive through the area are commuters and have no concept that there are people, family, small business owners and shoppers trying to navigate the streets with them	V. Hougham	Noted.
TR	Georgia Avenue	230	I am a mother of two small children currently residing in Woodside Forest. My husband and I believe that our neighborhoods are some of the best in Silver Spring with access to public transportation right beside beautiful Sligo Creek. However, many of the business in the neighborhood could use a facelift and as a pedestrian it is difficult to navigate sidewalks and crosswalks with children in tow	S. Ali	The draft plan includes recommendations to widen sidewalks and add buffers between the sidewalk and traffic on Georgia Avenue. A full signal is recommended at Flora Lane. Staff recommends implementation of the design of modified Alternative 5B in the short-term. 20 Locations are also identified for crossing improvements
TR	Georgia Avenue	231	This plan should be implemented and SHA should apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.	A. and C. Linde	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	235	This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. I choose to walk 1.3 miles to the Silver Spring Metro stop instead of .7 to Forest Glen just to avoid Georgia Ave. I'm lucky to have the time and good health to be able to make that choice, but I'd be driving to Forest Glen if that weren't the case	J. Sejean	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	236	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Kistler	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	239	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Gangar	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	241	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	T. andris	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
Lu/ZO	Plan Area	244	The proposal to remove existing metro parking to build any resident/commercial buildings does not seem to have adequate plans to improve the surrounding infrastructures/roadways to accommodate the increased density on already overused roadways	S. Jackson	The proposed land use/zoning change is a part of a comprehensive planning effort that takes into proposed infrastructure improvements and transportation recommendations.
Lu/ZO	Plan Area	248	See Americana Fimmark Comments	E. Roeklein	Noted
Lu/ZO	Plan Area	273	While it does make good sense to encourage commercial development around metro subway stations, the Forest Glen station is not meant for development. Forest Glen does not have the capacity to handle commercial development. This principle has long been recognized. It is a forlorn hope that planning departments believe that most of the inhabitants and/or workers in the two bag buildings will take the metro as their primary form of transportation and not automobiles.	P. Frandsen	Staff supports a small amount of local serving retail facing onto Forest Glen Road
Lu/ZO	Plan Area		Montgomery Housing Partnership, Inc. ("MHP"), the owner of the Forest Glen Apartments located at 9920 Georgia Avenue. MHP appreciates the recommendations in the Draft Plan related to making Forest Glen a better and safer neighborhood for all household types, incomes and life styles. Further, MHP realizes the need to improve the transportation network as it relates to pedestrian and bicycle	MHP - E. Vaais	Noted
TR	Forest Glen		The Board recommends revising the (Final) Draft Plan's text and maps to incorporate the entire Woodside HOA community within the Sector Plan boundary, not just the northern portion. The Board recommends eliminating the proposed Woodland Drive extension in the (Final) Draft Plan and, instead, retain the adopted 1996 Forest Glen Sector Plan proposal that provides for abandoning the Woodland Drive right-of-way between Medical Park and August Drives.	Woodside HOA	The draft includes a recommendation to improve the existing bicycle and pedestrian connection between the Woodland Drive northern terminus and Dennis Avenue for vehicular access. The roadway classification would be a business district street with buffered sidewalks on both sides of the roadway. This recommendation advances the 2018 Bicycle Master Plan recommendation for a Breezeway connecting Glenmont to Silver Spring via Woodland Drive. This connection is needed to improve access and mobility for all modes.
TR	Forest Glen		The Board supports plan proposals that encourage traffic calming measures along Medical Park Drive. However, these measures must maintain the existing parking supply on Medical Park to the maximum extent possible.	Woodside HOA	Installation of traffic calming measures will require study by MCDOT, which requires coordination with the community. Concerns about maintaining the existing parking on Medical Park Drive can be included in the considerations for the future traffic calming study.
Lu/ZO	Forest Glen		The Board needs more information before it is willing to support the proposal to change the zoning on the Dennis Avenue Medical Cluster site from Residential-60 (Special Exception) to Employment Office (EOF).	Woodside HOA	Noted
TR	WMATA Lot		The Board supports the planned addition of a new Forest Glen Metrorail Station grade-separated connection under the Georgia Avenue/Forest Glen Road intersection.	Woodside HOA	Noted.
	Plan Area		Recommend the county use an up to date and current plan of the area for the Forest Glen/Montgomery Hills Sector plan and outline the entire area to be incorporated into this plan. Use clear aerial view	J. Gustafson	Staff can revise the existing maps so that they include an aerial view.
UD	Forest Glen		Eliminate the narrow passage with steps that connects the end of Woodland Drive to Medical Park Drive. This will support the recommendation to not have any type of a connection.	J. Gustafson	Staff does not recommend removing the existing pedestrian connection between Woodland Drive and Medical Park Drive. Improving bicycle and pedestrian mobility and safety is an important transportation goal of the sector plan.
UD	Forest Glen		The church should add signage to indicate access to their large parking lot in from Woodland Park Drive. This vehicular travel plan avoids cars entering the parking lot from Georgia Avenue.	J. Gustafson	Noted
TR	Forest Glen		Medical Park Drive is used as short cut from Georgia Avenue to Dennis and cars travel at high rates of speed even though 25 MPH is the posted speed limit. Recommend adding speed bumps to slow the speed of the vehicle traffic. In this case be specific for the recommended solution. Speed bumps work.	J. Gustafson	Staff recommends adding study of traffic calming measures along Medical Park Drive to be conducted by MCDOT to the sector plan. Potential facility improvements could include speed bumps.
LU/ZO	Forest Glen		Any change to the zoning should maintain the integrity of the existing residential area and types of existing commercial office space. New construction should not exceed the heights of existing structures and the population density should not add significant vehicular traffic to the existing roads. Street parking on Medical Park should be retained. Parking on Medical Park Drive is used by the Woodside homeowners and is a necessity for the homeowners and their guests. Additional parking must be underground.	J. Gustafson	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle.

TR	WMATA Lot	The NE corner has space to create access to an underground tunnel. The Forest Glen and Georgia Ave. intersection has one of the highest accident rates in Montgomery County. The tunnel connection to the Metro should be a high priority as a safety issue for Metro riders. This should be a priority item.	J. Gustafson	The draft plan includes a recommendation for ADA accessible access (ideally an elevator) to the planned Forest Glen Passageway on the northeast corner of the intersection of Forest Glen Road and Georgia Avenue.
Parks-UD	Forest Glen	Provide more playground areas to include areas for Lacrosse, basketball practice, skateboard area and baseball. The play area on Evans road is used by the residents. There is space to add more sports areas in this location. The playground/park areas would benefit if greater number of the resident population both children and adults than the proposed bike paths.	J. Gustafson	The new park being proposed at Carroll Knolls will have an open field for lacrosse and other field sports. The proposed gateway urban park will have field space for numerous sports. The basketball courts at Capital View Homewood park are being renovated in the next 2 years.
TR	Plan Area	For a bike path to be successful it must be continuous. The proposed plan will complete sections of a proposed bike path in increments depending on the outcome of the zoning and new construction.	J. Gustafson	Noted.
TR	county	The bike path in Fairfax County was successful because the old rail line was used and converted into a bike trail. Montgomery County does not have that.	J. Gustafson	Noted.
LU/ZO	Forest Glen	I remain unconvinced that this plan is suitable for my neighborhood. My objections remain the same as they were in December 2018, and I am even more concerned about safety (the Forest Glen/Georgia intersection), increased traffic, businesses that will not be patronized/utilized during business/working hours, and overall increased density (apartment buildings) that just does NOT make sense for the neighborhood or the lack of escalators and 100% functioning elevators at the Metro station.	M. Johnson	The draft plan includes recommendations for improved pedestrian and bicycle safety at the intersection of Forest Glen Road and Georgia Avenue both underground and at-grade. Recommendations are also made to potentially improve traffic flow at the intersection. Staff requested additional information on the elevator capacity and operations from WMATA.
LU/ZO	Forest Glen	Will the proposed development include new housing for the medical facilities which are currently at that location, 9801 Georgia Avenue?	W. West	The Sector Plan does not control tenant selection but the existing medical use is still allowed under the proposed zone.
LU/ZO	Forest Glen	Does the Sector Plan include removal of medical facilities currently on Medical Park Drive and at 10313 Georgia Avenue?	W. West	The existing uses are grandfathered in and allowed under the proposed zone.
LU/ZO	Forest Glen	Will the proposed development include new housing for the medical facilities which are currently at those locations (10313 Georgia Avenue and the Medical Park Drive facilities)?	W. West	The Sector Plan does not control tenant selection but the existing medical use is still allowed under the proposed zone.
TR	WMATA Lot	Will the Montgomery County Planning Board meet with WMATA and the Montgomery County Fire Marshal to determine a safe ridership count and a safe evacuation plan for the Forest Glen Metro Station?	W. West	WMATA staff has been contacted about this concern. Staff is awaiting response.
LU/ZO	WMATA Lot	I am strongly opposed to the proposal to build a ten story building in place of the current parking lot. Such a large structure is not in keeping with the residential feel of the neighborhood. A smaller structure would be less obtrusive and more welcome. Additional parking and some commercial space would be welcome, but a huge building that blocks the sun would ruin the character of the community.	C. Brandt	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle.
General	Plan Area	The Sierra Club Montgomery County Group strongly endorses the proposed Forest Glen/Montgomery Hills Sector Plan and its recommendations because they embody smart growth principles and propose reasonable and appropriate measures that would encourage safe and sustainable transportation, improve land use, protect the environment, and create a range of housing opportunities and choices.	Sierra Club	Noted
General	Plan Area	There are many residents, young families with children, those new to the area, individuals who work evenings, people for whom English is not their first language, small business owners, kids—who will benefit from the recommendations. They support the recommendations to make the community more walkable, improve access to transit, add housing, make room for more stores and restaurants—they just don't, or can't, come to testify at Planning Board hearings. But they are out there.	M. Desiderio	Noted
TR	Georgia Avenue	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	K. Jones	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
Oper.	WMATA Lot	It is my understanding that the Forest Glen metro station was made to relieve some of the heavy traffic between the Wheat and Silver Spring stations and was never intended to provide for the amount of commuters that a new high rise building in the area would with out a doubt bring. I'm contacting you to voice our concern for our family's and neighbors' safety and hope that a serious conversation regarding this matter is had with the Washington Metropolitan Area Transit Authority. Is this safe? How will such a small station accommodate the increase in commuters? How can we assure that our young, elderly, and disabled neighbors are not in danger? We are not against new development but are not comfortable with the plan of a new high rise.	M. and E. Rangel	These are operational issues but Staff is working with WMATA to address these and other concerns. These questions have been relayed to WMATA.
TR	Georgia Avenue	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Foster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
General	Plan Area	I am the President of the Forest Estates Community Association in Forest Glen, just outside the Beltway on the northeast corner of Georgia Avenue and Forest Glen Road. Our neighborhood consists of almost 700 households, and we support the goals of this plan and the improvements in the preferred alternative.	V. Grussing - Forest Estates	Noted
LU/ZO	WMATA Lot	Metro recommends the Sector Plan for the prioritizing the Forest Glen Metro Station Parking Lot as a mixed-use pedestrian oriented designation with the highest density allowance in the surrounding area. This approach will maximize the benefits that can be the WMATA property in terms of housing production and affordability, community amenities, and tax base growth. Providing FAR limits up to 2.5 and height limits up to 120 feet will help to make a real estate project at the station feasible.	S. Segerlin - WMATA	Staff concurs.
UD	WMATA Lot	Metro has some concerns about the plan's recommendation to incorporate townhouses along the Forest Glen Road. This could potentially limit the viability of neighborhood serving retail that might be developed. These tenants usually require street-side storefront to effectively promote themselves and attract customers. Metro suggests a compromise where townhouses are incorporated into the street facing building facade for the west half of the property line along Forest Glen Road while retail uses are allowed on the east half.	S. Segerlin - WMATA	Noted
Parks-UD	WMATA Lot	Lastly, the proposal to create a single gathering space to be reserved of one-half to one acre may also constrain development opportunities. The site north of Forest Glen road is relatively small. After the internal road network and parking garages are constructed to support transit riders and private uses there might only be two to three acres remaining. Reduction of this developable area by an additional one-half to one acre might make a real estate project at the station not feasible. As an alternative approach, Metro recommends considering one-quarter to one-half acre of open space to be developed across the entire property and the creation of an enhanced station entrance with seating, shade, and art.	S. Segerlin - WMATA	Staff recommends that a minimum 1/2 acre contiguous open space be included in any re-development plan for this site. Breaking up the open space into small areas will constrain the area needed for the types of amenities envisioned by the public.
TR	Georgia Avenue	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Barr	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
LU/ZO	Plan Area	See Woodside HOA comments	Q. Dorch	
TR	Georgia Avenue	Traffic congestion on Georgia Avenue is overwhelming (I call it a "traffic sewer"). Pedestrian safety is sketchy at best – sidewalks are adjacent heavy traffic, cross-walks are frequently blocked by turning cars. Bike safety is non-existent – you cannot ride on the narrow sidewalks, and I won't take my life in my hands trying to ride in the roadway. So Yes, please, do make it a Main Street Corridor/Boulevard. That would be lovely	T. Slater	Noted
LU/ZO	WMATA Lot	Development near the Forest Glen Metro is practically missing and definitely "under-planned". There is a lot of potential there for providing mixed use development that would encourage residents to use Metro.	T. Slater	Noted
Housing	Plan Area	In terms of housing for people of all income levels, there is quite a bit of middle and upper middle housing in the area. So when adding more housing, it would be good to look at the whole area to see if we can balance/provide housing for all income levels.	T. Slater	Noted. Staff tried to balance a higher percentage of affordable housing (15%) near transit and strategic locations within the Plan Area.
ENV	Plan Area	Green infrastructure is currently lacking. And I like the plans for increasing the number of community and civic gathering places.	T. Slater	Staff concurs.
TR	Plan Area	Possibly consolidating bus stops and testing our whether this area could be a micro-transit zone are worthwhile ideas to look at — although, at this point, it is hard to imagine the micro-transit vehicles being able to successfully move through the traffic!	T. Slater	Staff concurs. The sector plan recommends micro transit for coverage of both the Forest Glen Metro Station and the Montgomery Hills commercial area. Multiple intersections are recommended for protected crossing treatments. Bus stops are recommended to be consolidated only to those intersections with recommended protected crossing treatments to improve safety. In other words, bus stops are recommended to be removed where protected crossing treatments are not recommended. Any stop that is recommended for removal/consolidation will be served by the same routes at those stops located at intersections recommended for protected crossing treatments.
Econ	Montgomery hills	Finally, I support the idea to recommend the Montgomery Hills District for Small Business Assistance funds. There are many little local shops there, which appear to be "hanging on" and if people had a safe walkable/bikeable way to access them they could definitely thrive.	T. Slater	Staff concurs.
TR	General	Use & build upon the Glossary assembled as part of the Veis Mill Corridor Plan.	MCDOT	Staff concurs and will provide with Planning Board Draft
TR	General	In many cases the term "shared use path" is used. Consider utilizing "sidepath" to remain consistent with the language established in the Bicycle Master Plan.	MCDOT	Staff concurs and will make the change.
TR	General	2nd Paragraph, 2nd/Last Sentence - The sentence structure / grammar appears to need some work.	MCDOT	Staff concurs and will make the change.
TR	General	The last line includes "Address Intersection Capacity Deficits", but there does not appear to be anything in this main document further referencing these deficits nor the mitigation identified in the Appendix. Wherever considered appropriate in the document, consider providing some narrative or reference to the more detailed information presented in the Appendix.	MCDOT	Staff concurs and will make the change.
TR	General	Consider whether it might be helpful to include a reference column in these tables that includes the pages where each of these items if described in greater detail. This could help serve as a sort of Tables of Contents, but specifically for action items. [this could be helpful in all other plans going forward]	MCDOT	Staff concurs and will make the change when the plan document is finalized.
TR	General	Long Term - Consider referencing the creation of a new ped/bike bridge on the east side of Georgia, across the Beltway.	MCDOT	Staff concurs and will make the change.
TR	General	Long Term - Consider referencing the creation of new business streets on the west side of Georgia in Montgomery Hills.	MCDOT	Staff concurs and will make the change.
TR	General	What is the basis for the application of PLoC as being over the long-term? It's likely I'm misunderstanding the scale of what this comment intends, but at my initial thinking it feels like this should be short-term.	MCDOT	The long-term assignment pertains to the phase at which this recommendation will be achieved. The PLoC for the sector plan area was analyzed as part of the development of the sector plan.
TR	General	3rd Bullet, 1st Sentence - Consider rephrasing "A grade-separated interchange" to "A grade-separated passageway"	MCDOT	Staff concurs and will make the change.
TR	General	2nd to last Paragraph - Consider changing "This service would supplement..." with "This service would complement..."	MCDOT	Staff concurs and will make the change.
TR	General	Consider indenting the bullets.	MCDOT	Staff concurs and will make the change.
TR	General	We are hesitant to support the expansion of the Urban Road Code designation north of Filson Drive. These 6 blocks spanning a half-mile are comparatively suburban in nature and, without corresponding land use changes, present a significantly different from context from other areas typically falling under the Urban Road Code designation. Setting a precedent for including such areas could have ripple-effects into the efficacy and expectancy of work on Complete Streets and in the SSP.	MCDOT	Staff disagrees. With the medical center at Dennis Avenue, the multifamily housing units and the bus stops, staff recommends keeping the proposed boundary as recommended. The zoning changes at the Medical Park Drive Medical Center support this recommendation.
TR	General	1st Sentence - Delete the typo at the start: "t"	MCDOT	Staff concurs and will make the change.
TR	General	1st and 2nd Paragraphs - Delete the 2nd paragraph, which appears to be nearly duplicative of the 1st paragraph.	MCDOT	Staff concurs and will make the change.
TR	General	Consider including a reference to the cross-sections shown on subsequent pages.	MCDOT	Staff concurs and will make the change.
TR	General	4th Bullet - Change the typo "and" to "and"	MCDOT	
TR	General	4th and 5th Bullets - Clarify the difference between these, or how they relate to each other. Are these referring to different locations along the west side of Georgia Ave? If they both apply to the same locations, consider combining them into a single bullet.	MCDOT	The fifth bullet is meant to replace the fourth bullet. Staff is meeting with MDOT SHA staff this week to determine the ultimate short-term configuration and will update the plan draft with the outcome of that discussion.
TR	General	In the short-term, the 4th short-term bullet on p26 highlights an 8 ft sidewalk and a 8 ft 2-way separated bikeway with a 2 ft buffer, and the 1st medium-term bullet references the in-street buffer. However, the proposed short-term section on p31 does not appear to include any separated bikeways.	MCDOT	Correct. The cross section on page 31 is incorrect and will be updated with the outcome of the meeting with MDOT SHA Staff taking place this week.

TR	General	3rd Bullet - Confirm that the intent between Flora Lane and 16th Street is to replace the separated bike lanes with a sidewalk. This runs counter to our understanding of sidewalks being less preferable in denser urban areas due to the increased risk of conflicts between bicyclists and pedestrians. This also appears to run the risk of not adhering to the last sentence (retaining curb-to-curb) as an in-street facility is being replaced by a behind-the-curb facility. As per the preceding comment: the cross-sections on p31 do not appear to correspond to these proposals. As the corridor will be designated an Urban Road Code Area, sidewalk widths within the area should be 6 ft minimum rather than 5 ft.	MCDOT	The reason for recommending a sidewalk over the two-way separated bike lane and a sidewalk, is because of staff is prioritizing the wider buffer that can be achieved with a sidewalk in a constrained right-of-way. Given the high vehicular traffic volumes and the relatively low pedestrian and bicycle volumes, the wider buffer will have a greater impact on safety and comfort than a fully separated/designated facility for each mode.
TR	Georgia Avenue		MCDOT	Staff concurs and will make the change.
TR	Environment	Only small trees can be grown in landscaping areas less than 6 ft wide, and cannot be grown at all in areas less than 4 ft. The trees in the narrow areas shown should not be expected to provide shade nor provide a full canopy -- this should be noted as well as reflected graphically. Such narrow green panels may also not be functional for stormwater management purposes. In previous discussions to this comment it was suggested that tree pits could allow additional space for larger root zones without uplifting adjacent facilities. Tree pits require an additional 1-2 feet -- particularly adjacent to bikeways -- to allow for a protective buffer. Using grates to deck over the tree pit is one option to reduce trip risk, but we do not currently have the operational resources to maintain such covers. If the planting strips are intended to serve as stormwater management facilities these should be a minimum of 7 ft each to provide for curb/barrier that reduces the risk of ped/bikes falling into the facility.	MCDOT	The cross section shows the minimum width. Ideally wider buffers, as wide as 7 ft could be implemented. In some cases it appears there is sufficient right-of-way to achieve a 7ft tree panel.
TR	environment	Confirm that these cross-sections adequately accommodate stormwater management needs.	MCDOT	We recommend installing best management practices for stormwater where feasible, ideally within the buffers. This language can be added to the cross sections.
TR	General	Top Section - The curb-to-curb is 77 ft; not 68 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Middle Section - The total ROW sums up to 102 ft, but it is labeled as 110 ft.	MCDOT	Staff concurs and will make the change.
TR	Georgia Avenue	It appears that the lanes are being narrowed to provide additional space for facilities behind the curb. However, in the Existing section there is 21.5 ft of additional remaining space within the master planned ROW. The Proposed section only utilizes an additional 19.5 ft. To reduce costs and improve the likelihood & schedule for implementation, consider whether the existing curb line could be held. Or, if lane narrowing is deemed essential: consider reallocating the space into widening the median from 9 ft to 15 ft. As shown, in the Fiscal Impact Analysis this project will be treated as if it is a reconstruction, though a note would be included that as the narrowing is only 3 ft from each side: subsequent design may find it feasible to utilize the existing drainage system, potentially reducing costs.	MCDOT	Staff recommends reallocating space to the median rather than the travel lanes to improve pedestrian safety and comfort.
TR	Georgia Avenue	Bottom Section - The curb-to-curb shown is 92 ft; not 68 ft as labeled. This exceeds the minimum ROW shown as 90 ft, not yet including any facilities behind the curb.	MCDOT	Staff concurs and will make the change.
TR	General	Bottom Section - The total ROW width varies between 103.5-106.5 ft. This range does not correspond to the 90-110 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Top Section - If this is the cross-section that is to be implemented by SHA, consider replacing the ROW dimension of "Varies" with 114 ft.	MCDOT	Staff concurs and will make the change.
TR	General	Long-Term - Such relatively narrow sidewalks alongside separated bike lanes (particularly without buffers & when located in urban areas) increase the likelihood that pedestrians will use the separated bike lanes as an extension of the pedestrian environment.	MCDOT	The cross section doesn't show the intent, which is to provide a one-foot grade change between the sidewalk and the two-way separated bike lane. This will be changed in the next draft.
TR	General	Long-Term - Label the applicable lanes as through-BRT lanes, with diagrammatic buses.	MCDOT	Staff concurs and will make the change.
TR	General	Long-Term - The cross-section adds up to 119 ft; not 120 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Clarify where the Existing ROW lines are to better characterize the differences between the short-, medium-, and long-term options. It appears that the landscaped buffer (Medium-Term) is intended to be added piecemeal as new development dedicates more ROW, and that once the full length of ROW is available: a CIP project would reconstruct to provide the 2-way separated bike lanes. Confirm if this is a correct interpretation.	MCDOT	Staff concurs and will clarify language.
TR	General	Top Section - The curb-to-curb is 78 ft; not 68 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Bottom Section - The cross-section adds up to 112 ft; not 122 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	It does not appear a prudent use of resources to narrow the lanes between Existing to Short-Term, only to widen a foot from Short-Term to Long-Term. Similarly, a 6 ft planting strip is added from Existing to Short-Term, and then reduced in size to 5 ft from Short- to Long-Term.	MCDOT	Staff concurs and will re-evaluate the cross sections to address this issue.
TR	General	It appears that the lanes are being narrowed to provide additional space for facilities behind the curb. However, in the Existing section there is 35 ft of additional remaining space within the master planned ROW. The Proposed section only utilizes an additional 12 ft.* To reduce costs and improve the likelihood & schedule for implementation, consider whether the existing curb line could be held. Or, if lane narrowing is deemed essential: consider reallocating space into widening the median from 10 ft to 14 ft.** As shown, in the Fiscal Impact Analysis this project will be treated as if it is a reconstruction, though a note would be included that as the narrowing is only 2 ft* from each side: subsequent design may find it feasible to utilize the existing drainage system, potentially reducing costs. * - Assuming 6 ft from each side for the planting strip in the Short-Term section, which is presumed to be kept at 6 ft into the Long-Term. ** - Assuming only 2 ft is reduced from each direction to reflect the Long-Term section, so that curb lines do not need to be repeatedly modified.	MCDOT	Staff recommends changing the Bus Rapid Transit lanes to 11 feet in width which would not require changing the total width of the roadway between the phases short-term and long-term.
TR	16th street	16th Street - Noting a comment raised by public input at the 1/28 meeting: consider highlighting the proposed road diet & consider how that space might be allocated to bicyclists (and potentially pedestrians) in both the near-term and long-term. Consider applying the same cross-section as from the Lyttonville Sector Plan (at least in the southbound direction, recognizing 3-lanes may be considered necessary in the northbound direction approaching Georgia).	MCDOT	Staff concurs and will make the change.
TR	spring street	A-263 (Spring Street) is assigned 80 ft ROW for a 4-lane divided arterial. A comparable CSRD Standard is 2004.06, which requires 100 ft of ROW. We request that further detail be provided as to how to reduce the section by 20 ft while also providing additional width for separated bike lanes.	MCDOT	The existing master-planned cross section width is 80 feet which current accommodates one travel lane in each direction as well as a median, on-street parking on both sides as well as separated bike lanes on both sides.
TR	General	Each Business Street is assigned 60 ft of ROW. Under the CSRD Standards a 60 ft Business street would correspond to 2005.01, which provides buffered sidewalks on both side of the street and a single lane of parking (as opposed to the 70 ft section, which provides parking on both sides of the street). Note that this single parking lane might potentially be eliminated if considered to be necessary to provide adequate bicycle accommodations, and a larger ROW may be necessary if parking is considered to be necessary along these streets.	MCDOT	Noted.
TR	General	Add a General Note stating that more right-of-way may be required to incorporate turn lanes or SWM facilities, transit facilities, auxiliary lanes, bike facilities, etc. Use typical phrasing as used on past master plans.	MCDOT	Noted.
TR	General	Show roadway designations (M-R, A-30, etc).	MCDOT	Noted. This change will be made.
TR	General	Show new streets (B-2, B-3, B-4).	MCDOT	Noted. This change will be made.
TR	General	Add the Purple Line Station icon to the legend	MCDOT	Noted. This change will be made.
TR	General	Consider showing which segments are proposed for abandonment (as noted on p33).	MCDOT	Noted. This change will be made.
TR	General	3rd Paragraph - "The radii can be wider if..." this sentence permits exceptions for fire/rescue and ped/bike needs. While the current phrasing may be adequate, consider rephrasing this to also call out transit and other service vehicles.	MCDOT	Noted. This change will be made.
TR	General	4th Bullet - Add "(CPS)" after "countdown pedestrian signals"	MCDOT	Noted. This change will be made.
TR	General	5th Bullet - Instead of Protected Intersections where such facilities are "on at least one approach", should this be where they are "on at least two approaches"? If only a single facility is present I believe it would transition out of that facility prior to the intersection, so that bicyclists do not have to transition within the intersection, adding to the intersection's complexity and confusion.	MCDOT	Noted. This change will be made.
TR	General	5th Bullet - Consider how to keep phrasing or definition of Protected Intersections "operationally vague". That is, we currently have no experience with Protected Intersections & do not yet know how well they will work; there could be a better design later on that may be even better. Consider writing something like "Protected Intersections or similar design", or perhaps defining Protected Intersections as not a specific design (with an image as a reference example) but rather a design intent (with an image as suggested guidance).	MCDOT	Noted. This change will be made.
TR	General	6th Paragraph - Consider making this more generic, changing "additional left-turn lanes" to "additional turn lanes".	MCDOT	Noted. This change will be made.
TR	Georgia Avenue	2nd Bullet - This appears to state that the ped/bike crossing on the east side of Georgia would link Georgia to either Forest Glen or Woodland on the north side. However, the Bicycle Master Plan (as shown in the Bicycle Network Map on p48) appears to suggest that this crossing would entirely follow the Woodland alignment. Consider clarifying this section on p39, perhaps highlighting means of directing users on the east side of Georgia toward the west side of Georgia, or to the Woodland Breezeway.	MCDOT	Due to existing grade, connecting at Woodland Drive on the north side of the Beltway did not appear feasible. By recommending both potential termini, there is flexibility in the master plan which achieves the desired outcome to have a safe and comfortable breezeway on the east side of Georgia Avenue generally along Woodland Drive.
TR	General	RE: Average Vehicle Delay Standard - We are concerned that the recent trend of master plans increasing the delay standards is an unsustainable approach, and relies on a metric that does not adequately consider the non-auto intent behind the increased thresholds. Intersection metrics looks at intersections in isolation, which can be especially problematic in corridors such as this, where intersections may meter traffic and allow downstream points to function better. Furthermore, increasing congestion thresholds only establishes that more congestion is permitted, without any actionable means of providing alternatives. Eventually the approach of higher congestion tolerances may encounter complications and/or pushback against any further increases. Consider evaluating travel times through the corridor rather than as much of a focus on individual intersections. The Roadway TPAR Test may be one such current regulatory means of doing this. We anticipate that as part of the pending SSP Rewrite we may press for consideration of some form travel time evaluation. One idea we are currently interested in is some form of mode-neutral travel time evaluation where by as long as a user is able to travel a path within a defined amount of time by some available mode (e.g. transit) it can be considered passing even if other available modes (e.g. SOVs) may not be considered passing.	MCDOT	Staff recommends increasing the delay standard because the majority of traffic in the area originates outside the sector plan area. The purpose of increasing the delay standard is to reduce barriers that would hinder redevelopment that achieves the sector plan vision. The amount of traffic forecasted to be generated by the recommended reworking would not be a significant burden on the transportation network. Establishing a new metric and standard is appropriate for the SSP re-write, which will take a comprehensive view of the County. Staff supports exploring this approach; however, an attempt to do so here would be outside the scope of the sector plan.
TR	General	Last Paragraph, re UMPS - I'm hesitant to use this current language, which explicitly ties the UMP to reducing congestion and improving traffic flow. I'd expect a Silver Spring Area UMP to have some similarity to the Bethesda UMP, which will have vehicle-minded elements but is largely non-auto focused. Consider whether there may be more mode-neutral phrasing.	MCDOT	Staff will consider this comment further.

TR	General		This is just to flag a reminder that the section on the Traffic Relief Plan will likely be out-of-date and in need of a rewrite by the time the Planning Board Draft advances.	MCDOT	Noted.
TR	16th street		16th Street - Recognizing that it is outside of the plan area, given that it forms the shortest path connection to the newest Purple Line Station, consider calling out that the 16th Street corridor is missing sidewalk on its west side, as well as its east side along the final block before Georgia Ave.	MCDOT	Thank you for this helpful information. Staff will take this into consideration.
			Consider also referencing the trail work being performed by the Purple Line which will extend the Capital Crescent Trail beneath 16th Street along the north side of the CSX Tracks, with connections to the 16th Street sidewalk on the east side and the western terminus of Lyttonville Road.		
			As an FYI (doesn't have to be mentioned in the plan), MCDOT DTE is evaluating providing sidewalk from Lyttonville Rd to the Bridge. The R is evaluating sidewalk from the Bridge to the Station / Shopping Ctr, and a gap will remain from the Shopping Ctr to Spring St (DTE hopes to soon evaluate this, as well).		
TR	Forest Glen Metro		Consider indicating that the bike parking at Forest Glen Metro Station is anticipated to be implemented largely through private development. You might even specify whether some/all might come from redevelopment of the WMATA property specifically, or if other corners might be obligated to provide a share of bike parking based on their proximity to portals in the current design of the Forest Glen Pedestrian Tunnel/Underpass.	MCDOT	Noted. This change will be made.
TR	General		Should the Transportation Demand Management be expanded? Was this section supposed to call out anything, or specify any recommended actions?	MCDOT	Staff is exploring MCDOT's proposal for NextGen TDM and the potential impacts on the sector plan area. The sector plan area does not have a significant number of qualifying employment establishments to make its own transportation management district. The only employer that would likely trigger at TDM plan is Holy Cross Hospital, which is outside the sector plan boundary.
TR	General		Consider including some narrative toward Bikeshare. This narrative is pretty generic & can probably be copied from other recent plans (possibly Vents Mill or Bethesda Downtown).	MCDOT	The transportation appendix includes recommendations for bikeshare. This can be moved to the plan document.
TR	Forest Glen Metro		Consider also mentioning the Kiss & Ride facility in the transportation section. Such a mention might highlight how this could cut down on NB Left demand such that we might not necessarily "need" the left-turn lane (should it be very difficult to provide), and may specifically improve off/on pickup & dropoff access from the Beltway.	MCDOT	Staff does not recommend duplicating this recommendation to the transportation section because the kiss & ride will be privately owned and maintained. The purpose of the on-site loop is to reduce queuing on Woodland Drive.
TR	General		Include references to the proposed new business streets.	MCDOT	Noted. This change will be made.
TR	General		Consider updating the section on Updated Road Design Standards to reflect the current Complete Streets efforts.	MCDOT	Noted. This change will be made.
TR	General		2nd Row - Consider adding an additional line item for implementing the Medium-Term section, in addition to this presumed Long-Term implementation.	MCDOT	Noted. This change will be made.
TR	General		2nd Row - Address typo "stud" should be "study"	MCDOT	Noted. This change will be made.
TR	General		Include two separate line items; one for each BIPPA.	MCDOT	Noted. This change will be made.
TR	General		Provide page numbers.	MCDOT	Noted. This change will be made.
TR	General		Footnote 1 - Consider expanding upon what "77% congestion" means for a layreader. People may read this as 77% of the 3-hour period, or is it at 77% of capacity, or 77% of some congestion-rating metric, etc. Perhaps consider providing the Congestion Severity Scale from p19 of the Mobility Assessment Report? I'm admittedly unsure how that might fit into a footnote.	MCDOT	Noted. This change will be made.
TR	Forest Glen		We intended to implement a mini circle at the intersection of Titton Drive and Woodland Drive. However, our recent count revealed significant pedestrian activity. Hence, we are leaning towards an All-Way STOP at the intersection.	MCDOT	Noted. This change will be made.
TR	General		Last Paragraph - "Specific recommendations to achieve this long-term vision are detailed in the appendix." /// This "is" the Appendix. Rephrase to highlight that additional detail follows on the subsequent pages.	MCDOT	Noted. This change will be made.
TR	Georgia ave		It is still not clear how easily the new road along the west side of Georgia will be to implement, particularly as it relates to the Fire/Rescue property, Sniders, and the water tower. Sniders' ROW, in particular, might be split into potentially undevelopable remainders, and operations so near Selway lane might be difficult.	MCDOT	Staff will look into providing further clarification on how the vision of the main street grid can be achieved.
			On p19 there is mention of the potential for abandonment of Selway. How would ROW be allocated if this occurred? There would be utility impacts, and access to properties east of Selway would need to be considered.		
			I think the Main Street Grid is a great idea in theory, but it needs much more detail behind it as its implementation may be very difficult and will require development coordination. It would be most helpful to try and work out the necessary steps and processes in advance so that the development process can be more streamlined.		
TR	General		Figure 7 on this page does not show the same alignment as on p28 of the main document. We do not support the offset intersections shown in this drawing & prefer those shown in the main plan.	MCDOT	Noted. This change will be made.
TR	General		Figure 7 - Label streets B-2, B-3, and B-4.	MCDOT	Noted. This change will be made.
TR	Georgia ave		4th Bullet - Consider also referencing Snider's and the fire station here, as they will also be important to the full realization of the Main Street Grid.	MCDOT	Noted. This change will be made.
TR	General		1st Paragraph - TP&R has not been completely eliminated by adoption of the SSP. While it was eliminated as a component of development review, per the approval of the SSP by the Planning Board on 8/1/2016 and upheld by the Council approval on 11/15/2016 (see p3 of the 10/31/2016 Council Analyst Packet at link below), TP&R has been retained for testing master plan transportation adequacy.	MCDOT	The second paragraph addresses that TP&R is retained for master plans. The sentence in the first paragraph will be modified to further clarify this point.
			https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=136&clip_id=12402&meta_id=127769		
TR	General		Table 10 - The narrowest secondary and tertiary cross-sections measure at 60 ft and 44 ft, respectively. The latter includes sidewalk on only one side, and given the proximity to urban areas it is more advisable to consider the narrowest Tertiary standard with sidewalk on both sides (50 ft). Need to review these streets to ensure that the assigned ROW is adequate for the street classifications.	MCDOT	The Minimum right-of-way shows what's dedicated today. This will be re-labeled as existing ROW. As these are not master-planned roadways, recommendations for wider ROW will not be included.
TR	General		RE: The last set of columns "2040 Zoning Envelope (Congestion standard increased to 120 secs in Plan Area)" - It is not immediately clear what this entails. This would appear to imply that the only change as compared to one of the preceding alternatives is that the congestion standard was increased. However, if this is the case, why do the delay values not match either of the other Zoning Envelope scenarios?	MCDOT	By increasing the standard, less mitigation is needed. For example at Forest Glen Road, to keep below 80 seconds of delay several new travel lanes need to be added to all four approaches. To keep below 120 seconds of delay, fewer additional lanes are needed. There is a desire to keep the roadways as narrow as possible at intersection to reduce pedestrian exposure. Further clarification is clearly needed to explain the different scenarios. This will be added as notes to the table.
TR	General		If I am following the text on p97 correctly, in the table on p98, the middle column is supposed to be mitigation without any change in the congestion standard, and the right column is supposed to be mitigation with the higher congestion standard.	MCDOT	Staff's looking into this. Overall the mitigation for the recommended increased delay standard is less intense and recommends fewer turn lanes, but staff recognizes that this is true for all approaches except the westbound approach at the intersection of Forest Glen and Georgia Avenue.
			Perhaps related to my preceding comment regarding p91, why is there such a profound difference on p98 between the two intersections for Forest Glen Rd? I would initially expect to see the right column showing less mitigation required, rather than a completely different arrangement of significant mitigation.		
			It's possible the text at the top of p99 is attempting to explain this, but I am not following how this resulted in the Proposed Standard mitigation diagram.		
TR	General		Last Paragraph, Last Sentence - Replace the typo "intended" with "intended"	MCDOT	Noted. This change will be made.
TR	General		Provide illustrations of each of the proposed 5 intersections and their respective treatments.	MCDOT	Noted. This change will be made.
General	Plan Area	Transcript 9	I do want to go on record saying the Linden Civic Association does strongly support the proposed sector plan. Forest Glen, Montgomery Hill Sector Plan. We think overall, it's a very good document. Your Staff was extremely helpful throughout the process in working with communities, working, making sure the process was as transparent, and as helpful as possible.	P. Olivetti	Noted
TR	Georgia ave	Transcript 9	I'm one of those 84,000 vehicles on Georgia Avenue, but my wife uses public transportation. Takes the bus to Silver Spring or to Wheaton, wherever she's going. And when she does, I can be, I know I'm going to receive, when I come from work, her comments about the state of Georgia Avenue, the state of getting, walking to Georgia Avenue, the state of the neighborhood, the difficulty and just the inability for someone to age in place. And while we've been in our residence, our home a little bit over 33 years, we want to continue to age in place, and we will. Certainly Georgia Avenue and the streets surrounding Georgia Avenue make it, what, a challenge for people to get around.	P. Olivetti	Noted
Housing	Forest Glen Metro	Transcript 17	County planners are proposing that most of the projected 2,200 upscale high-rise apartment units, with its projected 3,500 residents, will be packed into the metro lot, and a four-acre medical center property, our neighbor to the east. They propose that those four acres also be re-zoned to the same 120 foot	A. Banks	The 2,200 units represents the maximum zoning yield based for the entire Plan Area.
General	outreach		Much of the Park and Planning Departments proposal emanated from a charrette for 80 residents sponsored on June 22th, 2018, only six weeks after the passage of the equity resolution.	A. Banks	The Sector Plan does not control tenant selection but the existing medical use is still allowed under the proposed zone.
General	outreach	Transcript 18	The charrette was also attended by elected and other county officials. And our biggest concern is that West Forest Glen residents, and organizations, were excluded from this crucial event and that the charrettes reported recommendations would devastate our community.	A. Banks	The charrette was not organized by M-NCPPC. Staff was invited to attend the community led/organized event. It was advertised by the civic organization and open to the public and focused primarily on Montgomery Hills. All residents, stakeholders and organizations were afforded equal opportunity to meet with the planning team to which was evidenced by our participation in civic/hoa led tours, meetings and other community driven events.
TR	Georgia ave	Transcript 22	WABA supports the goals and recommendations of the sector plan and urges the Planning Board to follow the Staff recommendations for the medium and long-term configurations of Georgia Avenue, to align with the state highway administrations alternative 5(b) as part of the transportation elements of the plan.	WABA	Noted
LU/ZO	redevelopment	Transcript 25	It's critical that we actually do this. This is way more important than the character of close-in neighborhoods that are in high opportunity areas, like Montgomery County. And also, in terms of, I mean, we spoke about it with ability. In terms of equitability, if the supply of available housing is constrained, the price will rise. That's Econ 101.56, I'm just saying I'm here to be fully in support of the new sector plan and the added density around Montgomery, Around Georgia Avenue.	M. Dutka - My Backyard MOCO	Noted
TR	vision zero	Transcript 33	First is to encourage safe and sustainable transport. The strong emphasis on Vision Zero, to improve the safety for all individuals, including drivers, transit users, bicyclists and pedestrians is particularly important. Equally important is balancing the demands of the infrastructure improvements with the need to enable public transit and safe walking and biking.	Sierra Club	Noted
LU/ZO	TOD	Transcript 33	The second area to highlight is to improve land use. Much needed transit-oriented development would be enabled by changing zoning to allow high, medium density to multi-unit residential development around Forest Glen Metro Station and commercial, residential and mixed used development in both the metro station and the planned transit stop on Georgia Avenue and Seminary for the future Georgia Avenue South bus transit lane.	Sierra Club	Noted
ENV	Plan Area	Transcript 33	Third area, protect the environment. Which we believe this plan would do. It would improve stormwater management, improve open space, expand green cover, prioritize tree planting. It would reduce local energy demand and consumption by supporting the construction of energy efficient buildings. And I'll digress a second to say, we addressed the Planning Board to have this second plan include both requirements and effective incentives to encourage energy efficiency in buildings. For example, the Bethesda sector plan, bonus density points were offered to make buildings more efficient and code required. We like that	Sierra Club	The plan recommends a minimum of 35% green cover on all new development which can include green roofs, green lawn, and tree cover. We're also recommending full compliance of the County's stormwater management requirements. For any building coming in under CR Zones, we're asking them to go above the County's energy requirements by at least 2.5%. That would mean they would have to go above the IGCC standard.

Housing	Plan Area	Transcript 33	we like that there's a range of housing choices that would be created. And preserving market rate affordable housing and encourage collaboration with other organizations to develop and expand affordable housing is very important.	Sierra Club	Staff concurs.
ENV	Americana Finmark	Transcript 34	Americana Finmark though is one of the largest private green spaces in the area, for which we receive no assistance from the county to maintain it as green	P. Frandsen	
LU/ZO	WMATA lot	Transcript 34	The 1978 Forest Glen sector plan transit impact area and vicinity study said Forest Glen was intended primarily for local residents, parking there is intentionally limited and traffic from the beltway wishing to use Metro is directed south to Silver Spring. And so forth and so on. I won't read the whole thing. This was reaffirmed in the July 1996 Forest Glen sector plan	P. Frandsen	Sector Plan's have a 20 year horizon. Updates are routinely needed to address new challenges and issues, as such, recommendations are often changed or refined.
TR	WMATA lot	Transcript 34	That area, that immediate area, should stay residential. I don't think the best like is commercial development. Instead Wheaton and Silver Spring should be the focus of commercial development. The way the area is structured now, it's very inaccessible. The no left turn is a hallmark in the area. And basically, you can't get there from here with the way the traffic is now setup. It's straight jacked along Georgia Avenue. The lack of left turns has impeded development.	P. Frandsen	Noted
General	Plan Area	Transcript 38	For the last 15 years I've been advocating here and elsewhere for moral walkability, including the underground passageway to the metro. And over the last year and a half or so, I've attended about eight meetings on the sector plan. And during those meetings I have been incredibly impressed by the careful diligence and willingness of the planning staff to listen. And I can confidentially say the planning reflects a tremendous amount of input from the community. And largely reflects what my neighbors and I have been asking for, for the last few years.	Gillespie	Noted
LU/ZO	WMATA lot	Transcript 40	But in general, I want to say that I am really happy about the proposed zoning density at the intersection of Georgia and Forest Glen. I think we had a rare chance to do the right thing. We have a really good chance to make smart growth happen. And I'm super excited about that happening in my neighborhood. I think that that's exactly where we ought to have the density. And I think there are a lot of people who would live there and use the metro and it would be great.	Gillespie	Noted
ENV	Plan Area	Transcript 40	I also like the recommendations for trees and green roofs. And as Mr. Ditzler said, I would not lessen those numbers. I think it's important, well, that wasn't what you said, you said we should be equitable with Bethesda, and I'm going to piggyback on that and say I agree. I think it's important to aim for 35 percent green cover. And I know there's been some discussion about bringing that down, but please don't do that because it dooms us to be second class to Bethesda forever. If we lessen that number, we risk becoming also second to them in terms of the environmental aspect.	Gillespie	The plan recommends a minimum of 35% greenspace on all redevelopment properties. We also are recommending green roofs, and lots of street trees. The intention is to create shaded, desirable destinations that enhance the community as well as the environment.
LU/ZO	Forest Glen Metro	Transcript 48	I live within a half mile of an underground heavy rail subway station, even closer to the new feature entrance, and our walk score is 35. That's amazing. That wouldn't be possible without the over restrictive single use zoning that has held the neighborhood back. Points on the metro by the way, it's one step from downtown Silver Spring and Wheaton, it's two stops from town park, it's seven stops from the Capitol and the core of D.C., yet, next to its entrance are parking lots. On our side is a mostly empty parking lot and an aging medical building. Single use. Nothing at all has been built in Forest Glen for over 50 years. Other than a new patient wing of Holy Cross Hospital. Which, by the way, is over 120 feet tall.	T. Martin	Noted
LU/ZO	medical office cluster	Transcript 48	I'd like to highlight the medical buildings on the northern edge of the plan area. By Dennis Avenue and Medical Center Park. There are three different properties. They're all single use medical building. They don't serve our neighborhood other than my dentist is there. That's the only thing that's there. Those property owners, according to the plan, they've indicated that they want to pursue opportunities to complement their current single use medical operations with small retail uses, such as a coffee shop, a pharmacy. Please let this happen.	T. Martin	Noted. This change will be made.
LU/ZO	Forest Glen Metro	Transcript 50	I live in Americana Finmark since 1978 and I moved to New York City in 1992 and then I came back in 2009. I've been back and forth to Americana Finmark because my mother lives there. And the one thing I have to say is, I like how our community is and I don't feel like I live in the middle of a mall. And because I lived in New York City I've seen urban jungles, like Brooklyn, and they don't feel like home to me, they feel like I'm just going to a bunch of stores. And so my concern is that this place is going to look like Brooklyn. And it's not appealing when you want to go someplace to relax after a stressful day at work	L. Tuvalo	Noted
Econ	Forest Glen Metro	Transcript 54	In the apartments economic analysis report that was commissioned by the Planning Staff, they said that rents could be around \$1,800, \$1,900 for 850 square unit. And the core apartments on Georgia Avenue, right near Cameron, you can get a one-bedroom studio for \$1,500 a month. If someone wants to get an urban area, that's where they're going to go, not to our parking lot. Furthermore, we talk about what we need economically. In that same economic analysis, they said that the viability for the market was that 300 to 380 units, at a four or five story apartment building on the lot. And yet what's being recommended is double that. With not explanation other than, that's appropriate. And that doesn't sit with me. We need to know why this economic study is not what we should be looking to instead of these general grandiose claims...	M. Barnhart	The economic analysis on potential rents was based on new residential comps in close subareas with a 10% price reduction/differential based on the assumption that the rents yielded on the WMATA lot would not be as high. They are not based on comparison to one building in a nearby subarea. The zoning recommendation for the site was based not solely on the economic analysis study, but on a variety of factors including conversations with WMATA, and comparable zoning given in other master plans to other transit-accessible sites.
LU/ZO	WMATA lot	Transcript 56	what sort of amenities we do want to see. Because there's a really great opportunity on that lot. We can see things that actually help converse our community. We are the furthest point from the two libraries. So if you want to go there, you have to metro to Wheaton or Silver Spring and then walk a mile. A lot of parents don't want their kids doing that. A satellite library with possible spaces for telecommuters or for a start-ups to setup and really do that sort of Work thing, except maybe with some county support, would be a really great economic development idea. Or a daycare to people who want to ride the metro to work don't have to drive their kids to a daycare they can drop them there, take the metro down to D.C. and then come back. Or of course, as everybody loves the small coffee shop. I think everybody can get behind that. And the last thing, food trucks. We talked a lot about restaurants, but the big problem is in the middle of the day, if people are just transiting and going down to D.C., those business, like a lot of the business in Montgomery Hills, won't have anybody coming in the middle of the day. Food trucks kind of solve that problem. By coming at particular times, they can come when it's busiest without having to bear the burden of a long day time where there may not be as many people around.	M. Barnhart	The proposed zoning allows for maximum flexibility and does not preclude a work space. A daycare or library could be added as a public benefit/amenity. The plan can't make a recommendation for food trucks but that use could fall under the general recommendation for placemaking.
Housing	Plan Area	Transcript 56	MPDU use only represents 60 percent of median income. That's not even representing real low-income residents, like our teachers, our police officers that can't live in their own county. If we want to give them housing, we need a much higher percentage than 15 percent. Furthermore, the Washington Post reported, actually just yesterday, or maybe two days ago, that middle-income seniors are losing out. And middle income seniors aren't being catered to by these luxury developments that are being built, they are getting screwed basically because they don't have a place to move to when they need to move out of their larger houses and don't have their families	M. Barnhart	MPDUs represent 65%-70% AMI (around \$80,000 for a family of four). As the MPDU units are a complete developer subsidy, they are meant to reach moderate income households (which includes teachers, firefighters, and police officers). The MPDU/market mix is supposed to represent a balance of creating affordable units, but still allowing enough incentive/density for a project to make financial sense.
Operational	Forest Glen Metro	Transcript 64	...fire safety specialists have criticized metros fire evacuation plan at Forest Glen Metro due to the role of the elevators. Okay. So, also since opening, the operating condition of the elevators has been a consistent major problem. Quite often one or more of the elevators is broken down. Worse yet, customers have been trapped in the elevators requiring rescue by the fire department and WMATA elevator techs, which takes about 30 minutes or more. Okay. WMATA currently has no elevator techs stationed at the Forest Glen Metro Station. They have to travel either from the Wheaton Metro or Silver Spring in order to assist in the evacuation.	T. Jones	This concern has been communicated to WMATA staff. Staff is awaiting response.
Operational	Forest Glen Metro	Transcript 64	So, the other thing too is that while this station has been consistently characterized as underutilized, this station was never intended to be, nor does it have the capacity to be a major transportation station handling thousands of passengers a day. Especially in peak commuting times.	T. Jones	This concern has been communicated to WMATA staff. Staff is awaiting response.
Operational	Forest Glen Metro	Transcript 68	...is it really possible to increase the population of our area by almost 50 percent and not affect the quality of life of those of us that are already living there. In my case, 33 years. And if the basis for increased density is maximizing the ridership of the Forest Glen Station, then that seems to be a non-starter because of all of what you've heard about the way that station was actually setup and the fact that it was meant to be what they call, I think a light service station	N. Wido - President, Americana Finmark	Noted
TR	Forest Glen Metro	Transcript 69	We have an emphasis on maintaining the residential quality of our neighborhood. We ask that you modify the proposals that will increase density and increase density in an already F rated intersection of the fourth busiest artery in the county, which is Route 97, Georgia Avenue and Forest Glen Road.	N. Wido - President, Americana Finmark	Noted
LU/ZO	Forest Glen Metro	Transcript 69	Reduce the size of the buildings considerably down from the 120 feet for the Metro Lot and the building center, or the medical center, focus on family housing rather than one-bedroom units and create neighborhood enhancing amenities. Such as a community center, daycare, green space, park and maintain and increase the small-scale retail that already exists there.	N. Wido - President, Americana Finmark	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. The Plan recommends a variety of public benefits and amenities including green space, parkland, neighborhood serving retail and affordable housing.
Operational	Forest Glen Metro	Transcript 71	I am a smart growth advocate, 100 percent. There's no question. Like I support density, I did Bethesda, when I worked on White Flint, Strathmore. Specifically, where the metro stations are. Yet, I do need to understand more about this issue on capacity for this particular metro station. Every single metro station that I have worked on, master plans, have escalators. This one doesn't have it. So, I did make the request through the Staff to ask Metro to show the capacity, the engineering report that they may have had when they created this station back in the '90s. What's their maintenance report? what's the lifecycle for the elevators?	Commissioner Fani-Gonzalez	Staff has requested this information from WMATA and is awaiting a response.
HP	Woodside	Transcript 75	First of all, Woodside is on the location atlas, which means that all homes in our section have to undergo a process of submitting plans to the HPC for exterior remodeling. However, because our houses are not historic, we don't get the tax credit for doing it. And residents who have been through it say that it adds time and money and a lot of headaches to the project, but we don't get the tax credit.	C. Gannon	Staff concurs that properties listed on the Locational Atlas and Index of Historic Sites are not eligible for the Montgomery County Historic Preservation Tax Credit. Owners of property listed in the Montgomery County Master Plan for Historic Preservation are eligible to receive a credit for documented expenses for exterior maintenance, restoration, or preservation work.
TR	Woodside	Transcript 76	I see that there's a recommendation for a protected crossing noted at Georgia and Noyes. I favor a protected crossing for pedestrians and bicycles, their way of a synagogue on the other side of the street. And we have a lot of residents who cross there. However, the neighborhood has struggled for decades trying to prevent cut through traffic. We sit just north of Silver Spring, lodged between 16th and Georgia and Spring. And a traffic light will bring traffic straight across Georgia onto Noyes, which is narrow street, has parking on one side. When the cars are parked there you can't even have two-way traffic on Noyes, the car has to pull aside and let another one go by. I think that works against the work the community has done for decades now having restricted access at various intersections to have a straight cut through on Noyes Drive. I know there are ways, if you feel you need something there that it could be you could turn right or left, but not go straight across, or it could be, my preference would be if it's just for pedestrians.	C. Gannon	Thank you for your feedback on the type of protected crossing that should be explored at Noyes Drive and Georgia Avenue.
ENV	Plan Area	Transcript 76	I would ask the Planning Board to pay careful attention to green space and trees. Getting people out of their cars and walking and biking and supporting local business will depend on many factors. But green space, walkability and bicycle safety I think will help immensely.	C. Gannon	The plan recommends a minimum of 35% greenspace on all redevelopment properties. We also are recommending green roofs, and lots of street trees. The intention is to create shaded, desirable destinations that enhance the community as well as the environment.
General	Plan Area	Transcript 78	Our neighborhood consists of almost 700 households and we support the goals of this plan and the improvements and the preferred alternative.	V. Grussing - President, Forest Estates Community Association	Noted
General	Plan Area	Transcript 83	I just wanted to express my enthusiastic support for this plan. I moved to the area about four years, I think the same time that you did. And for sure the reason we moved here was for the metro. Also, when we visited the neighborhood, the sense of the community. And I can echo what was said earlier.	J. Matthews	Noted
General	Plan Area	Transcript 86	The Staff has identified some terrific opportunities for development that will enhance our community. I've participated in several of the earlier meetings. This draft, I can assure you, was revised to address several concerns that were heard. And there was even a little progress on concerns I raised.	S. Fishman	Noted
UD	Montgomery hills	Transcript 87	you've already heard so much about traffic, here's a car wash. So what I'd like to do is ask you, there is something in the plan to say, to change the zoning, but I'm asking you to be bolder and find other ways to really discourage the current looking and feel, discourage the kind of businesses that are here and encourage alternatives.	S. Fishman	Noted

TR	Montgomery hills	Transcript The same thing is there's, here's the problem with the traffic, well, here's the car wash on Georgia Avenue. And, again, I would urge you to find some arrows in your quiver beyond zoning because it, you've seen what happens when the cars backup on Georgia Avenue. So we need, just a little hanging fruit that will actually make an improvement to the traffic.	S. Fishman	Noted
TR	Georgia Ave	Transcript We have two lanes going down, this is from Georgia Avenue onto 16th Street, and they're still backing up behind that. But if you change that from two lanes to one lane and change it from a 45-degree angle to whatever it is to a 90 degree angle, it ain't going to make it better.	S. Fishman	Thank you for your feedback. Based on the modeling exercise, the sector plan recommends that when 16th Street southbound is realigned to the current T intersection at 16th Street northbound and Georgia Avenue, two left turn lanes are recommended for southbound, turning from Georgia Avenue onto 16th Street. The geometry of the turn will be determined through the design process.



MCP-Chair

From: Clarence Smiley <csmiley6767@hotmail.com>
Sent: Sunday, May 5, 2019 10:07 AM
To: MCP-Chair
Subject: Forest Glen/Montgomery Hills Sector Plan

Categories: Tracked To Dynamics 365

Chair,

We reside at 10208 Douglas Avenue in Silver Spring, MD and fully support the draft plan to implement creative approaches that will improve pedestrian and bike safety, provide small-business opportunities to invest in our community, and create innovative approaches to address congestion.

Since my wife and I have moved here, the number of traffic fatalities involving pedestrians has increased to the point where we consider the Georgia Avenue corridor from Wheaton to Spring Street to be unsafe for pedestrians, bicyclists, and vehicles. Vehicular traffic and speeds have steadily increased along the corridor and there are no natural barriers to slow them down. To access Georgia Avenue during morning rush hour is an exercise in dodging dangerously speeding vehicles. We witnessed a pedestrian fatality at the Reedy and Georgia Avenue intersection that could have been prevented if traffic control measures were in place at that time. We have attempted to petition Montgomery County to install speed bumps along Douglas Avenue to slow traffic down but we were denied. In the meantime, cars detour down Douglas Avenue during morning rush hour and drive at dangerous speeds to avoid the traffic light at the Dennis and Georgia Avenue intersection. There are many families with small children on Douglas Avenue and we fear that no action will be taken until a life is taken by speeding cars. I happen to think that some of these speeders will eventually move to a multi-use apartment facility if located close to a metro stop.

Erecting multi-use properties along the Forest Glen corridor will increase opportunities for small-business investments and reduces traffic congestion. My wife and I both utilize the Forest Glen metro stop and we witness low volumes of riders on a daily basis. Many times, I have witnessed only a handful of others exiting the train at Forest Glen along with me so I'm quite sure this metro stop can handle additional riders on a daily basis. Infrastructure improvements that create a walkable environment along this corridor will foster private investment in our neighborhood, support a healthy business climate, lower infrastructure costs, and increase property tax revenue. Smart growth policies around the nation have found that fire department response time are faster with fewer stations needed if municipalities developed smart-growth policies. As our population grows and our needs evolve, so should our communities to accommodate these changes.

Do not hesitate to contact us if the need arises.

Sincerely,

Clarence and Carmen Smiley
10208 Douglas Avenue
Silver Spring, MD 20902

MCP-Chair

From: Michelle Desiderio <mjdesiderio@gmail.com>
Sent: Friday, May 10, 2019 4:26 PM
To: MCP-Chair
Cc: Don Slater; reemberto.rodriguez@montgomerycountymd.gov; Mencarini, Katherine
Subject: Comments on the Montgomery Hills / Forest Glen Sector Plan draft Recommendations - May 30th

Dear Chairperson Anderson

On February 26th, 2019 The Silver Spring Citizens Advisory Committee sent an advice letter to County Executive Marc Elrich for the need to implement without delay the SHA Alternative 5B for Georgia Ave in Montgomery Hills and Forest Glen. Specifically, the SSCAB wrote to support the plans to remove the reversible lane on the roadway, install a two-way bike lane on the west side of the street, install a traffic signal at Flora Lane, create much wider sidewalks, reconfigure the I-495 interchange from northbound Georgia Ave, and install a landscaped median.

The letter outlined the many important benefits that Alternative 5B would accrue to the local neighborhoods and the larger Silver Spring region. Because the SHA improvements are also captured in the draft MH FG Sector Plan, I offer the SSCAB's letter for the record to demonstrate their support for the road improvements. In fact, these road improvements were so important to the SSCAB, their advice was for the County to prioritize the MD 97 Montgomery Hills Improvements as the County's #1 priority in the Transportation Priorities letter to be prepared for submission to the State.

The SSCAB Letter of advice can be found [here](#). Please include this in the record of public comments for the draft Sector Plan.

As always, please feel free to contact me or Don Slater, co-chair copied above, should you have any questions.

Best,

Michelle Foster

Chair, Transportation, Energy, and Environment Committee of the Silver Spring Citizens Advisory Board

--

Michelle Desiderio Foster

Luzerne Ave

[Friends of Forest Glen and Montgomery Hills](#)



SILVER SPRING CITIZENS ADVISORY BOARD

February 26, 2019

Marc Elrich, County Executive
Montgomery County

[delivered via e-mail]

Advice from the Silver Spring Citizens Advisory Board re:
**NEED TO IMPLEMENT WITHOUT DELAY SHA ALTERNATIVE 5B FOR MD97
(GEORGIA AVE IN MONTGOMERY HILLS)**

Dear County Executive Elrich:

The Silver Spring Citizens Advisory Board (SSCAB) has held a series of discussions with key state and local officials, as well as the public on improvements to the transportation and roadway design impacting the Montgomery Hills community. In consideration of these presentations and our understanding of priorities from citizen input, we urge you to consider the following advice:

- Prioritize the MD 97 Montgomery Hills Improvements as the County's **#1 priority** in the Transportation Priorities letter to be prepared in March for submission to the State.
- Request the State Highway Administration (SHA) expedite the design and engineering phase and to provide to the County their proposed timeline for completion. Moving on this project in a more expedited manner will a) maximize the chance for these changes to be complete when/if any beltway changes occur, and b) will help the local businesses survive because of the increased economic activity that will take place when the pedestrian and road improvements are complete.
- Direct County staff to file a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application with the U.S. Department of Transportation, in coordination with the Maryland State Highway Administration, as a potential source of funding for construction of the SHA-proposed Georgia Ave road improvements.
- Appeal to SHA to request that the utilities provide an estimate for the cost of burying lines during the construction.
- Request more stringent enforcement on the use of the west curb lane by car wash customers to prohibit stacking on Georgia Ave.

When considering SHA's Preferred Alternative 5B's (available in [MD 97 Georgia Ave Montgomery Hills Project Planning Study](#)) outsized benefits to both County and State, as well as the immediate improvement in the congestion faced by 83,000 cars per day, it is hard to imagine

another project with more bang for the buck. Given the cost of the project has been cut in half, if the County finds the BUILD grant idea unfavorable, we advise the County Executive to advocate strongly that SHA procure the funding to proceed on an expedited timetable. The State has ignored the County's wishes for two decades. And even if the only benefit of the project was to make the road safer for vehicles and alleviate congestion, it is hard to imagine a more cost-effective project than improving this critical portion of Georgia Avenue.

If we can provide any additional information, please don't hesitate to contact Michelle Foster at 240-997-8027 or midesiderio@gmail.com, who chairs the SSCAB's Transportation, Energy and Environment Committee (TREE). Please see further detail in the attachment.

Thank you for consideration of our recommendations.

Sincerely,

Matt Losak
Chair,

Ed Levy,
Vice Chair

Mark Mendez
Secretary

Lysette House
Parliamentarian

Michelle Foster
Chair, TREE

CC:

Montgomery County Council Members
Reemberto Rodriguez, Silver Spring Regional Area Director
Members of the SSCAB

ATTACHED:

Background Information

BACKGROUND

The Transportation, Energy, and Environment Committee heard presentations from the Maryland State Highway Administration (SHA) and the Maryland National Capital Park and Planning Commission (MNCPPC) staff on January 28, 2019. The presentation focused on SHA's plans currently under development to improve Georgia Ave from the I-495 interchange to 16th Street. Over 60 residents attended the meeting.

This corridor is the gateway to downtown Silver Spring. Georgia Avenue also acts as connector between the Silver Spring and Wheaton CBD and its amenities include the Forest Glen Metro Station, a planned BRT line, and an existing health and wellness node comprised of numerous medical office complexes. In addition, it is adjacent to the Purple Line Woodside Station under construction. Much of the vehicular traffic and on-road transit coming to and leaving from downtown Silver Spring must travel through this area. When traffic comes to a standstill in either direction, the entire region is affected. The inability for people to walk or bike in the corridor hinders all but travel by vehicles. The vehicle-dominated corridor reduces transit use by people who have a choice in transportation options and makes it unsafe for those that do not have a choice.

As currently configured, Georgia Avenue is dangerous for all users. The Montgomery Hills section of Georgia Avenue is three-quarters of a mile in length, carries an average traffic volume of 83,000 vehicles each day, and has a higher than average crash rate for all types of accidents. Specific crash data is available in the SHA document [MD 97 Georgia Ave Montgomery Hills Project Planning Study](#). Sidewalks are narrow and directly abut the busy road, are in disrepair, not ADA-compliant, and often have utility poles blocking their use. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour.

Georgia Ave has been studied for almost two decades. In 2000, Montgomery County gave SHA \$3 million to develop planning concepts to improve the corridor. The purpose of the MD-97 [Montgomery Hills Project Planning Study](#) was to establish a balanced approach to transportation within the corridor, by evaluating existing vehicular, pedestrian, and bicyclist mobility and safety, while accommodating proposed transit enhancements and establishing a sense of place within the Montgomery Hills community.

The severity of backups on northbound Georgia Avenue, which often extends into downtown Silver Spring, was exacerbated significantly when SHA modified the Beltway interchange by eliminating the loop ramp in the northwest quad. SHA's objective for this modification was to reduce back-ups on I-495 and get a larger volume of traffic onto Georgia Ave as fast as possible. The interchange configuration was successful in this objective but resulted in substantial traffic congestion on Georgia Ave and in Montgomery Hills. The interchange modification necessitated the installation of traffic signals at southern edge of I-495 which helped make the merge on and off I-495 slightly less precarious, but because it stops north- and south-bound traffic on Georgia Ave during the light cycle it drastically reduced the amount of through-put of cars between Georgia Ave and I-495, and increased the back-ups on Georgia Ave.

In 2014, SHA presented six alternatives. Residents, businesses, and the official stakeholder group were unanimously in favor of the project because no one is satisfied with the existing conditions and were aligned in support of Alternative 5B.

The proposal includes removing the reversible lane on the roadway, installing a two-way bike lane on the west side of the street, installing a traffic signal at Flora Lane, creating much wider sidewalks, reconfiguring the I-495 interchange from northbound Georgia Ave, and installing a landscaped median. Despite this overwhelming and widespread support, project implementation is not funded.

ALIGNMENT WITH THE COUNTY VISION FOR A MORE EQUITABLE AND INCLUSIVE MONTGOMERY COUNTY

The proposed Georgia Avenue corridor improvements in Alternative 5B will propel the vision that the Elrich administration has outlined for the County. Specifically, the road improvements support the **Easier Commutes** priority. Georgia Ave must be redesigned if it is to safely move people and goods more efficiently. Presently, the road is thwarting economic growth, harming small businesses, and impairing our residents' quality of life. Proposed road improvements will reduce traffic congestion, improve transit accessibility, support Metro, and allow pedestrians to walk safely.

The road improvements support your administration's **Safe Neighborhoods** objectives. The redesign is intended to address pedestrian safety and greatly enhance opportunities for walking, biking, and creating neighborhood gathering places.

The proposed road improvements creates a **Greener County**. There are plans to address storm water, increase transit options, and provide transportation alternatives to driving.

ALIGNMENT WITH CIVIC ASSOCIATIONS, LOCAL RELIGIOUS INSTITUTIONS, PRIVATE SCHOOLS, AND LOCAL BUSINESSES

The proposed Georgia Ave corridor improvements in Alternative 5B are strongly supported by the five civic associations that surround the corridor: Woodside, Woodside Park, Woodside Forest, Linden, Forest Estates. The five civic associations have been on the record since at least 2013 urging SHA to implement the road improvements. In addition, there are several private schools and religious institutions in and adjacent to the corridor. These organizations have voiced their support for the improvements and believe them critical to the safety of their families, students, and congregants. Last, many of the local businesses support the road improvements because the current road configuration, lack of sidewalks, and congestion makes it difficult for them to thrive.

SHA's 2015 version of Alternative 5B included a wider right-of-way that would have caused a few properties and businesses to be taken by eminent domain leading those businesses to oppose Alternative 5B. However, SHA's subsequent revision has eliminated the need to take private property for the right-of-way thus eliminating those potential negative impacts.

ALIGNMENT WITH COUNTYWIDE TRANSIT CORRIDORS FUNCTIONAL MASTER PLAN AND BICYCLE MASTER PLAN

SHA's revised Alternative 5B is consistent and complementary to the **Countywide Transit Corridors Functional Master Plan** which recommends Bus Rapid Transit (BRT) for the Georgia Ave South Corridor and the **2018 Bicycle Master Plan** which recommends a separated bikeway on Georgia Ave that connects with the pedestrian bridge under I-495.

FUNDING CONSIDERATIONS

Given broad support of Alternative 5B, and widespread agreement these road improvements will help Montgomery Hills thrive, it appears that funding remains the sole barrier to implementation of Georgia Ave road improvements. When Alternative 5B was originally conceived, total costs of implementation were estimated to be at \$40-60 million, with the right-of-way (ROW) acquisition alone estimated at \$20+ million. SHA Administrator Greg Slater stated that the project would proceed faster (presumably than the 2030 projected completion date) if there was funding to help the State pay for the road improvements. This presented a conundrum as the County has been worried about setting a precedent for paying for improvements to a State road.

Our federal congressional delegation, also supportive of the road improvements, has suggested that the County submit a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant with the U.S. Department of Transportation. The delegation indicated they will support DOT's approval of such an application and that the amount was in the "sweet spot" for BUILD grants. The SSCAB supports this idea to help fund the project.

SHA has since revised Alternative 5B with input from the County to eliminate the need for ROW acquisition, thus reducing the cost of the project to \$20 million. It has been encouraging to see renewed collaboration between County and State agencies on this important project.

MCP-Chair

From: AH <awfhidalgo@gmail.com>
Sent: Thursday, May 16, 2019 10:52 AM
To: MCP-Chair
Subject: Fwd: Forest Glen/Montgomery Hills Sector Plan Public Hearing Scheduled for May 30
Categories: Tracked To Dynamics 365

Hello,

I am writing to express concern that the impact to Capitol View Avenue has not been considered as part of this study. It will be great to have some mixed use amenities close to our neighborhood, however there are the following huge issues with this:

- Capitol View Avenue has no sidewalks, and therefore our community cannot walk to Forest Glen Metro, much less a mixed use development.
- The increase in traffic to Capitol View Avenue is greatly troubling, given that currently this road is extremely unsafe. It is used as a cut-through between Connecticut Ave and Georgia Ave. It is incredible windy and hilly, has only one crosswalk between Forest Glen Road and the Town of Kensington, and traffic drives too fast and recklessly. Drivers pass illegally on a regular basis. Children who live on or on the south side of Capitol View Avenue cannot walk to school (Oakland Terrace) because it is too dangerous to cross Capitol View Avenue. People waiting for the Ride On 5 bus stop are not protected at most stops on this road, and also have no safe way to walk to these stops.

My request is simple. Please consider our community. If we have such a dangerous road now, it obviously cannot support additional development without sidewalks, crosswalks (lighted), and traffic calming measures.

Thank you for your consideration.

Andrea Hidalgo

----- Forwarded message -----

From: The Maryland-National Capital Park and Planning Commission <melissa.williams@montgomeryplanning.org>
Date: Tue, Apr 30, 2019 at 3:27 PM
Subject: Forest Glen/Montgomery Hills Sector Plan Public Hearing Scheduled for May 30
To: <awfhidalgo@gmail.com>

April 30, 2019

FOREST GLEN
MONTGOMERY HILLS

Forest Glen/Montgomery Hills Sector Plan Public Hearing Scheduled for May 30

View the Public Hearing Draft of the plan and sign up to testify

The [Montgomery County Planning Board](#) will hold its public hearing for the Forest Glen/Montgomery Hills Sector Plan on Thursday, May 30, 2019 at the Montgomery County Planning Offices located at 8787 Georgia Avenue, Silver Spring, MD. The hearing will begin at 7 pm.

View the [Forest Glen/Montgomery Hills Sector Plan Public Hearing Draft](#).

The Forest Glen/Montgomery Hills Sector Plan contains the text and supporting maps for a comprehensive amendment to portions of the approved and adopted 1989 Master Plan for the Communities of Kensington-Wheaton, as amended; 1996 Forest Glen Sector Plan, as amended; and 2000 North and West Silver Spring Master, as amended. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the 2013 Countywide Transit Corridors Functional Master Plan; the Master Plan of Highways and Transitways, as amended; and the 2018 Bicycle Master Plan.

The Plan makes recommendations for land use and zoning within the Forest Glen/Montgomery Hills Sector Plan area as well as recommendations intended to improve overall circulation, pedestrian connections and the network of bikeways for approximately 230 acres. The plan area stretches two miles along the Georgia Avenue corridor between the Wheaton Central Business District and the Silver Spring Central Business District.

The Planning Board and its staff encourage you to be part of the public hearing. You may sign up to testify online at <http://montgomeryplanningboard.org/meetings/signup-to-testify/sign-testify-form/>. You may also submit comments about the Plan via email to mcp-chair@mncppc.org. These comments will become part of the public testimony and public record for the plan.

Questions, comments? Please contact:

Melissa Williams, Project Manager
301-495-4642

Melissa.Williams@montgomeryplanning.org

Katherine Mencarini, Forest Glen/Montgomery Hills Senior Planner
301-495-4549

Katherine.Mencarini@montgomeryplanning.org

Michael Brown, Area 1 Master Planning Supervisor
301-495-4566

Michael.Brown@montgomeryplanning.org

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Meet us: Visit the Planning Department in Silver Spring or invite us to your meeting.

Learn more: www.montgomeryplanning.org

About the Forest Glen/Montgomery Hills Sector Plan

The Planning Department launched the plan in fall 2017 with a study of traffic conditions along the Georgia Avenue corridor from Spring Street in Silver Spring to Dennis Avenue just north of the Forest Glen Metro Station. The planning area stretches along the Georgia Avenue corridor to encompass the Montgomery Hills commercial area located between 16th Street and the Capital Beltway.

Previous plans for the area, including the 1996 Forest Glen Sector Plan and 2000 Silver Spring North and West Plan, need to be updated due to recent changes planned for the corridor. The Maryland State Highway Administration has initiated preliminary planning for road improvements along Georgia Avenue between 16th Street and the Capital Beltway, and these upgrades will affect properties on both sides of the road. The Washington Metropolitan Area Transit Authority (WMATA) has expressed interest in redeveloping its property near the Forest Glen Metrorail station.

Planners presented the scope of work for the plan to the Planning Board on November 2, 2017.

The team will explore ways of improving pedestrian and bicycle access, connectivity and safety within the plan area. Opportunities for redevelopment at strategic locations to provide walkable, neighborhood-serving development will be examined, as well as previous plans and studies of streetscape designs to improve sidewalks, street trees and lighting.



The Maryland-National Capital Park and Planning Commission
301-495-4600

mcp-cr@mncppc-mc.org

<http://www.montgomeryplanningboard.org>

<http://www.montgomeryparks.org>

<http://www.montgomeryplanning.org>

The Maryland-National Capital Park and Planning Commission,
8787 Georgia Ave, Silver Spring, MD 20910

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Sent by melissa.williams@montgomeryplanning.org in collaboration with

Constant Contact 

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MCP-Chair

From: Louis Wolinetz <wolinetz@gmail.com>
Sent: Monday, May 27, 2019 10:14 PM
To: MCP-Chair; Rick LaRue; Mencarini, Katherine;
Khursheed.Bilgrami@montgomerycountymd.gov;
yazdan.sanayi@montgomerycountymd.gov
Subject: Forest Glen/Montgomery Hills Sector Plan

I unfortunately cannot attend the public hearing this week, but am submitting my comments for the record.

The intersection of 16th St. and 2nd Ave. has, not been included in prior drafts of this plan. This is very unfortunate, as the intersection is a key link between the Montgomery Hills area and Woodside Purple Line rail station, and a walking route to Woodlin Elementary school less than 1/2 mile northwest. Tintersection suffers from numerous deficiencies that make it dangerous to cross and a barrier to pedestrian and bicycle users.

At a meeting with Montgomery County Planning Department | Area 1 staff in April, Rick LaRue of the Woodside Civic Association and myself went over these deficiencies and potential low-cost cures to make the intersection safer for non-motorized modes. Chief among these are:

1. Installing a marked crosswalk crossing 2nd Ave on the east side of 16th street.
2. Installing pedestrian signals for crossing 2nd Ave on both the northeast and southeast corners of the intersection. This is especially important for pedestrians walking south along 16th street, since traffic on southbound 16th St. turning left onto 2nd Ave. can turn at a high rate of speed and approach from behind the pedestrian.
3. There is a striped crosswalk on the west side of 16th street that leads to nothing. Installing sidewalks on the west side of 16th north to connect to Montgomery Hills and on the north side of 2nd to connect to the nearby bus stop
4. There is no safe place for pedestrians to stop along the 160-foot crossing of 16th St.
4. There is no crosswalk for Elkhart St.

Given the importance of this intersection to connecting Woodside, Lyttonsville, and Montgomery Hills, I kindly request it to be included in the Forest Glen/Montgomery Hills Plan.

Thank you for your consideration,

Louis Wolinetz
9006 1st Ave
Silver Spring, MD

MCP-Chair

From: Peter Holtgrave <pholtgrave@gmail.com>
Sent: Tuesday, May 28, 2019 7:31 AM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com
Subject: Testimony in Support the Montgomery Hills /Forest Glen Sector Plan
Attachments: Holtgrave GA testimony_052819.pdf

Categories: Tracked To Dynamics 365

Dear Chairman Anderson,

Attached please find my testimony in support the Montgomery Hills /Forest Glen Sector Plan.

Thank you for including this in this Thursday evening's deliberations.

Best regards,

Peter L. Holtgrave
1717 Luzerne Ave, Silver Spring, MD 20910

May 28, 2019

Mr. Casey Anderson
Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Chairman Anderson,

I am writing to submit my testimony in strong support of the Montgomery Hills /Forest Glen Sector Plan, in particular to complete the much-needed improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.

As residents of the Forest Glen area with two young children, my wife and I firmly believe that creating a safer, more integrated, and vibrant community is sorely needed. We greatly appreciate the tremendous efforts of the Planning Department listening to and honoring the concerns and wishes of our community and welcome the improvement that the plan details. This includes increasing pedestrian and bike safety by converting the reversible lane into a green median, adding more areas to cross Georgia Avenue and adding bike lanes. As a family who values active living, these are all greatly welcomed and long-needed changes!

Such changes would also better connect the neighborhoods currently bisected by unsafe traffic on Georgia Avenue. As a volunteer at last Fall's Street Fest, designed to increase awareness of the changes needed and opportunities for greater community connectivity, including with area businesses, we join a significant number of area residents who strongly support these changes. Whether to walk to Snyder's for groceries, to Meleket to enjoy a nice meal, to CVS to pick-up prescriptions, to Jalal's Barber Shop for haircuts, or to walk to a nearby park, these improvements will benefit everyone, including those who reside outside of the area who would undoubtedly be more attracted to a more accessible and community. Rather than having to always drive, how wonderful would it also be for our older adult community members and those with special needs who could use the ADA-compliant sidewalks recommended!

The recommendations in the plan also offer a reasonable – and also much-needed – solution to providing additional affordable housing while being respectful of existing housing.

These are just a few of the positive and much-welcomed changes that the Plan details that we fully support.

Respectfully,

Peter L. Holtgrave

Peter L. Holtgrave
1717 Luzerne Avenue
Silver Spring, MD 20910
pholtgrave@gmail.com

MCP-Chair

From: Bee Ditzler <bee.ditzler@gmail.com>
Sent: Tuesday, May 28, 2019 11:11 AM
To: MCP-Chair
Subject: Forest Glen / Montgomery Hills
Attachments: 2019.May ForestGlen.MontgomeryHills.letter.docx

Categories: Tracked To Dynamics 365

Please find attached, a letter in support of the sector plan proposed for Forest Glen / Montgomery Hills.

Thanks,
Bee Ditzler

Re: Item #7 Forest Glen / Montgomery Hills Sector Plan
May 30, 2019

1225 Noyes Drive
Silver Spring, MD 20910

Planning Chairperson Casey Anderson and Commission Members:

The need to change and update the area of Forest Glen and Montgomery Hills is evident as written in this new sector plan and this letter is in support of much of the plan. It's important to make this area serve the community it was intended to support and make it less of a through-way for commuting traffic. Creating a safer and more walkable area are key to becoming a more vibrant commercial area.

I applaud the removal of reversible traffic lanes, the creation of a green median and new pedestrian friendly sidewalks with added bike lanes. We know that Georgia Avenue has many collisions that create havoc for drivers, pedestrians, and commercial establishments. Route 97 is a main artery for traffic that needs to be accommodated, but there are many ways to make this area more aesthetically pleasing while still functional for motorists, bikers, and pedestrians. The accommodations in this plan seem to strike a balance and provide green areas that are more environmentally friendly.

By making Georgia Avenue more of a boulevard and less of a strip, everyone benefits. Currently one of the eyesores are the many utility poles and lines that create a cement dominated area. If one compares this area, to other commercial areas where utilities are buried there is a huge difference. With more poles, there are fewer trees and greenery. By undergrounding utilities, not only are utilities more reliable, we also have a more shady and friendly landscape for walking, biking and shopping.

With the reconfiguration of Georgia Avenue and 16th Street, there is an opportunity to provide some needed green space and park land in this community. This green area is large enough that it can provide many forms of recreation. Activating the area is a wonderful opportunity for the local communities to come together.

Solving the beltway interchange dilemma is a challenge and creative thinking in this sector plan is appreciated. We know that motorists on Route 97 weave and jockey to be first in line to either enter or exit the beltway creating more chaos and accidents. The suggested configuration of a diverging diamond looks like a sound alternative that should be explored. Living in Woodside Park and knowing all the traffic that diverts to Woodland Drive because of congestion on Georgia Avenue from about 3pm to 7pm weekdays, indicates more solutions to alleviate this problem are welcome.

Seeing more housing built around the Forest Glen Metro is very appropriate. Montgomery County is endeavoring to expand its housing in the coming years and this is a perfect area for

smart growth to proceed. Building at Metro is certainly an incentive for new residents to use transit and with the new pedestrian tunnel, transit is more convenient for single family home residents across Georgia Avenue and those using the hospital complex as well. Greater density and the amenities that accompany it are important for both new residents and with the established community. Recognizing our increased traffic problems, air and water pollution, and concern for our environment we should be adding convenient close-to-transit housing. The planned BRT line, Purple Line, and the current bus service adds to transit accessibility for both current and new residents.

One area of concern is the “historic preservation” being considered in the plan for Montgomery Hills. This is not an historic building area and the current buildings do not seem worthy of preservation for either their history or architecture. Because of the current signage, painting and upkeep of many buildings, any aesthetic or historic interest is gone. A better plan going forward would be to concentrate on making the area more cohesive with strict signage, colors and design enforcement. It would be wonderful for motorists to say, “This is an interesting area, I’ll plan to visit it and spend some time.” Currently, people want to just get through this ugly area as quickly as possible, much to the disappointment of commercial establishments.

The area of Montgomery Hills and Forest Glen is sadly in need of change. We urge you to help foster a better environment, a walkable and bikeable area, an area that attracts customers to businesses, creates more housing and improves our community. Please support changes as indicated in this sector plan.

Sincerely,
Barbara (Bee) Ditzler

MCP-Chair

From: Sandra Maley <saundram@gmail.com>
Sent: Tuesday, May 28, 2019 12:11 PM
To: MCP-Chair
Subject: Americana Finnmark Perspective on Over-Development

Categories: Tracked To Dynamics 365

I have lived at Americana Finnmark since before the Metro parking lot or the townhouse development behind the property existed. In the time I've live here, this area has lost much of its natural beauty and now, I learn that a huge parking lot will be built just outside my windows. This is the last thing I want to see. I voted for Marc Elrich because he promised to stop the over-development of Silver Spring and I have seen more building lately than I have in all the time I have lived here.

I see spaces in the lot every day where more cars could park, or a smaller structure could be erected to allow for more parking. Please consider keeping any building on the metro lot to a minimum. If possible, keep the highest part of the garage farther back from Georgia Avenue and our property. I would like to be able to step out of my apartment, which faces the metro lot and see the sky above me and not a huge concrete structure!

Please, no more ugly boxes in our area! I pay a lot to live in Montgomery County on a part-time college adjunct salary, which is a crime in itself, so please, enough ugly boxes.

What I see going up in downtown Silver Spring and in Wheaton makes me sick.

Sandra Rose Maley
301-495-2747

MCP-Chair

From: Merrie Blocker <merrieblocker@icloud.com>
Sent: Tuesday, May 28, 2019 1:54 PM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com; jared.solomon@house.state.md.us; lorig.charkoudian@house.state.md.us; marc.elrich@montgomerycountymd.gov; Tom Hucker; Councilmember.Rierner@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov
Subject: Support for draft Forest Glen / Montgomery Hills Sector Plan
Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioner

I write to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

I live in North Woodside, a neighborhood just on the west side of Georgia Avenue, right south of the beltway. My home is less than ½ mile from restaurants, dry cleaners and other businesses on the east side of Georgia, but I rarely use them as crossing Georgia on foot and even in a car is a major undertaking. I am only a ten-minute walk from the Forest Glen metro but the walk is so unappealing that I walk the 20 minutes to the Silver Spring metro or take a car. WMATA complains that the Forest Glen stop is underused. I would use it a lot more if the walk was easier and more pedestrian friendly.

The Montgomery Hills portion of Georgia Avenue is also dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

Thank you in advance for helping to fix Georgia Ave.,

Merrie Blocker
1915 Glen Ross Rd.
Silver Spring, MD 20910

MCP-Chair

From: martha berger <mkpberger@gmail.com>
Sent: Tuesday, May 28, 2019 2:03 PM
To: MCP-Chair
Subject: Georgia Ave

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

I support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. A vibrant Georgia Ave is the key to all the other recommendations in this plan. A vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction and has been overdue for decades. I moved to this area in 1988 and am impatient for progress. The State and County should do everything in their power to see these improvements implemented.

The Montgomery Hills portion of Georgia Avenue is dangerous, with over 84,000 vehicles traveling through every day. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission..

Thank you in advance for helping to fix Georgia Ave.,

Martha Berger
2001 Luzerne Ave
SS, MD 20910

MCP-Chair

From: Jean Kaplan Teichroew <jean.teichroew@gmail.com>
Sent: Tuesday, May 28, 2019 2:18 PM
To: MCP-Chair
Subject: Support the recommendations for Forest Glen/Montgomery Hills Sector Plan

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

Please support the recommendations in the draft Forest Glen/Montgomery Hills Sector Plan, especially those that would transform Georgia Avenue into a boulevard that is safer for all users, as well as more attractive, walkable, bikeable, beautiful, greener, and less vehicle-centric. If Georgia Avenue is not improved as such, none of the other recommendations matter. A vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Avenue redesign and reconstruction. The State and County should do everything in their power to implement these improvements.

I have lived in North Woodside, about half a mile from the Montgomery Hills portion of Georgia Avenue, since 1984. My husband and I raised our family here, and we hope to continue enjoying our active retirement. But with every passing day, the traffic and ensuing problems in this stretch of the highway seem to worsen. We welcome small businesses, but in all honesty, a business owner might well be duly questioned for trying to create a profitable establishment here. And don't even get me started on the unsightliness and traffic bottleneck that greet drivers exiting I-495 south on Georgia Avenue—a major gateway to Downtown Silver Spring and the District of Columbia. Welcome to your nightmare!

Moreover, the Montgomery Hills portion of Georgia Avenue is extremely dangerous. More than 84,000 vehicles travel daily through this section of Georgia Avenue, and it has a higher-than-average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, which is non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively affects residents, local businesses, and commuters, and it hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is only half a mile away, but many residents drive there because they can't walk to it without *taking their lives in their hands every step of the way*. The future Purple Line stations that will serve Woodside and Lyttonsville are nearby, but road and sidewalk conditions obstruct access to those stations as well.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

It's hard to imagine another project with more return on investment. Alternative 5B provides outsize benefits to both the State and County, and it offers huge improvements to commuters, local residents, and business along the corridor. I doubt there is a more cost-effective project—or one more aligned with SHA's mission.

Thank you in advance for working to fix Georgia Avenue.

Jean Kaplan Teichroew
1925 Grace Church Rd.
Silver Spring, MD 20910

MCP-Chair

From: Miriam Pemberton <miriam@ips-dc.org>
Sent: Tuesday, May 28, 2019 2:37 PM
To: MCP-Chair
Subject: Georgia Ave improvements plan

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

I write to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

I've lived a couple of blocks from that section of Georgia Ave. for 35 years, on Luzerne, watching as nothing gets done to improve this terrible stretch of road. It seems like everyone agrees on the proposed plan--a rarity in this day and age!

The Montgomery Hills portion of Georgia Avenue is also dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission..

Thank you in advance for helping to fix Georgia Ave.,

Miriam Pemberton
2003 Luzerne Ave

Posted by: Merrie Blocker <merrieblocker@icloud.com>

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SPONSORED LINKS

MCP-Chair

From: mail@changemail.org
Sent: Tuesday, May 28, 2019 3:02 PM
To: MCP-Chair
Subject: 100 more people signed "Maryland State Highway Administration: Fund Design & Implementation of SHA MD 97 Georgia Ave Montgomery Hills"

Categories: Tracked To Dynamics 365

change.org New signatures

Casey Anderson – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Maryland State Highway Administration: Fund Design & Implementation of SHA MD 97 Georgia Ave Montgomery Hills



Petition by Friends of Forest Glen and Montgomery Hills · 100 supporters

100 more people signed

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Pam Wanveer

Silver Spring, MD · May 28, 2019

The existing conditions in the Montgomery Hills Georgia Avenue Corridor are constricted and an eyesore. They restrict traffic movement and are an ugly gateway to downtown Silver Spring's new updated center. The 495 exit onto Georgia Avenue going south is untenable and if the beltway is renovated will become even worse. Sidewalk conditions and safety for pedestrians are as bad as when I moved to the area in 1980. It is sad that this part of Montgomery County has been so left behind.



Sarah Morris

Silver Spring, MD · May 28, 2019

There's so much wasted potential in this area!



Morgan Higgins

lancaster, PA · May 28, 2019

It's important



Michelle Artz

Silver Spring, MD · May 28, 2019

I drive and walk on GA Ave daily and shop at so many of the businesses on the Ave.



Nicole Breedlove

Silver Spring, MD · May 27, 2019

With the urgent need to eliminate greenhouse gas emissions to protect a livable climate for all young people and future generations, MDOT and Montgomery County need to prioritize funding for projects like these that make neighborhoods more walkable and increase safe access to transit.

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On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. [Learn more.](#)

This notification was sent to MCP-Chair@mncppc-mc.org, the address listed as the decision maker contact by the petition starter. If this is incorrect, please [post a response](#) to let the petition starter know.

MCP-Chair

From: Julie Lees <leesjulie@gmail.com>
Sent: Tuesday, May 28, 2019 3:13 PM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com; Solomon, Jared Delegate; lorig.charkoudian@house.state.md.us; marc.elrich@montgomerycountymd.gov; Tom Hucker; Councilmember.Riemer@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov
Subject: Georgia Avenue/ Sector Plan
Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners,

We are writing to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be a boulevard, to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved along these lines, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

We live in North Woodside, a neighborhood on the west side of Georgia Avenue south of the beltway. Our home is less than ½ mile from restaurants, dry cleaners and other businesses on the east side of Georgia, but we rarely use them as crossing Georgia on foot, by bicycle, or even in a car is a major undertaking. The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from our neighborhood, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

We urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

Thank you in advance for helping to fix Georgia Ave.

Julie and Andrew Lees
1910 Glen Ross Rd.
Silver Spring, MD 20910

MCP-Chair

From: Adele <agravitz@gmail.com>
Sent: Tuesday, May 28, 2019 3:30 PM
To: MCP-Chair
Subject: Georgia Avenue and the Forest Glen/Montgomery Hills Sector Plan

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

I write to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

As a resident, walker and metro user, making the Montgomery Hills portion of Georgia Avenue safer, more beautiful and greener is critical.

The Montgomery Hills portion of Georgia Avenue is also dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

Thank you in advance for helping to fix Georgia Ave.,

Adele

Adele Gravitz, ASLA
Luzerne Avenue

Silver Spring, MD 20910

MCP-Chair

From: Victoria Hougham <victoriakh@gmail.com>
Sent: Tuesday, May 28, 2019 3:40 PM
To: MCP-Chair
Cc: marc.elrich@montgomerycountymd.gov;
councilmember.hucker@montgomerycountymd.gov; FixGeorgiaAve@gmail.com
Subject: I support the Forest Glen/ Mont Hills Sector Plan - Please redesign Georgia Ave!!

Dear Chairperson Anderson and Planning Commissioners:

I write to strongly support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more green, attractive, walkable and bikeable. If Georgia Ave is not improved to be safer and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

I have lived in the North Woodside neighborhood of Silver Spring for the past 4 years. I have two young children and would love to be able to reduce traffic in the area by walking/biking to and from neighborhood stores. We love to go to the Tropical Lagoon Aquarium store to get supplies for our fish (and honestly to see all the amazing fish they have in there), and to visit our new bundt cakes bakery! However, Georgia Avenue is completely unsafe for children, not to mention adults. We cannot walk in our own neighborhood as the roads are way too busy, sidewalks way too narrow, and limited ability to push strollers due to poles all over the sidewalks.

I was rear ended on Georgia avenue when I needed to slam on my brakes to avoid hitting a pedestrian who jumped out into traffic to cross the road. I have also been almost hit twice while crossing in the crosswalk when I had the right of way. Most of the people who drive through the area are commuters and have no concept that there are people, family, small business owners and shoppers trying to navigate the streets with them. I now actively avoid the area which hurts the many small business owners and adds another car (mine) to the road because I now drive to my errands rather than walk.

Something must change.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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Thank you in advance for helping to fix Georgia Ave.

Victoria Hougham
2104 Lanier Dr
Silver Spring, MD 20910

MCP-Chair

From: Mary Jane <maryjanej50@aol.com>
Sent: Tuesday, May 28, 2019 7:35 PM
To: MCP-Chair
Subject: Forest Glen Montgomery meeting May 30

Categories: Tracked To Dynamics 365

Forest Glen/Montgomery Hills sector plan is moving forward for consideration by the Montgomery County Planning Board on May 30. As you know the plan in its current form will dramatically increase the traffic and density of our neighborhood. It includes the possibility of high rise office buildings on the Metro lot. While we do not oppose all development in the area, we would like to see changes that are in keeping with a residential community. A dialogue would be greatly appreciated.

Mary Jane and Bob Johnson
2128 Darcy green place
202 316 5408

MCP-Chair

From: Elaine Roecklein <elaineroecklein@hotmail.com>
Sent: Tuesday, May 28, 2019 8:48 PM
To: MCP-Chair
Subject: Re: Forest Glen Sector Plan

Categories: Tracked To Dynamics 365

May 28, 2019

Re: Forest Glen Sector Plan

Chair Casey Anderson

Dear Sir,

The Montgomery County Department of Transportation Passageway Feasibility Study (Forest Glen Passageway Feasibility Study Report-January 2013) states that Georgia Avenue and Forest Glen is one of the most congested intersections in the WA DC area. (4th only to Colesville Road, Connecticut Avenue & MD 27, Ridge Road)

75,000 to 80,000 vehicles per day travel through that intersection with peak travel resulting in "severe" congestion.

The intersection operates at a highly saturated level- level "F" and is considered a HIGH RISK roadway for vehicular accidents and accidents that involve pedestrians.

According to the Passageway Feasibility study, between 2005 and 2009 there were 84 crashes, 76% of which resulted in injuries. 8 of them involved pedestrians. In that time frame, there were no fatalities.

However, the Forest Glen/Montgomery Hills Traffic Analysis, dated May 2019 states that within the years of 2015 and 2018 there were 14 fatal or severe injuries resulting in crashes in a relatively short distance between Plyers Mill and Georgia Avenue. The Montgomery Hills traffic analysis states " Given fore-cast population increases along the corridor, without intervention -the crash rate on that segment of the corridor is likely to increase."

Would the Montgomery Planning Board kindly consider the documented increase in traffic on 97 and the obvious correlation to increase population density North (Wheaton) and South (downtown Silver Spring)? That it is fair to say, increase in population has contributed to an increase in vehicular congestion and made 97 measurably more dangerous. The time frame of 2005 and 2009 produced accidents, but no fatalities. However, the time frame of 2015 and 2018 produced 14 fatalities/ or severe injuries. The increase in traffic has made traveling along 97 perilous while traveling in a vehicle and downright treacherous for pedestrians who wish to cross. The above facts are undeniable, documented statistics.

I would respectfully ask the Montgomery Planning Board to consider this information when recommending increased density on the North East side of Forest Glen and Georgia Avenue. In addition, a substantial increase in population density on the Forest Glen metro parking lot would only result in yet more congestion in an already "F" rated intersection. It is my belief, based on the facts, that 120 feet structures would result in over 2,100 new residents to that particular corner. Accommodating growth in our area is essential, however, that particular intersection is already over saturated and highly dangerous. I would ask the Montgomery County Planning board to consider significantly lowering

the proposed height of the structures on all corners of Forest Glen and Georgia Avenue, including the Forest Glen Metro parking lot.

In addition, a safe passageway at that intersection is indeed necessary to safeguard all pedestrians crossing Georgia and Forest Glen. The current passageway plan includes a tunnel entrance on the North East side, but does not include an entry way into the tunnel for the residents who live on the North West Side of Georgia and Forest Glen. In an effort to be inclusive, we would ask that any passageway, either below ground or above, also safe guard pedestrians who live on the North West side of that intersection.

Reducing travel speed is essential! The current proposal suggests dropping the speed limit from 35 mph to 30 mph. I would recommend 25 mph instead and installing speed cameras from Wheaton through Montgomery Hills. Per the Montgomery County Department of Transportation own report, a struck pedestrian stands a significantly greater chance of survival when hit at 25 mph vs 40 mph. 45 to 50 mph are the general speeds that vehicles are traveling on that stretch of road. Reducing the permitted speed to 25 mph and installing speed cameras would stop this instantly.

Lastly, a safe pedestrian crossing light has been needed at Tilden and Georgia Avenue for decades. At the moment, there are unsafe U-turns made during peak hours from North bound traffic at Tilden, attempting to travel south in order to enter Forest Glen to travel West bound. Because of the turn restrictions during rush hour on 97, the Americanna Finnmark residents are unable to turn left out of the front of the complex. Turning right to head south bound is treacherous as well because of the cars making U-turns directly in front of the AF complex.

Please consider the above suggestions carefully. Reduce the density proposition, height proposal and add crossing safeguards for those of us who've lived in this community for years.

Thank you and Sincerely,

Elaine Roecklein

9900 Georgia Avenue

Silver Spring, Maryland

20902

MCP-Chair

From: Geoff Gerhardt <geoffg44@yahoo.com>
Sent: Tuesday, May 28, 2019 9:17 PM
To: MCP-Chair
Subject: comments re: Forest Glen/Montgomery Hills Sector Plan

Categories: Tracked To Dynamics 365

Members of the Montgomery County Planning Board:

My name is Geoff Gerhardt. I am a resident of the North Woodside neighborhood, which is located in Silver Spring between Georgia Avenue, 16th Street, Brookville Road and the CSX railroad tracks. I am vice president of the North Woodside Citizens' Association and co-founder of the Friends of Forest Glen and Montgomery Hills.

I write in strong support of the draft Forest Glen/Montgomery Hills Sector Plan.

I have lived near the Montgomery Hills corridor for eight years, but even a casual observer cannot help but notice that the area seems to be stuck in a state of benign neglect.

Georgia Avenue is essentially a surface level highway, filled with confusing signage and a dangerous reversible lane. The 85,000 vehicles that travel along the roadway each day dominate the streetscape, with little regard to the comfort or safety of pedestrians or bicyclists. Local businesses struggle with accessibility issues and many of the commercial buildings are functionally obsolete.

The massive amount of traffic is a major contributor to air, water, and noise pollution in the area, but the Montgomery Hills corridor has one of the smallest tree canopies in the county and relatively little green space.

Despite being a half a mile from the Forest Glen Metro station, most people who live in my neighborhood drive to the station rather than taking their chances walking along Georgia Avenue. I fear that the two future Purple Line stations nearby will suffer the same fate, as many residents may be unwilling to walk or bike near Georgia Avenue to access them.

Building on previous sector plans going back more than 40 years, the current draft plan represents an excellent vision for the future of Montgomery Hills and Forest Glen. I would like to draw your attention to several specific proposals that are particularly important to my family and many other residents of North Woodside.

The draft sector plan aims to improve pedestrian, cyclist and vehicle safety in a number of important ways. One major improvement is to replace the reversible center lane on Georgia Avenue with a curbed and hopefully verdant median. This proposed median serves several important functions: It provides a refuge for pedestrians crossing Georgia Ave; it prevents vehicles from making dangerous mid-block turns; and it provides left turn bays at key intersections to improve traffic flow and access to nearby businesses.

Another major improvement envisioned by the sector plan is to widen sidewalks throughout the corridor and buffer pedestrians from Georgia Avenue where feasible. This would be coupled with a protected bicycle lane along the western side of Georgia Ave. Additional crosswalks would be added at key places along the corridor, including one at Flora Lane. These changes would greatly enhance walkability/bikeability throughout the area, making it easier for residents and visitors to access local businesses and mass transit.

I would also like draw attention to the sector plan's proposal to align southbound 16th Street at Georgia Ave with the northbound lanes and eliminate the slip lane at that intersection. Once the slip lane is eliminated, I

strongly endorse the plan's proposal to turn the state owned parcel at that spot into an activated recreational space that can be enjoyed by the entire community.

I am also generally supportive of proposals to update and revise land use and zoning provisions along the corridor. Most of the commercial buildings in the area were developed in a previous era and many are functionally obsolete. Some buildings crowd the roadway, leaving a narrow sidewalk near a very busy road. Other locations have acres of impermeable asphalt where better land use strategies could result in better buildings and more green space. However, given the fact that many commercial parcels are located next to single family homes or townhouses, I urge the Planning Board to work to ensure that any taller, denser buildings are appropriate to the size and scale of surrounding neighborhoods.

Thank you for your consideration and for your efforts to improve Montgomery Hills and Forest Glen.

Geoff Gerhardt
Glen Ross Rd.
Silver Spring, MD

MCP-Chair

From: Lisa Sanders <lisasanderspr@gmail.com>
Sent: Tuesday, May 28, 2019 10:23 PM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com
Subject: Letter of Support re recos in draft Forest Glen / Montgomery Hills Sector Plan. Help us Fix Georgia Avenue

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

I write to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan. In particular, I favor the recommendations to redesign Georgia Avenue to transform it to a boulevard, which would improve safety for all users, increase walkability and bike friendliness, increase its aesthetics and add more greenery. If Georgia Avenue is not improved to be safer, more walkable, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Avenue redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

My family and I live in the North Woodside neighborhood of Silver Spring. Our house is on Second Avenue, within walking distance of Snider's Super Foods, restaurants including Meleket and Crazy Steve's, as well as other neighborhood businesses. Pedestrian safety is my main concern. We moved to our house in 2010 when our kids were 3 years old. We are regular Snider's customers, and over the years I have had several scary moments crossing Seminary en route to the grocery store. I've heard similar concerns from my neighbors. Several years ago a pedestrian was struck and killed at the Seminary crosswalk en route to Snider's. As for crossing Georgia Avenue on foot, we rarely do it now, and certainly, when my children were younger, I never, ever allowed them to walk across Georgia Avenue or in our neighborhood's Georgia Avenue business district without adult accompaniment. It is simply too dangerous for pedestrians. After pedestrian safety, other concerns prompting me to write this letter include an interest in bridging our neighborhood to others surrounding the Georgia Avenue corridor to create a more cohesive community, and promoting a stronger business community by generating more pedestrian activity with improvements to the road. Aesthetic improvements including more trees and grass would be welcome.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher-than-average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Avenue have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much-needed improvements to Georgia Avenue.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents, and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

Please do your utmost to fund this project.

Thank you,

Lisa

Lisa Sanders

9306 Second Avenue

Silver Spring, MD 20910

MCP-Chair

From: Josie Alvarado <josie.d.alvarado@gmail.com>
Sent: Tuesday, May 28, 2019 10:45 PM
To: MCP-Chair
Subject: Fwd: Forest Glen Sector Plan Georgia/ Forest Glen/ Forest Glen Metro parking lot ON LINE COMMENT SUBMISSION

Categories: Tracked To Dynamics 365

Testimony of Josie Alvarado on Forest Glen/Montgomery Hills sector plan, May 30,2019 item 7.

At the last meeting that I attended in April, renderings of mid rise buildings were shown for the various corners around Forest Glen metro. I think that many people do not know that what is actually moving forward are plans with high rise buildings. I think we all need to be on the same page before moving forward so that we can be certain how many are actually in favor of the real plan.

Personally I would favor businesses moving in and not high density residents with outsized more concentrated voting power than the current residents. If we do residents I prefer a building of condos so that there isn't high turnover of strangers and neighbors with more of a connection to the neighborhood.

No matter what we put there, we will need to change the light pattern at Forest Glen road so that the left turns will be permitted during the rush and two lanes will be permitted to turn on GA AVE south from east bound Forest Glen. There's a light by the Catholic Church which is completely unnecessary and a better use of a light would be for the people struggling to make the left or the illegal u turn at Americanna Finnimark (sp) because they couldn't turn at Forest Glen.

You all recognize that this place is going to be a nightmare to live in with construction going on from all sides with the beltway expansion and the building of high rises on every corner and we should get a tax reduction accordingly.

Thank you

MCP-Chair

From: Heather Lair <heatherlair@gmail.com>
Sent: Tuesday, May 28, 2019 10:49 PM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com
Subject: Strong support for the Draft Forest Glen Montgomery Hills Sector Plan

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

I write to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more pleasant, and greener.

If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. A vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. The State and County should do everything in their power to see these improvements implemented.

I live in the North Woodside neighborhood that abuts Georgia Avenue. My 13 year old son crosses Georgia Avenue to see his friends and also to access the Sligo Creek trail to ride his bicycle to Sligo Middle School. He needs to be able to ride his bicycle so that he can get home after his after school activities. This is a scary proposition given the state of Georgia Avenue! I myself have been nearly killed several times while crossing with the light. There needs to be a pedestrian island in the middle to ensure safe passage and cut down on crazy (and illegal) left turns that people try and make. The Forest Glen Metro Station is half a mile from my home but I frequently drive to the station because I cannot safely and comfortably walk to it. As you well know, there are a whole host of strategies that can make this dangerous and unpleasant stretch of road better for all concerned!

Over the past year, I have worked with the Friends of Forest Glen and Montgomery Hills to organize the 2018 Street Fest and annual monthly neighbor happy hours the first Friday of each month at Montgomery Hills businesses. Through this work, I have gotten to know a number of the hard working entrepreneurs who have businesses in the corridor as well as neighbors in the eight+ neighborhoods most affected by Georgia Avenue's horrific streetscape conditions. These businesses and residents support the plan.

I commend the Planning Department of their excellent work. They have been so thoughtful, creative, and professional. I strongly urge you to support Alternative 5B, the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. **It is hard to imagine another project with more bang for the buck!** Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission. I urge you and other County officials to make the MD 97 Georgia Ave project a priority.

Thank you in advance for helping to fix Georgia Ave and make Montgomery Hills a safe, beautiful, and verdant place to live.

Heather Lair
9219 Columbia Blvd.
Silver Spring, MD 20910

MCP-Chair

From: Christine Burgess <christinemburgess@gmail.com>
Sent: Tuesday, May 28, 2019 10:50 PM
To: MCP-Chair
Subject: SHA's MD97/Montgomery Hills improvement study: Apply for BUILD Grant

Categories: Tracked To Dynamics 365

Dear Planning Board:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live under a mile from the Montgomery Hills portion of Georgia Avenue. I strongly believe that the improvements described in the SHA's MD97/Montgomery Hills improvement study will make my community a better place by making this road safer for all users: commuters, cyclists, and pedestrians. My family and I would enjoy visiting and utilizing the business along Georgia Avenue but current road conditions prevent us from safely and conveniently accessing these businesses.

My key concerns include:

- The Montgomery Hills portion of Georgia Avenue is dangerous for all users.
- Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents.
- Pedestrians and cyclists cannot safely cross the road or travel along the corridor.
- The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

Why the proposed solution is worth funding:

- Removes the dangerous reversible lane – I've personally witnessed many almost accidents and accidents here.
- Installs a cycle track – biking is a clean transportation option!
- Makes safe pedestrian access possible
- Fixes a terrible interchange.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Christine Burgess
1605 Wilson Place Silver Spring MD 20910.

MCP-Chair

From: David Cox <cxd10507@gmail.com>
Sent: Tuesday, May 28, 2019 11:17 PM
To: MCP-Chair
Cc: Geoff Gerhardt
Subject: Testimony of North Woodside Citizens Association - Forest Glen/Montgomery Hills Sector Plan May 30 Hearing
Attachments: FG-MH Sector plan written testimony N Woodside.pdf
Categories: Tracked To Dynamics 365

Please find attached written testimony of the North Woodside Citizens Association for the May 30 Planning Board hearing on the draft Forest Glen-Montgomery Hills Sector Plan. Geoff Gerhardt, VP of NWCA, will also attend the hearing and testify in person.

David Cox
Rookwood Road, Silver Spring
President, North Woodside Citizens Association

Mr. Casey Anderson
Chair
Montgomery County Planning Board

Dear Chair Anderson:

Comments regarding May 30 hearing on Forest Glen/Montgomery Hills Sector Plan (Item 7).

I write on behalf of the North Woodside Citizens' Association (NWCA), to express our strong support of the April draft of the Forest Glen/Montgomery Hills Sector Plan.

North Woodside is a community of about 300 households located directly west of Georgia Avenue between Seminary Road, Brookville Road, and the CSX railroad tracks.

For more than 40 years, residents our neighborhood have worked with county and state leaders to improve the Montgomery Hills section of Georgia Avenue. The Montgomery Hills corridor has some of the highest vehicle accident rates in the state, is a hostile environment for both pedestrians and cyclists, and many local businesses struggle with lack of accessibility and functionally obsolete buildings.

To its great credit, since the late 1970's the Planning Department has put forward numerous proposals to transform Georgia Avenue into an "urban boulevard" that would help make Montgomery Hills into a vibrant community that properly balances the needs of pedestrians, local businesses and commuters.

While, none of these plans have yet to be realized, we believe it is time to try again. As such, NWCA supports the working draft of the Forest Glen/Montgomery Hills Sector Plan that the Planning Board is considering.

One of the most important features of the sector plan is eliminating the confusing and dangerous reversible lane along Georgia Avenue and building a median along the roadway. The median will make it easier for pedestrians to cross the road, prevent cars from making dangerous mid-block turns, and improve traffic flow by creating left turn bays at key intersections.

NWCA also supports efforts to improve walkability and bikeability by making sidewalks wider and better protected from traffic along Georgia Ave. We support plans to build a protected bicycle lane along Georgia Ave and improve other cycling routes throughout the area. We support the proposal to improve traffic flow by

redesigning the Beltway interchange. And we support aligning southbound 16th Street with northbound 16th and eliminating the slip lane.

Once the 16th Street slip lane is eliminated, we strongly support turning the parcel owned by the State Highway Administration into a multi-use recreational area.

We also generally support efforts to foster both economic development and affordable housing in the area. However, we would urge the Planning Board to be mindful of the fact that many of the proposed land use and zoning changes are at properties located very close to single family houses. Care should be taken to ensure that any proposed redevelopment fit the size and scale of the surrounding neighborhoods.

Thank you for your efforts to improve Montgomery Hills and the surrounding communities.

David Cox
Rookwood Rd., Silver Spring
President, North Woodside Citizens' Association

MCP-Chair

From: Heather Lair <heatherlair@gmail.com>
Sent: Tuesday, May 28, 2019 11:26 PM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com
Subject: Fwd: Letter from Meleket Restaurant in Support of Georgia Ave Improvements
Attachments: Meleket Letter of Support.PDF

Categories: Tracked To Dynamics 365

FYI.

----- Forwarded message -----

From: Heather Lair <heatherlair@gmail.com>
Date: Tue, May 28, 2019 at 11:05 PM
Subject: Letter from Meleket Restaurant in Support of Georgia Ave Improvements
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <suraky69@gmail.com>

Administrator Slater,

Attached, please find a letter from Zuriashwork Hawkins, the owner of Meleket Restaurant, 1907 Seminary Road, Silver Spring, MD, urging you to make MD 97/Georgia Avenue a priority for funding.

Best regards,
Heather Lair
Friends of Forest Glen and Montgomery Hills
202-674-5034

Send via email: gslater@sha.state.md.us

Dear Administrator Slater:

Please fund the improvements to Georgia Avenue in the SHA MD97/Montgomery Hills improvement study. We urge SHA to apply to the U.S. Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY 2020.

We are a small business located in Montgomery Hills. The current configuration of the road is detrimental to business. People from nearby neighborhoods cannot safely access us on foot. More can and should be done.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

We understand funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. It is hard to imagine another project with more bang for the buck. Alternative 5B provides great benefits to the local businesses. It is hard to imagine a more cost-effective project.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

ZURIA SHWOK HAWKINS
OWNER
MELEKET RESTAURANT
1907 Seminary Rd
Silver Spring MD 20910

MCP-Chair

From: Heather Lair <heatherlair@gmail.com>
Sent: Tuesday, May 28, 2019 11:27 PM
To: MCP-Chair
Cc: FixGeorgiaAve@gmail.com
Subject: Fwd: Letter from Meleket Restaurant in Support of Georgia Ave Improvements
Attachments: LaCasaDelMofongo Letter of Support.PDF

Categories: Tracked To Dynamics 365

FYI

----- Forwarded message -----

From: Heather Lair <heatherlair@gmail.com>
Date: Tue, May 28, 2019 at 11:14 PM
Subject: Re: Letter from La Casa del Mofongo Restaurant in Support of Georgia Ave Improvements
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Administrator Slater,

Attached, please find a letter from the owner of La Casa del Mofongo, 9441 Georgia Avenue, Silver Spring, MD, urging you to make MD 97/Georgia Avenue a priority for funding.

Best regards,
Heather Lair
Friends of Forest Glen and Montgomery Hills
202-674-5034

Send via email: gslater@sha.state.md.us

Dear Administrator Slater:

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Dennis Blinn
(OWNER)

La Casa del Mofongo

9441 Georgia Avenue

Silver Spring MD, 20910

240-863-3750

MCP-Chair

From: Andy Banks <andy@andybanks.com>
Sent: Wednesday, May 29, 2019 12:34 AM
To: MCP-Chair
Cc: Anderson, Casey; Patterson, Tina; Fani-Gonzalez, Natali; Cichy, Gerald; Dreyfuss, Norman; Nancy Wisdo; Theresa Jones; 'Max Barnhart'; 'Elaine Roecklein'; 'Andy Banks'
Subject: Written Testimony Forest Glen/Montgomery Hills Sector Plan Hearing May 30 2019 7pm
Attachments: Equitable and Inclusive Development in the FG-MH Sector Plan FINAL.pdf; Parks + Planning Proposal vs. West Forest Glen Plan.pdf; SUMMARY and RESULTS Americana Finnmark Survey.pdf
Importance: High

Dear Chairman Anderson and Commissioners Patterson, Fani-Gonzalez, Cichy and Dreyfuss,

Please accept the attached written testimony from Americana Finnmark Board President, Nancy Wisdo and Community Relations Chair, Andy Banks. Also attached are the results from a survey of 123 households referenced in the written testimony.

With warm regards,

Andy Banks, Chair
Community Relations Committee
Americana Finnmark Condominiums

Equitable and Inclusive Development in the Forest Glen/Montgomery Hills Sector Plan

Introduction

It is our pleasure to address you on behalf of the 420 residents of Americana Finnmark Condominiums, a ethnically and age-diverse, moderate-income community built in 1967. Located in West Forest Glen on the Northwest corner of the intersections of State Roads 97 and 192 (Georgia Avenue and Forest Glen Road), Americana Finnmark lays at the epicenter of the Forest Glen Montgomery Hills Sector Plan.

Americana Finnmark borders the 8-acre Forest Glen Metro Station parking lot. The Metro Parking Lot is currently zoned for single family homes and town houses but the Parks and Planning Department is proposing the entire parking lot be rezoned to 120' high, mixed-use residential and commercial buildings and to pack in most of its projected 2,186 new units of upscale luxury apartments on the Metro Lot and the 4-acre Medical Center property on the eastern border of Americana Finnmark across Georgia Avenue.

In 2017 the Board of Directors of the American Finnmark Condominiums created a Community Relations Committee which now has 18 members. The first task of the committee was to engage in the planning process for what was then called the Forest Glen Sector Plan, later to be merged with the Montgomery Hills Sector Plan.

At the opening public meeting of the Parks and Planning Department, nine of our committee members signed up on a community engagement contact card issues by Parks and Planning. We were told that we would be notified by Parks and Planning of all future activities open to the public concerning the Forest Glen Sector Plan. We have regularly and actively attended Parks and Planning Department and Planning Board public meetings on the sector plan meetings. We have reached out to our neighbors and other community and homeowner groups in Forest Glen.

On April 2018, the Montgomery County Council unanimously passed its Equity Resolution making it the policy of one of America's most diverse counties. The resolution committed to enact policy and legislation to make sure all the County's operations were committed through the lens of Equity and Inclusion.

In the resolution by Marc Elrich and Nancy Navarro, it was acknowledged that:

While we embrace our diversity, disparities exist by ethnicity, income, disability, gender, sexual identity, and other factors that can impede our future prosperity.

On June 12, 2018, the Parks and Planning Department conducted a charette for 80 participants recruited by Friends of Forest Glen & Montgomery Hills. The charrette was also attended by elected and other county officials and the Parks and Planning staff took an active role. The stated purpose of the charette was to make improvements to Montgomery Hills. The group's proposals also include most of what is being recommended for the massive commercial high-rise development in West Forest Glen and the Forest Glen Medical Center.

None of the Americana Finnmark Community Relations Committee members who had submitted community engagement cards were invited by Parks + Planning to attend the June charette. A charrette is an urban design and planning "meeting in which **all stakeholders in a project attempt to resolve conflicts and map solutions.**" Charrettes are used by local government to affirmatively assure that the principles of equity and inclusion are a foundation of land use planning projects such the FG/MH Sector Plan.

Written Testimony by American Finnmark



June 12, 2018 Charrette for Forest Glen/Montgomery Hills Sector Plan

In September 2018, Americana Finnmark volunteers conducted a survey of what our community wanted to see done in Forest Glen. One hundred twenty-three (123) households with 319 residents responded to the survey. Recommendations for the Sector Plan based on these surveys will be addressed later in this submission.

The aggregated results are attached to this report.) The desires and opinions of those surveyed were dramatically adverse to the recommendations of the charrette participants and the plan being proposed by the Parks and Planning Department. This will be addressed in detail later in this report.

Background: A Tale of Two Forest Glens

The Forest Glen Metro parking lot was originally slated to be located in East Forest Glen, east of Georgia Avenue as a place where commuters going west on the Beltway could take the Georgia Avenue North exit, make a right turn on Forest Glen Road and easily park and ride the Metro into the District of Columbia. But because of resident complaints the lot was placed, instead, in West Forest Glen and nearly all of its patrons are from the surrounding community.

West Forest Glen has the most residents of the four quadrants in the Forest Glen/Montgomery Hills Sector Plan. The East and West Forest Glen quadrants differ greatly from each other. West Forest Glen with 6,900 residents is the largest and most diverse of the 4 quadrants with People of Color making up 49% of the population. Of all the quadrants in the FG/MH Sector Plan, West Forest Glen has the most elderly residents and the most economically diverse and challenged.

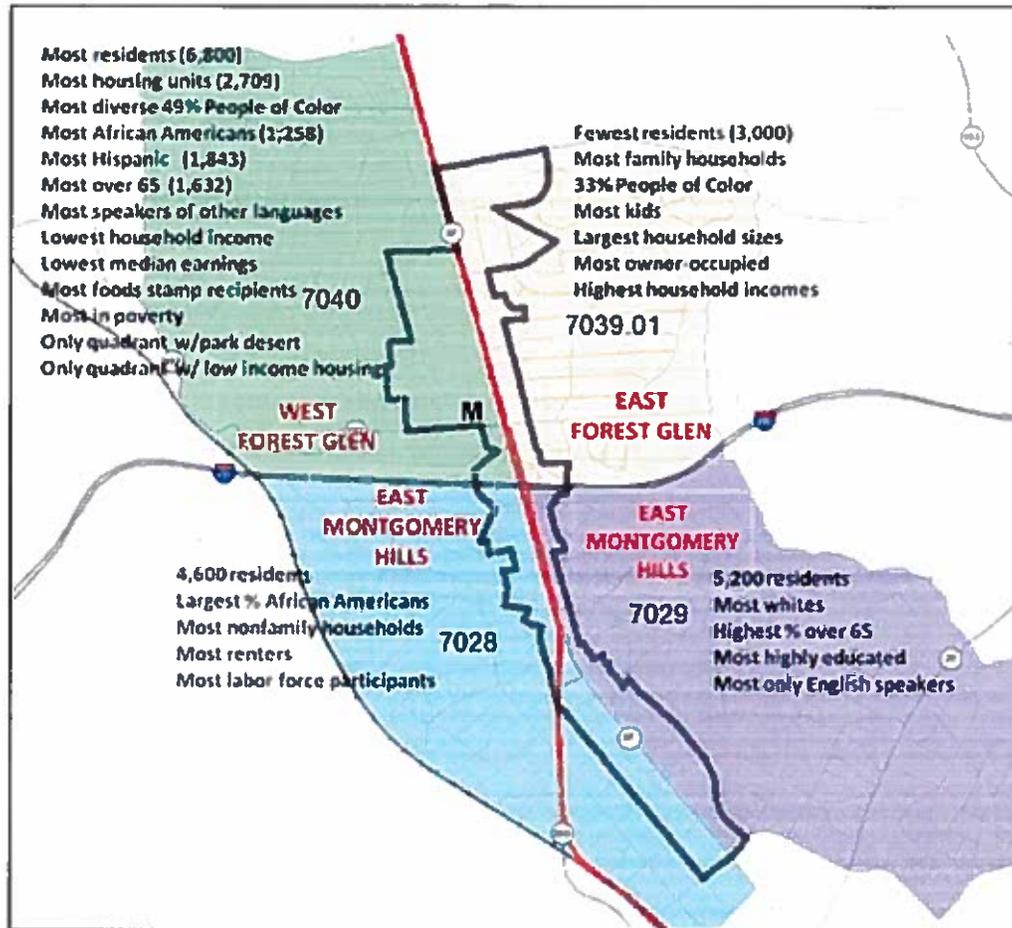
East Forest Glen, with only 3,000 residents is a very different story. It has the largest household size, the most owner-occupied homes, and the highest income of the 4 quadrants and is 66% White. An they will have a \$22 million dollar tunnel to make sure they can pass safely under the dangerous Georgia Avenue/Forest Glen intersection to reach the Metro safely.

In West Forest Glen, at the same intersection, the elderly, the disabled and those with children in strollers living on heavily populated the Georgia Avenue corridor are not so fortunate. It's a 2.5 block walk to the only accessible entrance to the Forest Glen Metro and another 2.5 block walk back in the direction from walk back through the pedestrian tunnel to the Metro station; *OR* they can test their luck and risk crossing the dangerous intersection of Georgia Avenue and Forest Glen Road to take a stairway.

This could be easily remedied by giving people from West Forest Glen access to East Forest Glen's \$22 million exclusive pedestrian tunnel, which will pass within 5 yards of the heavily traveled sidewalk used by

Written Testimony by American Finnmark

West Forest Glen's commuters, including its elderly and disabled residents. The Parks and Planning Department did not include this in their recommendations.



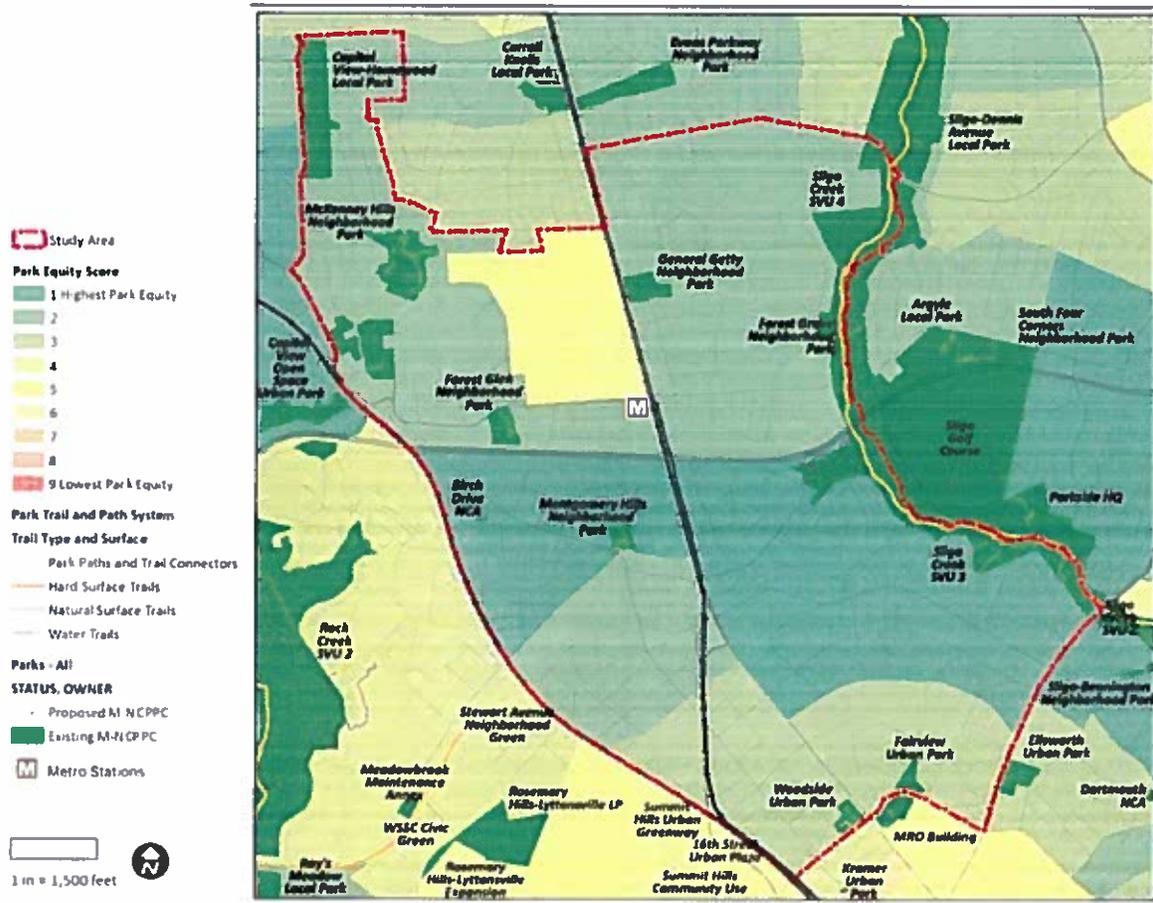
West Forest Glen: Park Dessert

West Forest Glen residents live in a "park desert" where they must cross one of 2 dangerous State Highways or walk nearly a mile to reach a park. West Forest Glen wants the county to build a park on the Metro Parking Lot. But Residents of the much smaller East Forest Glen enjoy two options, Sligo Creek Park, which encompasses East Forest Glen's entire mile-long eastern border, and Getty Park, which rests on the Georgia Avenue eastern border.

Below is a Parks and Planning Department's Park Inequity Map for the four quadrants in Forest Glen/Montgomery Hills. Three of the quadrants in the plan area enjoy the three highest equity ratings. Only one section, with an Inequity rating of 5 is a park desert. Worse yet, it is in the most populous area in the most populous quadrant: West Forest Glen.

That the Parks and Planning Department could propose adoption of a sector plan, which will guide all development for the next 20 years, and call it inclusive and equitable and without finding a place to accommodate a single park for two decades, simply boggles the mind. Furthermore, it defies even the most lenient interpretation of the Montgomery County Council's Equity Resolution and their current pioneering efforts to implement it.

Montgomery County Park Inequity – Forest Glen and Montgomery Hills.



Equity and Inclusion in West Forest Glen : A Positive Plan for the Future

In April 2018 the Montgomery County Council unanimously adopted a far-reaching resolution proclaiming that the existing disparities in our county, based on ethnicity, income, disability, gender, sexual identity, and other factors need to be addressed. In this spirit, we believe that Parks + Planning’s proposed Forest Glen development plan for the Metro Parking Lot and the Forest Glen Medical Center will only exacerbate the inequities and lack of inclusion that has been allowed to persist for decades in West Forest Glen. Parks and Planning want Montgomery County to change the zoning of the Metro Lot to permit the building of 120’ tall upscale high-rise apartments and office buildings that will have retail and commercial establishments on ground floors.

Americana Finnmark residents mirror the diversity of our neighbors in West Forest Glen. In a recent survey of our residents, 91% opposed re-zoning for even 5 story apartment and office buildings in the Metro Parking Lot. You can imagine our shock to discover that planning staff are recommending to the Planning Board that it re-zone the entire 8 acres for 120 foot buildings in the middle of our modest neighborhood of townhouses, single family-homes, three-story garden apartments and a mid-rise facing Georgia Avenue.

Written Testimony by American Finnmark

This will make a bad parking situation get even worse, putting more cars in grid-locked Forest Glen and further stressing the families living in the townhouses and single-family homes surrounding the Metro lot.

Our survey did disclose positive support towards development in West Forest Glen -- development that had been promised to us in the 1996 and prior Forest Glen Sector Plans. Large majorities would like to see:

- a *community center* which could finally provide our 6,900 residents with a venue by which we could come together and get to know one another, hold meetings, and take adult education classes. Such a community center could provide:
 - much needed child care on weekdays for parents commuting to work on Metro or Metro Bus.
 - a satellite library for our underserved community which is halfway between the two out-of-reach public libraries located in Silver Spring and Wheaton.
 - a budding entrepreneur the opportunity to provide telework stations right in the satellite library to serve our West Forest Glen's many numerous Federal employers who have the option to telecommute to work.
- A *park with urban playground equipment* and perhaps a community garden.
- *neighborhood retail* that will not attract traffic from outside our neighborhood or compete with the family and minority-owned Montgomery Hills merchants who have faithfully served our community for decades. Most often mentioned are a coffee shop and a small sundry store where we can pick up a carton of milk, a Sunday newspaper and other staples.
- *food trucks* available for Metro passengers and other neighbors returning from work too exhausted to cook and eager to sample a palate as diverse as West Forest Glen.
- *affordable workforce housing* in the form of family sized four-story garden apartments for the many new county employees such as teacher, firefighters, nurses and police who currently battle hours in traffic to commute from Frederick and Prince Georges counties. Studies show that workforce housing for these important public servants allow counties to recruit the best and most reliable employees and have the added stabilizing effect on the life of the neighborhood.
- *senior housing* located on the first floor of apartment buildings reserved for workforce housing. The Parks + Planning Department's economic consultants noted that many of the single homes in the area are occupied by a single older person whose family is no longer living there. They are now in their 70's and looking to have more support in their twilight years. Access to Holy Cross hospital and other medical services, plus the comfort of staying in a familiar neighborhood would be ideal for these neighbors and it would be a built in supply of baby sitters to boot.

In the past, we in West Forest Glen have been told that local government can't please everyone only to discover that the everyone is us! Inspired by the April 24th Montgomery County Equity Resolution we now feel we will finally be acknowledged and included in the County's plan to use a diversity lens when considering improvements in its neighborhoods. Had West Forest Glen residents and organizations been actively recruited for the June 12 charrette, the Planning Board today would be considering a very different, more representative and much better plan.

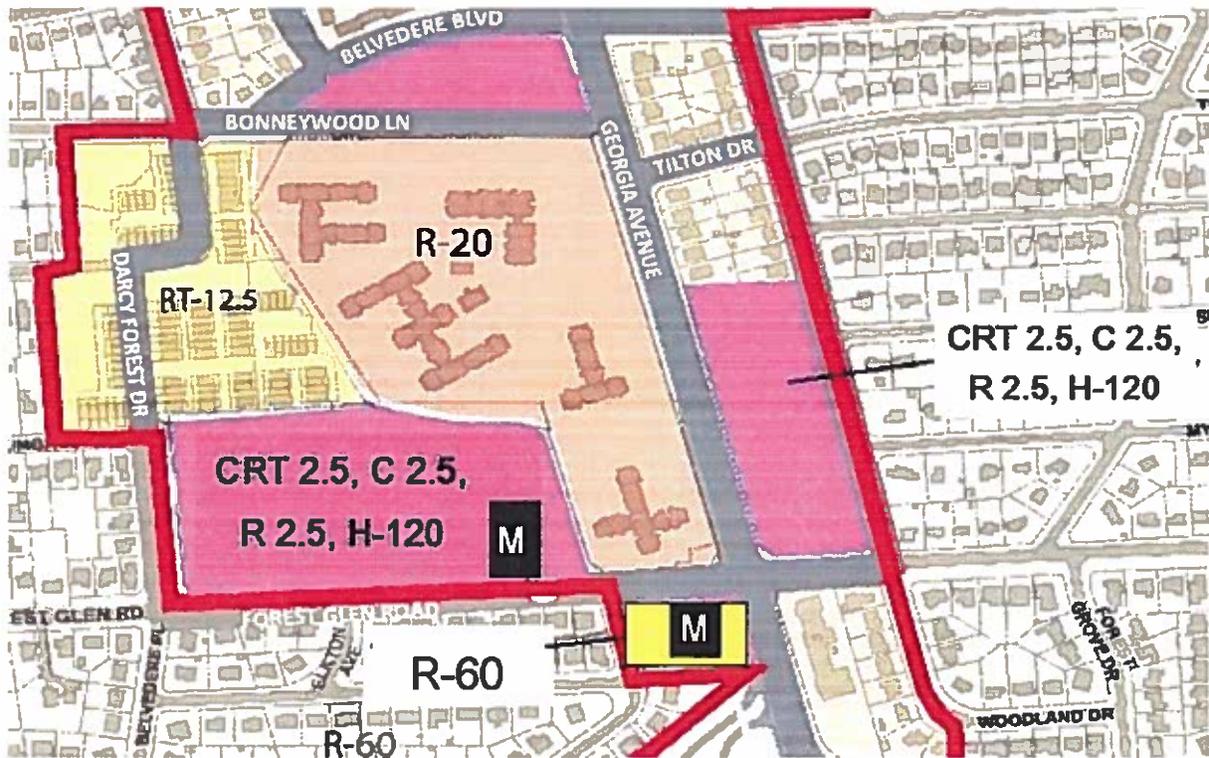
Please Let There Be Sun: Living in the Valley of 120-Foot Tall Concrete Mountains

Who dreams this stuff up? Four hundred and fifty residents live in 316 units 26 buildings artistically joined together in five clusters, leaving ample space for a vast lawn and 160 trees of a multitude of varieties. Many have lived there for decades and are on fixed incomes. Others are eager buyers or renters of the only

Written Testimony by American Finnmark

really nice affordable housing in the area, living in a beautifully landscaped and secure condominium community and raising new families.

Along comes a plan to surround their 100% moderately-priced community with 120-foot high-rise mixed use apartment building. At least 100 residents will be getting fewer than 2-3 hours of direct sunlight some days. And to make matters worse, the tree-lined urban trail located as a barrier between the Metro Parking Lot and the west boundary of Americana Finnmark will not be preserved by the proposed FG/MH Sector Plan.



Hundreds living at Americana Finnmark in the brown area will be living in a urban valley surrounded by massive sun-blocking structures of concrete and glass.

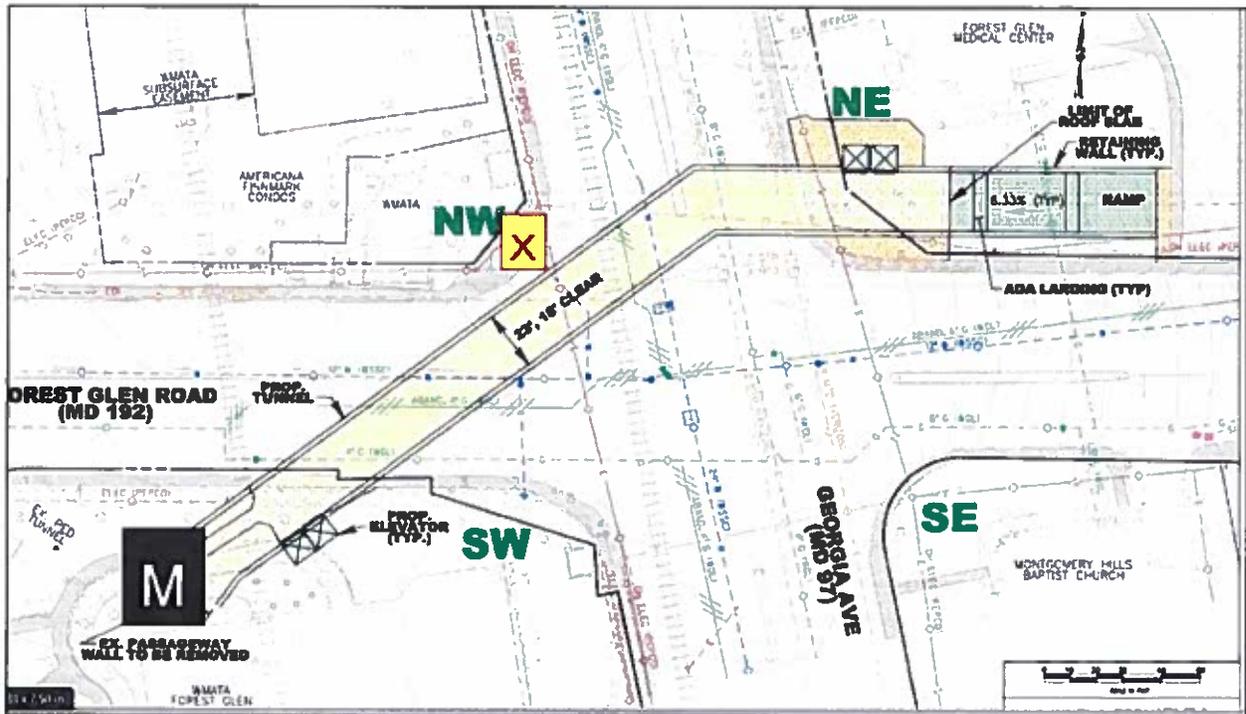
Traffic Safety , Walkability, and Improved Access to Forest Glen Metro

West Forest Glen residents, especially the aged, those with disabilities and those with children want to avoid the danger of crossing Forest Glen road to reach the Metro Station and are asking for direct access to the Metro Station by being given access to Montgomery County's \$22 million tunnel now reserved exclusively for those traveling to-and-from East Forest Glen and the Metro Station located on the southwest side of the intersection of Forest Glen Road and Georgia Avenue.

The proposed path of the tunnel will pass within 5 yards of the North West corner of the intersection. The elderly, the people with disabilities and those with small children in strollers living in West Forest Glen will have to walk another five blocks and 25 stairs to reach the underground Forest Glen Metro Station.

The Metro parking lot development is not the only concern of the residents surveyed. There's a strong consensus for installing a cross-walk and traffic light at the Americana Finnmark main entrance at Tilton Drive, on improving drainage and snow removal on Georgia Ave sidewalk between our pedestrian gate and Forest Glen Rd, and keeping left turn lights at the Forest Glen/Georgia intersection.

Written Testimony by American Finnmark



Although the West Forest Glen community located on the NW corner of this dangerous intersection is only yards away from the path of Montgomery County's proposed \$22 million tunnel, the elderly, people with disabilities and those with small children are being denied access because the tunnel is for the exclusive use of those going to and from East Forest Glen.

Super Density and Metro Capacity at Forest Glen

When the debate took place about locating the tracks of the new Metro station in Forest Glen, residents pushed for underground tracks rather than above ground tracks. This created a problem for Metro designers and engineers. For technical reasons, underground tracks would need to be generally near to the same distance from sea level as the Silver Spring Metro Station tracks had already been in operation for years. But because Forest Glen is located at the top of one of the highest ridges in Montgomery County, this meant that the tracks would be 198 feet or twenty-one stories below street level making it still one of the 5 deepest metro platforms in the world.

Furthermore, it meant that the depth of the tracks was so great escalators could not be used to take people from the surface to the tracks. After determining the maximum expected capacity for the Forest Glen Station, Metro built the 6 high-speed elevators that are still operating.

It is highly doubtful that the Metro planners and engineers felt the density, and therefore the demand for more elevator capacity, would grow much in sleepy Forest Glen. This is not surprising considering that the choice of placing a station in Forest Glen was to have a break in the long distance between the Silver Spring and Wheaton stations.

What compound this problem are the mechanical problems WMATA has experienced with the operations of the six elevators. Never a week goes by when at least one of the elevators is out of service. Since December 2018, on three separate occasions morning rush-hour commuters were trapped in Forest Glen elevators for the 30 minutes it took first responders to free them.

Written Testimony by American Finnmark

Forest Glen Station is the only Metro Station in WMATA's system whose sole access to the tracks is by elevators. Given the 198 foot depth, few riders can make it up the construction style emergency stairway. This is all to say that until a very serious investigation takes place into what is the reasonable expectation for "extra capacity" at Forest Glen Station, the Parks and Planning Department's Board's desire to build 2,186 new housing units that will increase Forest Glen's population by 35 percent should be put on hold.

It's very important to note here that Montgomery County's experience at increasing Metro ridership by increasing the same style of housing as they are recommending in Forest Glen is at best dismal. Below is an account that compares the increase/decline in ridership in Metro at the Silver Spring, Forest Glen and Wheaton Stations.

Metrorail Average Weekday Passenger Boardings

Station	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	10- Year Decline	% Decline
Silver Spring	15,155	14,077	13,421	13,471	13,621	13,057	13,195	13,008	12,403	12,004	11,682	3,473	23%
Forest Glen	2,409	2,514	2,366	2,365	2,448	2,443	2,442	2,382	2,220	2,144	2,045	469	19%
Wheaton	4,754	4,653	4,543	4,472	4,374	4,094	4,227	4,231	3,840	3,564	3,468	1,287	27%
TOTAL	22,318										17,194	5,229	

Keep in mind that in the past 10 years Wheaton has added 1,300 more housing units similar in description to what the Parks and Planning Department is proposing for Forest Glen; and in the past 5 years Silver Spring has added 1,700 new units.

The numbers tell a lot. In the past 10 years Wheaton and Silver Spring Metro stations have experienced a 27% and 23 % decline, respectively, in ridership, despite the fact that they added significantly the number of high rise mostly luxury apartment units to the housing stock. Together Wheaton and Silver Spring lost 4,760 Metro riders after being persuaded to invest in the building of 3,000 more such units. On the other hand, over the same time period, Forest Glen ridership went down 469 riders or only 19% and there was virtually no new housing units added. After looking at Wheaton and Silver Spring's experience, it is hard to argue that Forest Glen Station will increase ridership if they 2,186 more upscale high-rise housing units are built.

Working people of middle-to-low income in Montgomery County are desperate for housing, paying sometimes 60% of their income for it. They would love to have the ease and savings of using public transit to and from the job, and they would love to have an affordable home large enough to raise a family. Adopting this proposal for equitable development would provide such a reality to hundreds of new families this dream come true and, in the process, remedy the neglect and deprivation experienced by their West Forest Glen for decades.

Equity and Inclusions for Montgomery Hills Merchants

Americana Finnmark and West Forest Glen homeowners and community organizations are not the only ones that were not recruited to attend the Park and Planning Department's June 12th charrette to build four -quadrant consensus on how to approach the sector plan. The fundamental principal of a charrette is to make sure everyone is at the table. All opinions are considered and opposing views are especially welcomed. It is worth saying again, *"a charrette is a meeting in which all stakeholders in a project attempt to resolve conflicts and map solutions."*

Written Testimony by American Finnmark

Out of the June charrette a worrisome buzz began to circulate in Montgomery Hills and Forest Glen. It went something like this: "We need a different type of retail in Montgomery Hills, retailers that share the tastes of the broader community." A number of those attending the September 18, 2018 meeting following the recent charrette nearly shouted down the presentation of the economic consultant when she reported her findings that the merchants and landlords were doing fine and happy the way things were. Specific establishments were called out and staff was asked how these businesses could be moved out. Our Community Relations Committee members wanted to explore this situation further. We talked to many, not all, of the merchants in Montgomery Hills and soon found out that none of those to whom we spoke had been recruited to tell their side at the charrette.

Most of the merchants we talked with had deep ties in the Montgomery Hills and Forest Glen communities, stating that this is where most of their patrons reside. They too had good ideas to share but also felt that building up massive retail structures could result in the collapse of their own, otherwise successful businesses.

Many of these merchants have been there for decades and serve the vast multi-cultural, racially and ethnically diverse area residents that sustain their businesses. And many of these successful small business people themselves are from cultures and ethnicities that reflect the values and tastes of their clientele. We must assure their voices are heard, and that they are represented by people of their own choosing when decisions are made.

On behalf of our own diverse community at Americana Finnmark we stand ready to assist you and the members of the Planning Board in implementing the spirit and letter of the April 24, 2018 Montgomery County Equity and Inclusion resolution. We feel because merchants' and most residents' voices were not heard at the June 12, 2018 charrette, we be provided another that actively includes all opinions, including the opinions of those who attended the first charrette.

We thank the Chairman and the Commissioners for letting us participate in your process and we will have a lot to discuss with your working group meetings before a final decision is made. Meanwhile we will continue to reach out to our community.

If you wish to know more about our views on this matter, we welcome a visit by you and the Commissioners of the Planning Board.

Sincerely yours,

Nancy Wisdo, President
Americana Finnmark Condominiums

Andy Banks, Chair
Community Relations Committee
Americana Finnmark Condominiums

Parks + Planning Proposal vs. West Forest Glen Plan

The Issue	P+P Proposal	West Forest Glen Proposed Plan
Metro Parking Lot		
Height)	120 ft around entire 8-acre Metro Lot and 4 Acres Medical Center	<ul style="list-style-type: none"> • More modest – see Types of Units • Concrete canyon for many at AF- no sun or privacy
# of Units/Density	<ul style="list-style-type: none"> - 2, 186 mixed use in FG/MH but most in Lot and Medical Center with 1st floor retail 	<ul style="list-style-type: none"> • Metro says for density they only want 200 plus what MHP is asking for Forest Glen Apartments • Metro elevators can't take the density • Metro ridership has gone down faster at SS and Wheaton AFTER putting in thousands of housing units
Affordable Housing	15% Moderately Priced Dwelling Units (MPDU)	<ul style="list-style-type: none"> • At least 51% MPDU • Can't call it affordable housing unless a majority of it is.
Type of Units	<ul style="list-style-type: none"> - Luxury 1-bedroom rentals for singles - Average rent of \$1,870 per month - High turnover with no tines 	<p>Multi-generational family housing:</p> <ul style="list-style-type: none"> • First floor 1-bedroom units for seniors • Multiple bedroom units for small families • Workforce housing for teachers, nurses, firefighters, and police
Park Equity and Inclusion	<ul style="list-style-type: none"> - Build or expand 5 parks in the all quadrants except West Forest Glen park desert - ½ community gathering space park on Metro lot 	<ul style="list-style-type: none"> • Full service park on metro lot • Fulfills a need in our park desert • Community garden • Emphasis on walkability and green space
Urban Trail & Tree Barrier	No protection for surrounding homes and forestry	Separate AF from new development with trail and trees and maintaining current urban trail and trees on west eastern border of Metro Lot.
Type of Businesses	<ul style="list-style-type: none"> - 120' High-rise mixed use office buildings with retail and commerce at metro lot and Medical Center parking lot - Heavy density at metro lot to justify large retail development in Montgomery Hills to move out current merchants - Incentivize current merchants in Montgomery Hill to change their offerings to attract different clientele. 	<p>"Neighborhood-serving business":</p> <ul style="list-style-type: none"> • Why bring in more cars from outside in office buildings and retail that isn't neighborhood serving? • Community Center • Daycare • Workspaces for telecommuters and incubating start ups • Small convenience • Satellite Library • Evening rush hour food trucks represent diverse cultural palates available at Metro Bust loop encourage participation by Montgomery Hills restaurants.
Georgia Ave. Improvements		
Access to Pedestria Tunnel	<ul style="list-style-type: none"> • Entrance only on Northeast corner of Forest Glen/Georgia Ave. reserved exclusively for those entering and leaving East Forest Glen 	<ul style="list-style-type: none"> • Access for individuals with disabilities and senior residents on the Northwest corner of the intersection

Parks + Planning Proposal vs. West Forest Glen Plan

Light Across Georgia at Tilton	Small pedestrian walkway to Tilton Dr.	<p>Full light at Tilton Drive & Americana Finnmark entrance:</p> <ul style="list-style-type: none"> • Allow residents to cross Georgia to utilize the Metro Bus stops safely • Allows school buses, shuttles, and paratransit to operate for people & children with disabilities • Ensure safety for Forest Glen Estates & AF residents as they enter and exit their communities during rush hour
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Local Resident and Merchant Equitable and Inclusive Engagement in Planning Process

Equity and Inclusion	Supported private organization charrette to develop basis of staff's current recommendations without adequate participation from MH merchants or West Forest Glen residents.	Want Planning Board to provide a new process for collaboration and actively and affirmatively recruit the broadest diversity of views from all quadrants and full representation from all merchants in MH. (a meeting in which all stakeholders in a project attempt to resolve conflicts and map solutions)
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Report to The Board & Community

Residents Speak Out on the Forest Glen Sector Plan

Americana Finnmark Community Relations Committee

The Community Relations Committee distributed a survey to residents of Americana Finnmark regarding the Forest Glen Sector Plan review being conducted by Montgomery County. This will guide future zoning and development decisions for the next 15-20 years. Citizen participation is essential in this process because its the squeakiest wheel that gets the oil. 123 surveys were returned and tabulated.

In Forest Glen, the Planning Board decided to only look at a narrow corridor on either side of Georgia Ave and the 8 acre WMATA parking lot adjacent to Americana Finnmark. WMATA indicates it may want to develop that land for mixed-use retail and residential development. A neighborhood organization East of Georgia Ave is advocating a pedestrian tunnel be built beneath Georgia Ave from the medical center located on the northeast corner of Georgia Ave and Forest Glen Rd. The results of the Americana Finnmark survey are below.

- **Traffic Safety & Walkability:** There's a strong consensus for installing a cross-walk and traffic light at the AF main entrance, on improving drainage and snow removal on Georgia Ave sidewalk between our pedestrian gate and Forest Glen Rd, and keeping left turn lights at the Forest Glen/Georgia intersection.
- **Improved Access to Forest Glen Metro:** Residents want direct access from the Americana Finnmark side of Forest Glen, preferably with an outside elevator and stairway. There is a preference (60-40) on including a Skywalk over Georgia Ave rather than a tunnel beneath it (56-46).
- **Development of WMATA Parking Lot:** Residents voiced a strong consensus for a community center with childcare, a satellite library with telecommuter workstations, and a park with playground, seating and tables.
 - 76% of respondents want nothing more dense than townhouses built on the WAMATA lot and half of those wanted no housing built. There is little support for large 5 story apartment buildings (7%) or office buildings (2%).
 - There is strong support (73%) for mixed use residential retail that provides neighborhood services such as a coffee shop and small grocery store (73%) and strong opposition to commerce that attracts patrons from outside Forest Glen (80%) or establishments that attract rodents or use dumpsters (76%).
 - The only type of parking preferred was underground multi-story parking with a play ground on top at ground level. Though not included on the survey, a strong majority of committee members would like to see food trucks on the Metro location during evening rush hour.

Traffic Safety; Walkability			
	Agree	Disagree	Neutral
1. <i>Install traffic light and crosswalk - ban u-turns – improve "Do Not Block" signage at Americana Finnmark Georgia Ave entrance - To facilitate orderly, safe entrance, exit, left turns and crossing Georgia Avenue.</i>	83%	10%	5%
2. <i>Install left turn signals, northbound and southbound, at the Georgia Avenue intersection with Forest Glen Road – To facilitate orderly flow of traffic onto Forest Glen Road.</i>	84%	4%	12%
3. <i>Ban right-turn-on-red at traffic signals at intersection of Georgia Ave and Forest Glen Rd during rush hour – To ensure safety of pedestrian and bicyclist traffic crossing both Georgia Ave and Forest Glen Rd.</i>	66%	19%	15%
4. <i>To allow easier and safer access for pedestrians, bicyclists and to ensure ADA compliance:</i>			
a. <i>Widen sidewalk on southbound side of Georgia Ave between AF Pedestrian Gate and corner of Forest Glen Rd.</i>	71%	13%	16%
b. <i>Place utilities underground and eliminate utility poles at northwest corner of Forest Glen Rd and Georgia Ave.</i>	71%	13%	16%
c. <i>Monitor and install noise barrier at northwest corner of Forest Glen Rd and Georgia Ave, to protect Americana Finnmark residents from noise emanating from WMATA vent shaft. exhaust engines.</i>	64%	6%	29%
d. <i>Improve water drainage and snow removal from pedestrian gate on Georgia Ave to Forest Glen Road to allow safe usage for pedestrians, bus riders, bicyclists and vehicles during inclement weather.</i>	95%	0%	5%
Improved Access to Forest Glen Metro Station			
	Agree	Disagree	Neutral
<i>To provide safer access to bus stops and the Metro station from the northbound side of Georgia Avenue and the westbound side of Forest Glen Road.</i>			
5. <i>Provide an outdoor elevator on the Americana Finnmark side of Forest Glen Road for safer access to Metro trains for the disabled and children in strollers, etc.</i>	68%	10%	22%
6. <i>Build an ADA compliant skywalk over the Georgia Avenue/ Forest Glen Road intersection with stairway/ elevator providing safe and easy access to 1) bus stops on Georgia Avenue and Forest Glen Road and 2) the Metro entrance located on the South side of Forest Glen Road</i>	60%	22%	18%
7. <i>Build a tunnel under Georgia/Forest Glen intersection from Medical Building to Metro turnstiles. Include stairway/elevator access from Americana Finnmark to tunnel. Use construction methods that prevent damage to Americana Finnmark structures and minimal disruption to road traffic while digging under the intersection.</i>	55%	26%	20%

Developing Metro Station Parking Lot West of Americana Finnmark

8. What type of community/civic spaces would you approve for this site?

Community Benefits from Developing Metro Parking Lot	Support	Don't Support	Neutral
a. Community Center with weekday Childcare	60%	19%	23%
b. Satellite Library with telecommuting workstations	66%	9%	24%
c. Park/Playground with Outdoor seating with outdoor seating/tables	68%	12%	19%

9. Currently, the Metro Parking Lot is zoned for single family homes and townhouses. Pro-developer groups support changing the zoning to include mid-rise apartments and multi story office parks. Please mark the type of additional housing you feel is most desirable for redeveloping the Metro parking lot:

38%	None	18%	Single family home	20%	Town House	76%
15%	Garden Apt	7%	Large 5-story Apt buildings	2%	Large 5-story Office Buildings	24%

10. What type of commercial establishments you approve for this site?

Commercial Establishments	Yes	No
a. Shops serving needs of the neighborhood: coffee shop, small grocery/convenience store, dry cleaners	73%	27%
b. Shops which attract patrons from <i>outside of Forest Glen</i> : hardware store, clothing store, small department store, commercial offices buildings, warehouses.	20%	80%
c. Establishments which will require dumpsters or rodent control	24%	76%

11. Parking – Metro wants to add density to its Forest Glen Station by commercially developing its parking lot. It will still need parking so the options are threefold. Twenty-two years ago Montgomery County officials promised a community center and park, and promised all new development would retain our unique neighborhood feel. What kind of parking lot or garage would your prefer?

Type of Parking You Prefer	Yes	No
a. Above-ground multi-story parking-garage	25%	75%
b. Underground multi-story parking-garage with playground on top at ground level	67%	33%
c. Parking garage three stories above and three stories below ground level	26%	74%

MCP-Chair

From: WANDA WEST <wggwest@yahoo.com>
Sent: Wednesday, May 29, 2019 7:29 AM
To: MCP-Chair
Subject: Forest Glen Metro

Categories: Tracked To Dynamics 365

Montgomery County Planning Board
Chairman Casey Anderson,

I am a resident-owner at Americana Finnmark Condominium. My building is just across the fence from the Forest Glen Metro Station parking lot.

I moved here in hopes of settling into a home where I will spend the rest of my life: I am less than a mile from each of my daughters and their families (in fact one of them lives steps away here in Americana Finnmark), Americana Finnmark is a large, close-knit community of multi-ethnic, multi-age, multi-cultural residents, there is green space and wildlife, the noise pollution is constant but not overbearing, and I feel safe.

If the Forest Glen Metro parking lot - just outside my building - is converted to an island of high-rise buildings **most likely designed with planned obsolescence in mind**, the surrounding neighborhood will lose its sense of community, wildlife will be diminished, the noise level will be overbearing, younger residents of AF will move to raise their children near a highly-rated public school which is **not overcrowded**, and I will not feel safe walking outside the gates of the AF property.

Both of my daughters metro to work from the Forest Glen Station. Have the Planning Board and Metro looked ahead to the safety issues that exponential growth in ridership from high-rise apartments will bring to that station? I know people who avoid the Wheaton Metro and its parking garage because of the increase of crime since development surrounding that station.

Metro riders from Americana Finnmark include blind, disabled, pregnant residents, grandparents with grandchildren in tow, families with strollers and teenage students. Have you sufficiently planned for their safety en route to and from the station as well as their evacuation from the station should a problem occur there?

Do we really need high-rise apartments here when there is an abundance of vacancies in the recently built apartments a short distance away surrounding the Wheaton station?

Do we need more traffic in the area when ambulances already have difficulty getting through Georgia Avenue to Holy Cross Hospital, neighborhood residents sometimes cannot park near their homes because of drivers who don't pay to park at the Metro, and pedestrians are hit by cars when crossing Georgia Avenue and Forest Glen?

If well planned, and based on the needs of community residents, development on the Forest Glen Metro parking lot would be a plus.

I ask you and the members of the Montgomery County Planning Board to reconsider your plans for the Forest Glen Parking Lot. Please look at the survey conducted by the Americana Finnmark Community Relations Committee and include neighborhood residents' wishes to limit the height of the buildings put there so that area residency does not increase to a more dangerous level or place a burden on neighborhood schools, and ensure us that retail establishments placed there will benefit us with their convenience and relevance to our needs.

Thank you,
Wanda West
2105 Walsh View Terrace, Unit 102
Silver Spring, Md. 20902

MCP-Chair

From: Alison Gillespie <alisonupstairs@gmail.com>
Sent: Wednesday, May 29, 2019 8:13 AM
To: MCP-Chair; Williams, Melissa; Mencarini, Katherine
Subject: Testimony for May 30 meeting, MH/FG Sector Plan
Attachments: FG_MH Sector Plan Testimony from Alison Gillespie, May 2019.docx

Categories: Tracked To Dynamics 365

Attached please find my testimony for the Montgomery Hills-Forest Glen sector plan meeting, to be held on May 30, 2019.

If there are any questions or concerns, please contact me at 301-385-0313.

Thanks.

Alison Gillespie

**Comments on the Montgomery Hills/Forest Glen Sector Plan
May 30, 2019**

Thanks for the chance to testify.

I have owned a single-family home in the Forest Estates neighborhood of Forest Glen for 18 years. I bought my house to be close to Metro, and currently all four members of my household use buses and the Metro on a regular basis. I commute to work each day via the beltway and my husband takes Metro. My two teenagers take buses and Metro to get around.

For the last fifteen years I've been advocating for more walkability, including an underground passageway to the Metro at Forest Glen and Georgia. I also serve as Chair of the MCCPTA Safe Stops and Routes to School Committee, although my comments tonight are my own and do not reflect the position of any organization or group.

I have attended more than 8 meetings on the sector plan. During those meetings, I have been impressed by the willingness of the planning staff to listen to neighborhood feedback. I can confidently say that the plan reflects a tremendous amount of input from the community, and largely reflects what my neighbors want and have been asking for over the last few years.

Overall, I heartily support and endorse this plan with a few small exceptions.

What I like:

I am especially happy about **the proposed zoning changes that provide for more density for the lots on both sides of Georgia Avenue at the intersection of Forest Glen Avenue.** I think we have a rare chance to do the right thing here –include a lot of housing in an area that is well-served by transit, especially the Metro.

I am glad to see **the inclusion of lots of affordable housing** in the plan, too. It is desperately needed throughout the county.

I'm hopeful that we can also use that space to provide something that is really missing in our neighborhood: **small retail and restaurants like coffee shops at the Metro.** The inclusion of an open green space in the middle of the west side would be ideal. Right now, when my neighbors step off the bus or train after work, there's no opportunity to pick up groceries, nor is there space to meet a friend unless you have a car. I'm also hoping that space could include some "transit-oriented" daycare so that parents can stop driving their kids to preschool before they step on the Metro each morning.

I like the **recommendations for trees and green roofs.** I would not lessen those numbers. I think it is important to aim for 35% green cover in part because it would make our neighborhood environmentally equal to other areas. If we lessen that number, we risk dooming Forest Glen and Montgomery Hills to always be "less than" places like Bethesda in environmental aspect. That seems wrong to me somehow. We should keep the goal the same for green cover throughout the county.

I love the idea of an urban **"gateway park" at the corner of 16th and Georgia.** It is much needed in that neighborhood and would completely transform the experience of entering the Montgomery Hills area from the south. It would also greatly improve family life for many who live nearby and provide missing amenities.

I like the **"main street grid" proposed for the area near Seminary and the walkability enhancements and the bike lane recommendations.** (CONTINUED)

I am in favor of the removing the reversible lane on **Georgia Avenue and putting in a median.**

I am unhappy with:

-the suggestion to put more townhouses on Forest Glen. I see no reason to limit development here and the townhouses on the other side of that street face away from Forest Glen anyway, so there's not a lot of aesthetic value to it. I think we should let a developer do something really beautiful, different and imaginative with the space.

-the idea of an urban ecology center at the current Silver Spring Health and Human Services Center. I don't think we need another nature center in this county. I spend a lot of time at nature centers as a volunteer and program attendee, and I love them, but I think this spot would be better used as a school. I detailed this suggestion in a letter to the board and the planning staff in December of last year.

As a former PTSA president at Sligo Middle School who lived through the overcrowding at Oakland Terrace Elementary before Flora Singer Elementary was open, I'm painfully aware of how real the impact of overcrowding can be on a school. While I do not think this justifies a housing moratorium (either official or unofficial), I do think it will take creative urban planning to address the school need. What's also needed is an increased amount of communication and cooperation from Montgomery County Public Schools. Perhaps planners can lead the way on this one.

A small school that is "opt-in" only could perhaps be built for walkers only, with parents agreeing to not drive their children and without the need for bus loops. OR, perhaps a small school could be opened here that would be an "opt-in" only school for high schoolers, alleviating some of the pressure on the other downcounty consortia schools. A technical school, or a specialty school that is for one particular magnet program (such as a school for the culinary arts or media arts school) could easily fit here and accommodate 200 students who would mostly arrive by walking or via mass transit and agree not to use school buses.

In conclusion, I am extremely happy with the proposed sector plan, grateful to the planning staff for the excellent job, and excited about the future of Forest Glen and Montgomery Hills.

Thanks so much.

**Submitted by:
Alison Gillespie
1826 Brisbane Court
Silver Spring, MD 20902**

MCP-Chair

From: Matt Lloyd <mlloyd2010@gmail.com>
Sent: Wednesday, May 29, 2019 9:49 AM
To: MCP-Chair
Subject: Comments on Montgomery Hills / Forest Glen Sector Plan
Attachments: May 29th Sector Plan Comments.docx

Categories: Tracked To Dynamics 365

Hello Casey,

I'd like to offer these comments in wholehearted support of the revisions to the Montgomery Hills/Forest Glen sector plan and in opposition to the Montgomery Hills shopping Center having a historic designation.

Best,
Matthew Lloyd
2204 Forest Glen Rd.
Silver Spring, MD 20910

May 29th, 2019

To Whom it May Concern,

My name is Matthew Lloyd and I have been a resident of the Forest Glen neighborhood of Silver Spring for 9 years. We moved here without preconceptions about what kind of house we were getting ourselves into. Our only criteria that we laid out for ourselves were "It's got to be near the metro." It seems both naïve and ridiculously simple, but we've been happy to lay down long-term roots, have three children, and work ourselves into the community.

I'm here to offer my wholehearted support for a few core principles as Montgomery County works on the sector plan for Forest Glen.

Priority # One: Fix Georgia Ave

There are many important draft recommendations in the Montgomery Hills Sector Plan. These recommendations will be critical for the transformation of the retail/commercial areas and continued vitality of the neighborhoods. However, all the recommendations rest on the State and County's ability and willingness to fix Georgia Ave. As it is currently configured Georgia Ave is a dangerous, vehicle-dominated corridor that doesn't even accomplish its original purpose - to move traffic effectively and efficiently. But the Georgia Ave problem is far greater than its failure to move cars, buses, and trucks. The road design makes it far too dangerous for anyone to walk across and along the road which impedes transit accessibility and makes it difficult for anyone to access the local businesses that are within the corridor.

In my opinion, this is the root cause of a lot of problems –Georgia Ave is dysfunctional, there has been virtually zero private investment on behalf of the retail and commercial property owners, and then the neighborhood remains a mess – not walkable or transit friendly.

In conclusion, I urge the Planning Board to transmit the Sector Plan to the County Council with the strongest of admonitions, that if Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a

vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.

I am also deeply concerned about the potential for the Montgomery Hills Shopping Plan to be designated for historic preservation in the Master Plan. It is in no way historic or worth preserving – I wholeheartedly support changes to the neighborhood by fixing Georgia Ave. and stimulating transit and pedestrian friendly retail in the Montgomery Hills and Forest Glen neighborhood.

Sincerely,

Matthew Lloyd

Silver Spring 20910

MCP-Chair

From: Lauren Lewis <lauren.finkel.lewis@gmail.com>
Sent: Wednesday, May 29, 2019 9:18 AM
To: MCP-Chair
Subject: Please make Georgia Avenue safer!

Categories: Tracked To Dynamics 365

Dear Planning Board:

When I was 3, my family moved to Silver Spring. I loved the community I grew up in so much so that when, earlier this year, my young family relocated to the area, we came back to this neighborhood. My parents live on one side of Georgia Avenue and we live on the other. It is about an 8 minute walk to their house to visit, but it is so unsafe. Walking along Georgia with a 3 year old and a 1 year old is nerve-wracking, to say the least. As we consider buying a home instead of renting, we're trying to decide if this is the right neighborhood for us given how unsafe the Georgia Avenue corridor is.

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I've urged SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020. I hope the Planning Board fully supports this project and works to make it a reality.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Lauren Lewis
Flora Lane

MCP-Chair

From: Tamara and John Hughes <jchtik@msn.com>
Sent: Wednesday, May 29, 2019 11:26 AM
To: MCP-Chair
Subject: Montgomery Hills Sector Plan
Attachments: Forest Glen.Montgomery Hills Sector Plan Ltr. of Support 05.29.19.pdf; ATT00001.txt
Categories: Tracked To Dynamics 365

Please see attached.

Tamara King Hughes

May 29, 2019

Dear Chairman Anderson,

I am submitting the following comments in regards to the Forest Glen/Montgomery Hills Sector Plan. As a resident of Woodside Forest, I strongly urge you to support improvements along Georgia Avenue. I have outlined my recommendations and concerns below.

Priority # One: Fix Georgia Ave

There are many important draft recommendations in the Montgomery Hills Sector Plan. These recommendations will be critical for the transformation or the retail/commercial areas and continued vitality of the neighborhoods. However, all the recommendations rest on the State and County's ability and willingness to fix Georgia Ave. As it is currently configured Georgia Ave is a dangerous, vehicle-dominated corridor that doesn't even accomplish its original purpose - to move traffic effectively and efficiently. But the Georgia Ave problem is far greater than its failure to move cars, buses, and trucks. The road design makes it far too dangerous for anyone to walk across and along the road which impedes transit accessibility and makes it difficult for anyone to access the local businesses that are within the corridor.

The Red Line runs under Georgia Ave and there are numerous buses with routes on Georgia Ave. Yet Forest Glen Metro "boasts" one of the lowest ridership rates of all stations in the WMATA system and most of the people that drive to the Forest Glen Metro Station live within a mile.

Many of the local businesses located in the corridor struggle to attract a sufficient customer base – which seems contradictory given that 84,000 cars drive through the corridor on a daily basis. This is because local residents do not feel safe to walk to these restaurants and stores and once they get in their cars to drive it is just as easy to drive out of the study area to get their grocery and retail needs met. The businesses that do thrive are those that are reliant on commuters, such as gas stations and dry cleaners. Consequently, what should be a neighborhood retail area serving the nearby residents is instead dominated by a few categories of businesses that serve the commuters driving through the area.

We know that new businesses are reluctant to consider Montgomery Hills as a place to set up shop. Trader Joes was a prospective tenant for building on Georgia Ave that was previously occupied by Staples, however, there management told the property manager that with prospect of Georgia Ave never being re-designed, they simply found it an unfavorable location. Aldi eventually moved into that space, but only because of the feud between brothers helped drive them to take a location that Trader Joes had rejected.

Furthermore, because Georgia Ave is so dysfunctional, there has been virtually zero private investment on behalf of the retail and commercial property owners, except for Aldi. As a result, the rents are below market and most buildings are functionally obsolete. The retail area has had numerous vacancies, high turnover of establishments, and has attracted businesses that provide little services and goods for the adjacent neighborhoods.

In conclusion, I strongly urge the Planning Board to transmit the Sector Plan to the County Council in order to make Georgia Avenue safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction. Below are the draft recommendations to fix Georgia Ave that we support.

- 1. Recommend reconfiguration of the southwest I495 interchange loop off-ramp**
Implementing this recommendation will have the largest overall impact to relieve traffic congestion and reduce the resulting neighborhood impacts of NB Georgia Ave traffic, bar none. Since 2000, when SHA reconfigured the I495 interchange off-ramps to reduce Beltway back-ups, traffic congestion on Georgia Ave is markedly worse. One reason was the addition of a traffic light on Georgia Ave to accommodate vehicles exiting the newly expanded SB ramp. The light, in combination with the triple-threat merge of vehicles entering/exiting the I495 inner loop, serves to back-up NB vehicles as far as 16th Street on a daily basis, as well as restrict cars from turning onto Georgia Ave from Seminary Place, Seminary Road, Columbia Blvd, and 16th Street. Reconfiguring the SW I495 interchange loop off-ramp would reduce back-ups and help vehicles move more smoothly throughout the entire study area. Implement this recommendation as quickly as possible.
- 2. Support the Interim Term – MDOT SHA Preferred Alternative Configuration of Georgia Avenue**
Support for SHA Preferred Alternative 5B modified is frankly unprecedented in its unanimity. Residents, local businesses, most property owners, every civic association affected, adjacent religious institutions, schools, local organizations, the Washington Area Bicyclist Association, and the Maryland Sierra Club have all registered their support for the SHA proposed design for Georgia Ave. There is a great deal to like about the SHA preferred alternative, and while the recommendations in the Sector Plan refine and improve upon the SHA design, the proposed configuration would alleviate many of the problems currently caused by Georgia Ave. And importantly, the proposed design would increase safety for all road users.
- 3. Reconfigure Georgia Avenue as a main street corridor (boulevard) with landscaping and improved pedestrian and cycling facilities AND Improve pedestrian and bicycle facilities and crossing capability to reduce pedestrian and vehicular conflict.**

This recommendation was in the 2000 Silver Spring Master Plan. It was also in the 1978 Master Plan. And ironically enough, it was proposed in 1927. Yes, that would be 90 years ago. So the time is ripe to finally fix Georgia Ave.

4. **Install a two-way separated bikeway on west side of Georgia Avenue (shared use path) AND Support the recommendations of the approved and adopted Bicycle Master Plan.**

Few dare to bike on or across Georgia Ave under existing conditions and this is unfortunate for several reasons. First, students attending the numerous schools in the study area (Woodlin ES, the Yeshiva of Greater Washington, Auburn School) are unable to safely bike to school. Second, commuters using the Red Line and future Purple Line can't bike to the stations. Third, families that live south of the beltway are unlikely to bike to the community pool in the Forest Glen neighborhood. Last, biking is not an option for short trips around the neighborhood.

Priority # Two: Augment Our "Town Center" with Additional Housing and Mixed-Use Development

The Montgomery Hills retail/commercial center was originally developed in the 1930s to provide basic neighborhood goods and services to the surrounding residential neighborhoods. The idea was to make it easy for residents to get groceries and other services right in their neighborhood and not have to travel to Washington, DC. Unfortunately, as time went on, road construction to accommodate the ever-increasing volumes of cars and trucks began to dominate the landscape and overwhelm the idea of a neighborhood town center.

It is ironic in a way that the residents of the surrounding neighborhoods must work so hard to sustain and safeguard Montgomery Hills when in new developments elsewhere in the County, areas such as Rockville, Pike and Rose, Kentlands, etc. such a concept of a town center is being implemented and promoted with such vigor. In Montgomery Hills we are just trying to restore the original idea by reestablishing a balance of uses (walking, biking, and transit along with driving) and reconnect the neighborhoods to their neighborhood center.

Below are the draft recommendations to augment the Montgomery Hills and Forest Glen centers.

1. **Balance mixed-use development through the application of the CR Zones.**

Within the Sector Plan study area there has been virtually no new housing development for over 50 years. As a result, housing prices have soared as demand has exceeded supply. Moreover, housing in the study area is largely limited to single family homes as the only available housing choice. The Sector Plan creates a limited number of opportunities where a mix of housing would be allowed, with slightly higher densities allowed directly along Georgia Ave. Montgomery County in general, and the sector plan

study area especially, acutely needs more housing, especially along public transportation lines. This recommendation can help reduce car dependency by providing housing adjacent to high quality transit and help with affordability by providing choice and additional supply.

Further, providing more housing helps add prospective customers to the existing retail and commercial establishments helping them to thrive in the future. Increased *local* consumer demand may help attract more establishments that cater to the local residents as opposed to the commuters driving through the area (as evidenced by the five dry cleaners, five gas stations, and six stores selling beer and wine).

While the plan does allow additional development through increased density, the recommended zoning revisions are sensitive to the scale and character of existing homes, ensuring that the transition between single family homes and multifamily dwellings is smooth and agreeable.

2. **Redevelop large commercial sites and parking lots as pedestrian oriented environments with walkable blocks, attractive public spaces, pedestrian paths, street level retail, and storm water management treatments.**
3. **Encourage and accommodate opportunities for creative placemaking to activate public spaces and foster community togetherness.**
4. **Collaborate with nonprofit, county and private organizations to expand and enhance affordable housing opportunities accessible by mass transit.**
5. **Preserve existing, market-rate affordable housing, where possible.**

Priority # Three: Create Community Gathering Spaces and

1. **Increase the number of community gathering places and incorporate placemaking efforts that reflect community diversity and encourage interaction.**
2. **Improve open space and park opportunities by improving existing parkland and incorporating publicly accessible open space into new development.**
3. **Reintroduce green cover via increased tree canopy and vegetation.**

There is a stark contrast between the neighborhoods which have a fair amount of tree canopy and vegetation and the Georgia Ave corridor in Montgomery Hills. There are no street trees or other vegetation which not only makes the corridor stark and unwelcoming but also makes it extremely hot and unpleasant during the summer months. The lack of trees, in combination with older, infrequently maintained buildings

and high volume of traffic does not make the corridor inviting and someplace that you would want to linger. Trees and vegetation will help boost the area's visual appeal and help make it more appealing for customers. This recommendation will also help to better integrate the retail/commercial areas with the already greener neighborhoods and not make the contrast between the areas so stark.

4. **Design buildings and landscape elements to frame a vibrant public realm of walkable and active streets, and public spaces throughout the area, particularly along Georgia Avenue.**
5. **Create new Civic Gathering Spaces including a new Gateway Urban Recreational Park and an Urban Ecology Center.**

Priority # Four: Strengthen and Support Local Businesses

1. **Support strategies to improve the public realm and storefronts, strengthen businesses and undertake marketing and promotion efforts within the plan area.**
2. **Recommend the nomination of the Montgomery Hills District for a Main Street Program.**
3. **Provide technical assistance and funding for resources that will encourage the retention of neighborhood services and local retail.**
4. **Recommend that the Montgomery Hills District be designated as a qualified recipient of Small Business Impact Assistance Funds.**

Recommendations to Oppose

1. **Designation in the Master Plan for Historic Preservation of the Montgomery Hills Shopping Center and Exceptional Fabricare.**

The Montgomery Hills Shopping Center has been previously considered for designation as a historic property and the Maryland Historical Trust (MHT) rejected the proposal. The Planning Board should affirm that decision. In the report, the MHT stated, [the] "Montgomery Hills Shopping Center fails to adequately represent the early suburban shopping centers from the 1920s or the neighborhood shopping centers from the 1930s on the periphery of Washington, D.C. Not only does it fail to represent this type of automobile-centric development common in the 1920s and 1920s and make it worthy of designation, but it serves to perpetuate the car-centric culture that the SHA proposed redesign of Georgia Ave and the draft Sector Plan is trying so hard to finally

erase so that we can move to a more pedestrian and bike-friendly retail and commercial center. Furthermore, the report found:

While the design intent remains evident, the shopping center in its totality is not an excellent example of the Tudor Revival style or a commercial shopping center as a building type. Constructed between 1929 and 1941, numerous aspects of the original center have been altered, demolished, or covered, including parts of the decorative half-timbering and stucco, slate shingle roofs, original storefronts, windows and doors, and rear additions.

When the report was written in 2013 the Montgomery Hills shopping center had already been severely altered. In 2019, additional alterations have served to just about obliterate any remaining tudor revival style.

The same is true for Exceptional Fabricare. The building is marginally reminiscent of Googie architecture, and what few architectural elements exist they are marginalized by the immediately adjacent construction that serve to conceal and detract from these elements. The building has been altered significantly enough to eliminate almost any notable architectural characteristics of the Googie style. This building does not deserve to earn a historic preservation designation.

Montgomery County has an opportunity to make an investment in a part of the county that could be highly desirable for young families, existing residents, and couples wanting to downsize. Improvements along Georgia Avenue would bring social and economic benefits for years to come. Do not let this moment pass to make historic changes to a critical sector of the county. For additional information, please contact me at tamarakingdc@gmail.com or 301-585-5588.

Thank You,


Tamara King Hughes

MCP-Chair

From: P. Paterson <ppaterson@rcn.com>
Sent: Wednesday, May 29, 2019 12:34 PM
To: MCP-Chair
Subject: Support for Draft Forest Glen / Montgomery Hills Sector Plan

Categories: Tracked To Dynamics 365

Dear Chairperson Anderson and Planning Commissioners:

I write to support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would permit Georgia Ave to become safer, more attractive and more functional.

I have lived in the North Woodside neighborhood, adjacent to Georgia Ave and the Montgomery Hills business district, ever since a job brought me to the area 21 years ago. In all that time the Montgomery Hills business district has been inhospitable, uninviting, punishingly hot in the summer and dangerous to traverse on foot or bicycle in any season due to traffic volume and numerous sidewalk impediments. Pedestrian usage has been consistently sparse. From my point of view the businesses and communities on the other side of Georgia Ave might as well be in the next town over, since I need to get into my car to reach them safely. Improvements to Georgia Ave have been proposed since at least the 1970s but never come to fruition.

The result of the above is that residents are forced into our cars even for short trips, including to the Metro, contributing to congestion. Local businesses lose custom, as once we are in our cars we might as well drive somewhere safer and more pleasant. The pent-up local demand for accessible shopping, services and gathering spaces is frustrated. The social and commercial energy that could be created by the highly-engaged communities along this stretch of the Georgia Ave corridor largely fizzles.

The new sector plan, in concert with SHA plan 5B for MD 97/Montgomery Hills, would have a dramatic impact on these problems. Among other changes it would create wider sidewalks, add more pedestrian crossings, install a landscaped median on Georgia Ave while removing a dangerous reversible lane, and add a cycle track on the west side of Georgia Ave. It would reconfigure the MD 97/MD 390 intersection, making possible an urban park. It would mandate environmental mitigation in new construction. It would set the stage for smart growth. The result would be an environmentally responsible pedestrian-friendly district at the heart of multiple neighborhoods, bringing them together at last. Some cars would be taken off the road. More neighbors would walk and bike to Metro, the Purple Line, restaurants, shops and parks. More neighbors would meet and collaborate. More neighbors would feel safe crossing Georgia Ave. There would be health benefits. Quality of life would improve for thousands living nearby. The Montgomery Hills business district would thrive, and become a destination and a more attractive gateway to downtown Silver Spring as well.

We need these changes. Planning staff have worked hard to develop the draft sector plan with extensive public input. I have been at several of their presentations and seen the near unanimous support and excitement for the current draft plan among attendees. With a nearby Purple Line station soon to open, a regional movement towards smart growth and walkable communities, and the possibility of a partnership with SHA to make improvements, the time is right. Thank you.

Sincerely,
Phyllida Paterson, M.D.
9101 Warren St

Silver Spring MD 20910.

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:22 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Christine Grewell <cillygoose@aol.com>
Date: Wed, May 29, 2019 at 7:54 AM
Subject: Fix Georgia Avenue
To: <gslater@sha.state.md.us>, <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.iawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

As a long term Woodside resident at 9001 16th Street in Silver Spring Maryland since 1976, it is clear this work is needed to relieve congestion here.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional

pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for your time and attention to the important matter of fixing Georgia Ave.

Sincerely,

Christine J. D. Grewell
9001 16th Street
Silver Spring, MD 20910-2144
(301) 565-3270

cc: County Executive Marc Elrich
#FixGeorgiaAve
Delegate Jared Solomon
Delegate Lorig Charkoudian
Councilmember Tom Hucker
Councilmember Hans Reimer
Councilmember Evan Glass
Councilmember Will Jawando
Councilmember Gabe Albornoz

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:24 AM
To: MCP-Chair
Subject: Fwd: MD 97 Improvement Funding

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Dean Griffith <dgdc73@gmail.com>
Date: Tue, May 28, 2019 at 1:07 PM
Subject: MD 97 Improvement Funding
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>, councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>, fixgeorgiaave@gmail.com <fixgeorgiaave@gmail.com>, jared.solomon@house.state.ms.us <jared.solomon@house.state.ms.us>, jared.solomon@house.state.ms.us <jared.solomon@house.state.ms.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in the North Woodside neighborhood and would look forward to the pedestrian safety improvements that would help my family access friends and business on the other side of Georgia Ave. on foot.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Best,

Dean Griffith
Dgdc73@gmail.com
1921 Luzerne Ave.

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:41 AM
To: MCP-Chair
Cc: Mencarini, Katherine
Subject: Support for Ga Ave Improvements - Forest Glen / Montgomery Hills Sector Plan

Dear Chairperson Anderson and Commissioners

I am sorry that I just email bombed your inbox with letters of support. If I had thought of a better way to enter the letters into the record (and had more time) I would have tried a more sensible approach.

We have been told that SHA Administrator Slater needs to "be sure" that the community supports the Ga Ave improvements in order for SHA to submit a BUILD grant for federal funds. Frankly, given all of the community activism and support over the past several years, I find this hard to believe but we are happy to play along and show that the community really does want the improvements funded asap. So we have been writing letters and signing petitions. I belatedly realized that all of these letters should be entered into the record for the Sector Plan to demonstrate support for the improvements to Georgia Ave.

It is a much easier task to get people to write letter in opposition to something than it is to get people to write letters in support. Especially for a project that has been discussed for so many years and it just never seems to rise to the level of important enough to fund.

As you can see with the proposed Georgia Ave improvements, this is not the case. At least look we had approximately 90 letters of support sent to SHA and over 1,037 signatures on a petition. Please enter these letters into the formal record for the FG / MH Sector Plan as demonstration that the community, businesses, and other organizations are overwhelmingly in favor of the proposed improvements.

As always, please feel free to contact me with any questions.

Best,
Michelle

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 9:50 AM
To: MCP-Chair
Subject: Fwd: Please make Georgia Avenue safer!

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Lauren Lewis <lauren.finkel.lewis@gmail.com>
Date: Wed, May 29, 2019, 9:15 AM
Subject: Please make Georgia Avenue safer!
To: <gslater@sha.state.md.us>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

When I was 3, my family moved to Silver Spring. I loved the community I grew up in so much so that when, earlier this year, my young family relocated to the area, we came back to this neighborhood. My parents live on one side of Georgia Avenue and we live on the other. It is about an 8 minute walk to their house to visit, but it is so unsafe. Walking along Georgia with a 3 year old and a 1 year old is nerve-wracking, to say the least. As we consider buying a home instead of renting, we're trying to decide if this is the right neighborhood for us given how unsafe the Georgia Avenue corridor is.

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and

installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Lauren Lewis
Flora Lane

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:33 AM
To: MCP-Chair
Subject: Fwd: Georgia Ave Grant

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Ryan Speers <rmspeers@gmail.com>
Date: Thu, May 16, 2019 at 4:29 PM
Subject: Georgia Ave Grant
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live on Ottawa PI in Silver Spring, and the vehicle access every day to 495 for my commute, the pedestrian access when I want to visit stores, and more are all critical drivers for my interest in this being updated.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. I see firsthand that pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit. Further, the future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Ryan Speers

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:32 AM
To: MCP-Chair
Subject: Fwd: WPCA Support Fix Georgia Ave and the BUILD grant
Attachments: Fix Georgia Avenue Letter of Support.pdf

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: L. Adriana Gonzalez <laqp10@gmail.com>
Date: Fri, May 17, 2019 at 10:55 AM
Subject: WPCA Support Fix Georgia Ave and the BUILD grant
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>



Woodside Park Civic Association

May 17, 2019

Mr. Greg Slater, Administrator
Maryland Department of Transportation
State Highway Administration
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Administrator Slater:

The Woodside Park Civic Association (WPCA) strongly urges you to complete improvements to Georgia Avenue recommended by SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020 so that the work can proceed with this overdue and important plan for the Georgia Avenue corridor.

WPCA believes that SHA Project Design Alternative 5B best meets the following community-supported objectives to establish a balanced approach to transportation within the Montgomery Hills /MD97 corridor:

- Implement measures that improve South to North flow on Georgia Avenue and limit the impact of traffic on residential neighborhoods
- Redesign Georgia Avenue to be less of a physical barrier for residents in adjacent communities
- Improve walkability, bikeability, and safety
- Enhance Montgomery Hills using measures aimed at improving the retail/commercial buildings and attracting businesses that better serve the community's needs and create a sense of place
- Improve the corridor's aesthetics by burying utilities, using a tree-lined median, and more thoughtful street signage
- Preserve the character of residential neighborhoods

Most important to WPCA is that future improvements, limit the amount of cut through traffic within Woodside Park that results from vehicular backups of Northbound traffic at the Georgia Avenue/16th Street intersection. We support the overall benefits of Alternative 5b, but it is critical that further measures be adopted to reduce the Georgia Avenue PM Northbound backup. This may require extending the four lanes Northbound from Seminary Place to Seminary Road and accept the possible impact to adjacent property. We also recommend the consideration of traffic restrictions that limit neighborhood cut-through traffic, but allow resident-only access. Additionally, new signs should be installed that notify drivers not to block intersections along Georgia Avenue between Spring Street and 16th Street.

We understand that SHA, in collaboration with the Montgomery County Planning Department, continues to refine the preferred alternative for the study area and we support revisions that better address our community objectives. We ask that the SHA and the Planning Department continue their collaboration with residents and community associations as the design stage commences.

We are eager to see the Georgia Avenue Corridor improved. Simply stated, the corridor is unsafe for all users: vehicles, pedestrians, and bicyclists. Commuters and residents alike cannot travel through the area easily, and the existing conditions create an automobile-dominated environment which is unattractive and economically untenable to most community-oriented businesses. In fact, the study area roadway and sidewalk conditions are one significant factor in the inability to attract a better mix of retail stores and businesses. Furthermore, the study's extended planning phase (the original planning effort for this corridor started seventeen years ago), have chilled any private sector improvements that may have been undertaken by the adjacent property owners.

SHA accomplished a great deal in the planning and analysis done to-date. We support the goals of the study and are confident that a preferred alternative will meet our community objectives. We urge you to commit the necessary funding so that the study can advance from plan to reality.

Funding remains the sole barrier to the implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with the SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave. We appreciate your time and consideration of our request. Should you desire any additional information, please do not hesitate to contact me at (301) 312-4074 or laqp10@gmail.com.

Sincerely,

L. Adriana Gonzalez

President

Woodside Park Civic Association



Woodside Park Civic Association

May 17, 2019

Mr. Greg Slater
Maryland Department of Transportation
State Highway Administration
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Administrator Slater:

The Woodside Park Civic Association (WPCA) strongly urges you to complete improvements to Georgia Avenue recommended by the SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020 with this overdue and important plan for the Georgia Avenue corridor.

WPCA believes that SHA Project Design Alternative SB best meets the following community-supported objectives to establish a balanced approach to transportation within the Montgomery Hills /MD97 corridor:

- Implement measures that improve South to North flow on Georgia Avenue and limit the impact of traffic on residential neighborhoods
- Redesign Georgia Avenue to be less of a physical barrier for residents in adjacent communities
- Improve walkability, bikeability, and safety
- Enhance Montgomery Hills using measures aimed at improving the retail/commercial buildings and attracting businesses that better serve the community's needs and create a sense of place
- Improve the corridor's aesthetics by burying utilities, using a tree-lined median, and more thoughtful street signage
- Preserve the character of residential neighborhoods

Most important to WPCA is that future improvements limit the amount of cut through traffic within Woodside Park that results from vehicular backups of Northbound traffic at the Georgia Avenue/16th Street intersection. We support the overall benefits of Alternative 5b, but it is critical that further measures be adopted to reduce the Georgia Avenue PM Northbound backup. This may require extending the four lanes Northbound from Seminary Place to Seminary Road and accept the possible impact to adjacent property. We also recommend the consideration of traffic restrictions that limit neighborhood cut-through traffic, but allow resident-only access. Additionally, new signs should be installed that notify drivers not to block intersections along Georgia Avenue between Spring Street and 16th Street.

We understand that the SHA, in collaboration with the Montgomery County Planning Department, continues to refine the preferred alternative for the study area and we support revisions that better address our community objectives. We ask that SHA and the Planning Department continue their collaboration with residents and community associations as the design stage commences.



Woodside Park Civic Association

We are eager to see the Georgia Avenue Corridor improved. Simply stated, the corridor is unsafe for all users: vehicles, pedestrians, and bicyclists. Commuters and residents alike cannot travel through the area easily, and the existing conditions create an automobile-dominated environment which is unattractive and economically untenable to most community-oriented businesses. In fact, the study area roadway and sidewalk conditions are one significant factor in the inability to attract a better mix of retail stores and businesses. Furthermore, the study's extended planning phase (the original planning effort for this corridor started seventeen years ago), have chilled any private sector improvements that may have been undertaken by the adjacent property owners.

SHA accomplished a great deal in the planning and analysis done to-date. We support the goals of the study and are confident that a preferred alternative will meet our community objectives. We urge you to commit the necessary funding so that the study can advance from plan to reality.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave. We appreciate your time and consideration of our request. Should you desire any additional information, please do not hesitate to contact me at (301) 312-4074 or lagp10@gmail.com.



Adriana Gonzalez
President
Woodside Park Civic Association

CC:

Delegate Jared Solomon
Delegate Lorig Charkoudian
County Executive Marc Elrich
Councilmember Tom Hucker
Councilmember Hans Reimer
Councilmember Evan Glass
Councilmember Will Jawando
Councilmember Gabe Albornoz

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:32 AM
To: MCP-Chair
Subject: Fwd: Make the MD 97 Montgomery Hills improvement project a funding priority in FY2020

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: J. Bernstein <dccampfin@yahoo.com>
Date: Fri, May 17, 2019 at 10:10 AM
Subject: Make the MD 97 Montgomery Hills improvement project a funding priority in FY2020
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply for a BUILD grant from US DOT this year to secure federal funding for the project in FY2020.

I live east of the Montgomery Hills study area, but bicycle through it on my way to Bethesda very frequently. Each time, when I come to the intersection of Georgia and Dale, I'm confounded by the long wait for pedestrians and me to cross Georgia, plus amazed by how 1960s in appearance that section is: sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant; and the legacy road design negatively impacts residents, local businesses, and commuters. Nearby residents drive to the shops because there is no easy walk, further complicating the congestion. The current condition also hinders access to nearby transit. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s.. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

It is hard to imagine another project with more bang for the buck. I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Jonathan Bernstein

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:31 AM
To: MCP-Chair
Subject: Fwd: Support #FixGeorgiaAve

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: L. Adriana Gonzalez <laqp10@gmail.com>
Date: Fri, May 17, 2019 at 11:29 AM
Subject: Support #FixGeorgiaAve
To: <gslater@sha.state.md.us>
Cc: <lorig.charkoudian@house.state.md.us>, <councilmember.albornoz@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <marc.elrich@montgomerycountymd.gov>, <jared.solomon@house.state.md.us>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.

Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My name is Adriana Gonzalez, I live in Woodside Park two blocks from Georgia Ave and Seminary Rd/ Columbia Blvd intersection. I care about finishing this project because future improvements will limit the amount of cut through traffic within Woodside Park that results from vehicular backups of Northbound traffic at the Georgia Avenue/16th Street intersection. It will also improve the corridor's aesthetics, walkability and safety; and thus attract customers to businesses and creates a sense of place while preserving the character of residential neighborhoods.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. The sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder.

Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to the implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with the SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Luz Adriana Gonzalez
1505 Grace Church Rd
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:30 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue
Attachments: Letter of Support_MD 97 GA Avenue _ BUILD grant.docx

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Jill Pitner <jill.pitner@gmail.com>
Date: Sat, May 18, 2019 at 9:39 AM
Subject: Fix Georgia Avenue
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am Jill Pitner, mom to Janie Pitner (16) and Ellie Pitner (12), and I am very concerned about the safety of my children when walking or driving on or across Georgia Avenue which is why I urge you to fund the MD 97 Georgia Ave project and apply for the BUILD grant. We deliberately moved from out of state to this neighborhood 7 years ago because of Woodlin Elementary School, the ability to walk to retail and Metro from our home. Imagine our disappointment once we moved in and realized that walking to our neighborhood elementary school, to visit our friends, or to patron our local shops is life-threatening.

On a recent sunny spring day, my 12-year-old begged me for permission to walk with friends to Tropical Ice Cream located on the west side of Georgia Avenue. "I promise mom, I'll be so careful crossing Georgia, please can I go, please," she pleaded with me. Here is my dilemma: I want my daughter to be independent and I want her to make a purchase with cash and figure out what change she should get in return, but I also want her to live to see 8th grade. I'm sure this sounds so dramatic to you, but I have first-hand experience of almost being hit more times than I can count when trying to cross Georgia Avenue. Please know that anytime you cross Georgia Avenue, at the intersection of Columbia Boulevard/Seminary Road, it is dangerous, but between the hours of 4-7pm it is especially bad—bad enough to be deadly. During rush hour on Georgia Avenue, every driver is looking ahead vying to get in the queue to get on I-495 or trying to get to an outer lane so they can zip through this stretch, all the while ignoring crosswalks, yellow lights, and pedestrians. Unfortunately, this is the exact time that a 12 or 16-year-old returning from school wants to cross Georgia to go to a friend's house, pick up Gatorade and gum at CVS, get some ice cream, or buy a bundtini from Nothing Bundt Cakes. I taught my children how to be safe pedestrians, but every time they ask permission to cross Georgia I question

whether it is worth their safety to visit friends or shops. Please read below to understand why this area is so dangerous for my family.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much-needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Jill Harvieux Pitner
9401 Columbia Boulevard
Silver Spring, MD 20910

May 18, 2019

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am Jill Pitner, mom to Janie Pitner (16) and Ellie Pitner (12), and am very concerned about the safety of my children when walking or driving on or across Georgia Avenue which is why I urge you to fund the MD 97 Georgia Ave project and apply for the BUILD grant. We deliberately moved from out of state to this neighborhood 7 years ago because of Woodlin Elementary School, the ability to walk to retail and Metro from our home. Imagine our disappointment once we moved in and realized that walking to our neighborhood elementary school, to visit our friends, or to patron our local shops is life-threatening.

On a recent sunny spring day, my 12-year-old begged me for permission to walk with friends to Tropical Ice Cream located on the west side of Georgia Avenue. "I promise mom, I'll be so careful crossing Georgia, please can I go, please," she pleaded with me. Here is my dilemma: I want my daughter to be independent and I want her to make a purchase with cash and figure out what change she should get in return, but I also want her to live to see 8th grade. I'm sure this sounds so dramatic to you, but I have first-hand experience of almost being hit more times than I can count when trying to cross Georgia Avenue. Please know that anytime you cross Georgia Avenue, at the intersection of Columbia Boulevard/Seminary Road, it is dangerous, but between the hours of 4-7pm it is especially bad--bad enough to be deadly. During rush hour on Georgia Avenue, every driver is looking ahead vying to get in the queue to get on I-495 or trying to get to an outer lane so they can zip through this stretch, all the while ignoring crosswalks, yellow lights, and pedestrians. Unfortunately, this is the exact time that a 12 or 16-year-old returning from school wants to cross Georgia to go to a friend's house, pick up Gatorade and gum at CVS, get some ice cream, or buy a bundtini from Nothing Bundt Cakes. I taught my children how to be safe pedestrians, but every time they ask permission to cross Georgia I question whether it is worth their safety to visit friends or shops. Please read below to understand why this area is so dangerous for my family.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much-needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Jill Harvieux Pitner
9401 Columbia Boulevard
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:30 AM
To: MCP-Chair
Subject: Fwd: Please support Georgia Avenue improvements by applying for BUILD funding
Attachments: Maith BUILD grant support letter.docx

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Sheila Maith <sfmaith@gmail.com>
Date: Sat, May 18, 2019 at 9:20 AM
Subject: Fwd: Please support Georgia Avenue improvements by applying for BUILD funding
To: <FixGeorgiaAve@gmail.com>

----- Forwarded message -----

From: Sheila Maith <sfmaith@gmail.com>
Date: Sat, May 18, 2019 at 9:15 AM
Subject: Please support Georgia Avenue improvements by applying for BUILD funding
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.alborno@montgomerycountymd.gov>, <fixgeorgiavenue@gmail.com>

My letter of support is attached.

Sheila F. Maith
1905 Elkhart Street

--

Sheila F. Maith
Maith Consulting
(301) 821-5689

1905 Elkhart Street
Silver Spring, MD 20910
May 17, 2019

Sent via email: gslater@sha.state.md.us

Dear Administrator Slater:

I am writing to urge you to do all you can to support the improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. In particular, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a 17-year resident of the North Woodside neighborhood. I live here with my husband and two children who have grown up here, and I work from a home office. I love the neighborhood, its diversity, community spirit, proximity and convenience. But the gateway to our community via the Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. We have local businesses, but pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it, further burdening the Forest Glen community and reducing needed parking for commuters from farther out neighborhoods. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations will also be obstructed by road and sidewalk conditions. This is not just a problem for our community, it impacts our County, access to Downtown Silver Spring and DC.

The conditions of this stretch of Georgia Avenue have been identified as a problem and solutions proposed for over 40 years. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median. It is time to move forward on a solution.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

This project is worthy of strong support. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission. There is strong and broad support from our community residents, businesses and other key stakeholders.

Please make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you apply to the federal Department of Transportation for a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Sheila F. Maith
North Woodside Resident

Cc:

#FixGeorgiaAve FixGeorgiaAve@gmail.com

Delegate Jared Solomon, jared.solomon@house.state.md.us

Delegate Lorig Charkoudian, lorig.charkoudian@house.state.md.us

County Executive Marc Elrich, marc.elrich@montgomerycountymd.gov

Councilmember Tom Hucker, councilmember.hucker@montgomerycountymd.gov

Councilmember Hans Reimer, Councilmember.Riemer@montgomerycountymd.gov

Councilmember Evan Glass, Councilmember.Glass@montgomerycountymd.gov

Councilmember Will Jawando, councilmember.jawando@montgomerycountymd.gov

Councilmember Gabe Albornoz, councilmember.albornoz@montgomerycountymd.gov

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:30 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue Improvements

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Dana Krohn <danakrohn01@gmail.com>
Date: Fri, May 17, 2019 at 2:35 PM
Subject: Georgia Avenue Improvements
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <orig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.alborno@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>

Dana Krohn
1705 Flora Lane
Silver Spring, MD
20910

Sent via email: gslater@sha.state.md.us

Dear Administrator Slater:

As a resident of Woodside Forest, this email is to urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. In particular, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My husband, baby, and I live very near to Georgia Ave on Flora Lane. I cross Georgia Avenue almost daily to reach the Forest Glen Metro or to patronize the stores on the west side of Georgia avenue. I cannot count the number of times I have nearly been hit by a speeding, distracted, or texting driver. The absence of bike lanes and the lack of traffic lights/cross walks (e.g. at Flora Lane) deter me from using the stores and the metro in my neighborhood, and encourage me to drive and contribute to traffic congestion in the area. I want this area to be safe for my family and my neighbors to utilize our area as a true walking neighborhood, and hope that you do too.

As you know, the Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Dana Krohn

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:27 AM
To: MCP-Chair
Subject: Fwd: LWVMC Slater letter
Attachments: 2019.May.rte97-MDOT-Slater.002.docx

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Michelle Desiderio <mjdesiderio@gmail.com>
Date: Thu, May 23, 2019 at 2:45 PM
Subject: Fwd: LWVMC Slater letter
To: <prahn@mdot.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, Solomon, Jared Delegate <jared.solomon@house.state.md.us>, Charkoudian, Lorig Delegate <lorig.charkoudian@house.state.md.us>, Eden Durbin <Eden@solomonformd.com>

----- Forwarded message -----

From: Bee Ditzler <bee.ditzler@gmail.com>
Date: Thu, May 23, 2019 at 11:03 AM
Subject: LWVMC Slater letter
To: Michelle Desiderio <mjdesiderio@gmail.com>

Hi Michelle,
Letting you know that the League of Women Voters, Montgomery County is sending a letter of support to SHA Slater. You can see the final version attached.
You're doing great work, hang in there,
Bee

Michelle Desiderio Foster
Luzerne Ave
[Friends of Forest Glen and Montgomery Hills](#)

May 23, 2019

Sending via email: gslater@sha.state.md.us

Dear Administrator Slater:

The League of Women Voters of Montgomery County (LWVMC) supports transportation systems that work for all people with all forms of mobility. Consequently, we are particularly interested in the news that the MD97 Montgomery Hills Project Planning Study -- after more than 17 years -- may be able to move forward at this time -- with coordination at the county, state and federal level.

We urge SHA and MDOT -- with your guidance and help -- to be part of a partnership towards completing improvements to the Georgia Avenue corridor to achieve better walking, biking, safety measures and mobility for all.

Our LWVMC positions clearly state our support of coordination among county, state, and federal agencies to increase the options in mobility for residents. With the current availability of a BUILD grant funded by the US Department of Transportation, we believe funding is more easily achieved for FY2020 to further this project.

When building and rebuilding communities, designs should include incentives for using non-motorized forms of travel, particularly walking and biking as are included in the plan.

The county has dedicated funds for an additional Metro entrance at Forest Glen Station along MD97. With state coordination of road improvements to this project, cost savings may additionally occur. As Montgomery County and Maryland taxpayers, residents reap the rewards financially with a completed project that improves both mobility and safety.

Seventeen years is a long time to wait for a project to move to the design and build stage.

We support the coordination and leveraging of funds at the local, state, and federal level to add a balanced approach to transportation along this busy MD97 corridor. All parties benefit from better accessibility and safety.

Thank you for working towards better, safer, and more efficient mobility. We look forward to hearing soon from you and others about progress on the Georgia Avenue plans.

Nancy Bliss, president
Bee Ditzler, chair, transportation committee

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:27 AM
To: MCP-Chair
Subject: Fwd: BUILD Grant to fix Montgomery Hills section of Georgia Ave

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Dan Weiner <dweiner329@gmail.com>
Date: Thu, May 23, 2019 at 10:40 AM
Subject: BUILD Grant to fix Montgomery Hills section of Georgia Ave
To: <gslater@sha.state.md.us>
Cc: Carl Roller <carlroller@verizon.net>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <prahn@mdot.state.md.us>, <councilmember.hucker@montgomerycountymd.gov>

Dear Administrator Slater:

We write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, we urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We are residents of the Woodside Forest neighborhood in Silver Spring. The condition of the Montgomery Hills portion of Georgia Avenue negatively impacts our quality of life as neighborhood residents, commuters who make frequent use of the Forest Glen metro station, and frequent patrons of area businesses. We can honestly say that the condition of Georgia Avenue has at times led us to regret moving to this area, which we otherwise love.

The worst problem is traffic due to terrible road design. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. Due to these problems, we almost never walk with our young son to any of the area businesses due to concerns for his health and safety.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet we, like many residents, frequently drive to the station because we do not feel safe walking, especially at night. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the

corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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We urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

We request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Dan Weiner & Carl Roller
1541 Live Oak Drive
Silver Spring, MD 20910
(202) 450-0945 (Dan's cell)

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Letter of Support for BUILD Grant

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Brad Kistler <brad_kistler@hotmail.com>
Date: Tue, May 28, 2019 at 11:35 AM
Subject: Letter of Support for BUILD Grant
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>, jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

We live in the Woodside Forest neighborhood, and while we love the neighborhood and walkability to the metro, we hate this section of Georgia Avenue. It is congested, unbecoming, and dangerous for pedestrians.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every

other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

This would do so much to improve our neighborhood.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Bradley Kistler

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:26 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue!! Please.

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: David Cox <cxdl0507@gmail.com>
Date: Mon, May 27, 2019 at 10:31 PM
Subject: Fix Georgia Avenue!! Please.
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am the president of the North Woodside Citizens Association, and have been meeting personally with many of the cc's on this email, devoting substantial amounts of my personal time to making sure this happens. It is extremely important to me and my family that the state move forward with Alternative 5B and apply for the BUILD grant.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. It is literally the gateway to Silver Spring.

The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I also want to note that this project has broad appeal and support in our community. Not many road projects can claim that level of support.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

David L Cox

1916 Rookwood Rd.

Silver Spring, MD 20910

(240) 381-0692

Cxd10507@gmail.com

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue BUILD grant

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Jacqueline Dolson <sixdolsons@gmail.com>
Date: Tue, May 28, 2019 at 8:56 AM
Subject: Georgia Avenue BUILD grant
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>, fixgeorgiaave@gmail.com <fixgeorgiaave@gmail.com>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

Our names are Ed and Jacqueline Dolson, we live in the 8900 block of First Avenue with our four children. The congestion and backups, the dangerous intersections and lack of traffic consistency on Georgia Avenue in this stretch is one of the worst I've seen as a lifelong Mont Co resident. It has to be taken care of, and prioritized for the county. Not to overstate, but it is a quality of life changer for the residents in these neighborhoods, and the accessibility for others to get to DTSS. Please make it happen.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

PLEASE SEND COPIES TO THE FOLLOWING

#FixGeorgiaAve FixGeorgiaAve@gmail.com

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: <philipbertie@aol.com>
Date: Tue, May 28, 2019 at 10:00 AM
Subject: Fix Georgia Avenue
To: <FixGeorgiaAve@gmail.com>

To whom it may concern,

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My family and I have lived in this area for 11 years and love our neighborhood but the traffic has made it very difficult for my children to walk in the area. It's very frustrating how unsafe Georgia avenue has become. As a mother and neighbor to many children, I am concerned for their safety and believe they deserve better!

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.
I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Roberta Lopiccolo
2002 Hanover St
Silver Spring, Md 20910
Philipbertie@aol.com

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Support for Georgia Avenue Improvements
Attachments: GRANT letter-of-support-for-build-grant-to-sha.pdf

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Nicole Grant <nicole@sncg.net>
Date: Sun, May 19, 2019 at 8:18 AM
Subject: Support for Georgia Avenue Improvements
To:
Cc: <councilmember.jawando@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>, <lorig.charkoudian@house.state.md.us>, <Councilmember.Riemer@montgomerycountymd.gov>, <marc.elrich@montgomerycountymd.gov>, <jared.solomon@house.state.md.us>, Stuart Grant <stuart@sncg.net>

Dear Administrator Slater:

Please find the attached letter of as support for funding much needed improvements recommended by SHA's MD97/Montgomery Hills improvement study. As I mentioned in the attached letter, I frequently cross Georgia pushing my two children and cannot count the number of times we've nearly been hit. We chose to move to this neighborhood because of the potential walkability, but have found that crossing Georgia Avenue includes significant undue risk. We and our neighbors want to restore this area to the walkable community it once was, and thank you in advance for your support of these efforts.

Best,
Nicole Grant

Sent via email: gslater@sha.state.md.us

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I have lived on Red Oak Drive, just off of Georgia Avenue, since 2001. I have been eagerly waiting for the state to act to improve this street since I have moved in. I have two young daughters that have grown up knowing there is a street nearby that they are not allowed to cross or walk along alone as it is so incredibly dangerous. I cannot count the number of times we were almost hit by a car while trying to cross Georgia Avenue as pedestrians. As Georgia is so widely known to be a dangerous street, even though the elementary school is within walking distance, my children were bused to school by Montgomery County. My oldest daughter is learning to drive. Georgia Avenue is a street that terrifies her as the reversible lane and beltway interchange are so poorly designed that it encourages drivers to be aggressive and sets up drivers for multiple accidents.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave. I cannot wait for the day when my family, along with my neighbors, can safely cross Georgia Avenue.

Nicole Grant

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Improvements to Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Corinne Hart <hart.corinne@gmail.com>
Date: Mon, May 20, 2019 at 1:42 PM
Subject: Improvements to Georgia Avenue
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, Hucker's Office, Councilmember <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020. I am a resident of Montgomery County and live very near Georgia Ave and the impacted area. The current state of Georgia Ave is unacceptable as it is incredibly dangerous for all road users, and I feel particularly unsafe when using the road as a pedestrian.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts.. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

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Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Best,
Corinne Hart
1212 Dale Drive
Silver Spring, MD

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:26 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: <bl28146@gmail.com>
Date: Sun, May 26, 2019 at 7:59 PM
Subject: Georgia Avenue
To: <gslater@sha.state.md.us>, <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We live on Osborn Dr. and support our community businesses such as Sniders, Aldi, and CVS. They are good neighbors but they cannot be expected to thrive indefinitely if the regions governments do not reinvest in the neighborhood and infrastructure.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

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It is hard to imagine another project with more bang for the buck. Alternative 5B provides out sized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Respectfully,
Brandon and Elisse Lassiter

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:26 AM
To: MCP-Chair
Subject: Fwd: Please Fix Georgia Avenue!

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Heather Lair <heatherlair@gmail.com>
Date: Mon, May 27, 2019 at 11:25 AM
Subject: Please Fix Georgia Avenue!
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, Dave Brandt <dbrandt@saes.org>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in the North Woodside neighborhood that abuts Georgia Avenue. My 13 year old son has to cross Georgia Avenue to see his friends and also access the Sligo Creek trail to ride his bicycle to school. This is a scary proposition given the state of Georgia Avenue! As you know, there are a whole host of strategies that can make this dangerous and unpleasant stretch of road better for all concerned!

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile from my home but I frequently drive to the station because I cannot safely walk to it.

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side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. **It is hard to imagine another project with more bang for the buck!** Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Heather Lair
9219 Columbia Blvd.
Silver Spring, MD 20910
202-674-5034

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:27 AM
To: MCP-Chair
Subject: Fwd: Support Georgia Avenue Improvements
Attachments: letter-of-support-for-build-grant-to-sha-final.docx

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Tamara and John Hughes <jchtik@msn.com>
Date: Fri, May 24, 2019 at 9:32 AM
Subject: Support Georgia Avenue Improvements
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: fixGeorgiaAve@gmail.com <fixGeorgiaAve@gmail.com>, jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.md.us <lorig.charkoudian@house.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, Councilmember Glass <Councilmember.Glass@public.govdelivery.com>, councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>, councilmember.Reimer@montgomerycountymd.gov <councilmember.Reimer@montgomerycountymd.gov>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>, tamarakingdc@gmail.com <tamarakingdc@gmail.com>

Please see attached

Sent via email: gslater@sha.state.md.us

May 24, 2019

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a long-time resident of Silver Spring and have lived in the Woodside Forest neighborhood for almost 13 years. My husband and I are raising our three daughters here because we love our neighbors, but the condition of the business district is a massive problem that puts a stain on an otherwise attractive neighborhood.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Tamara King Hughes
9406 Columbia Blvd
Silver Spring, MD 20910
tamarakingdc@gmail.com

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:27 AM
To: MCP-Chair
Subject: Fwd: Letter of support for improvements to Georgia Avenue in Silver Spring

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Patrick Cavanaugh <me@patcavanaugh.info>
Date: Tue, May 21, 2019 at 9:43 AM
Subject: Letter of support for improvements to Georgia Avenue in Silver Spring
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: fixgeorgiaave@gmail.com <fixgeorgiaave@gmail.com>, jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a resident of downtown Silver Spring (8711 Georgia Ave) and have lived here for about 5 years. Whenever I drive through the areas noted for improvement in this project I have noticed the issues myself especially the congestion and potential safety issues. I also think encouraging development and activities around the metro stations is critical to sustainability and quality of life for residents in this region.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly adjacent to the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to

it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Best regards,
Patrick Cavanaugh

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Ave

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Phillip Olivetti <philipolivetti@aol.com>

Date: Tue, May 21, 2019 at 8:57 AM

Subject: Fix Georgia Ave

To: <gslater@sha.state.md.us>

Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater: I am writing to strongly urge you to finally improve Georgia Avenue (MD 97/Montgomery Hills.) Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020. I live at 1917 Locust Grove Rd - a 30 second walk to Georgia Ave. But walking or driving for that matter is not for the faint of heart. Over the past 32 years I have watched with dismay as the State of Maryland has neglected my beautiful community. I refrain from walking any where near Georgia Ave and when I must I try to do so with my eyes wide shut. A trip to my local CVS should be a no brainer instead it is a painful reminder how much Maryland has forgotten us. Oh how I long to shop at the local merchants on the "other" side of Georgia Ave, but realize to do so would be risking life and limb attempting to cross Georgia Ave. When I drive my car, I route them to avoid traveling on Georgia Ave preferring to meander my way via Montgomery Hills side streets. This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions. Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, re configures the problematic I-495 interchange, and installs a landscaped median. Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. There are solutions - **SHA Alternative 5B** provides out sized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission. I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020. I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding. Thank you in advance for helping to fix Georgia Ave. Philip Olivetti 1917 Locust Grove Rd Silver Spring, MD 20910301 943 5821

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Lauren Boylan <lgboylan@gmail.com>
Date: Mon, May 20, 2019 at 6:29 PM
Subject: Georgia Avenue
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>

Dear Administrator Slater,

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I ask SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My family moved to Silver Spring in 2017 and put down permanent roots last summer in the North Woodside neighborhood. We have a seven-year-old daughter who is looking forward to being big enough to roam and a three-year-old son always not far behind. I hope one day that they'll be able to explore, but it must be safe. Georgia Avenue is an obstacle for this.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

Additionally, my husband and I take Georgia Avenue to 495 East every morning, and the reverse on the way home. In particular, turning onto Georgia in the morning from Seminary is a disaster; the intersection is often completely blocked. These issues add needless minutes to our commute every day, and I am shocked every morning that we have yet to witness an accident on this stretch. I have even spoken to the Montgomery County Police Department about my concerns.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Thank you,
Lauren Boylan
2229 Luzerne Ave
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:22 AM
To: MCP-Chair
Subject: Fwd: Letter of support for MD 97-Montgomery Hills Improvement

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: P. Paterson <ppaterson@rcn.com>
Date: Wed, May 29, 2019 at 12:56 AM
Subject: Letter of support for MD 97-Montgomery Hills Improvement
To: <gslater@sha.state.md.us>
Cc: <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

I am writing to urge you to apply for a Better Utilizing Investments to Leverage Development (BUILD) grant this year from the US Department of Transportation, to support improvements to Georgia Avenue as defined in the MD 97/Montgomery Hills improvement study.

I have lived in the North Woodside neighborhood, adjacent to Georgia Ave and the Montgomery Hills business district, ever since a posting to Andrews AFB brought me to the area 21 years ago. In all that time the Montgomery Hills business district has been inhospitable, uninviting, punishingly hot in the summer and dangerous to traverse on foot or bicycle in any season due to traffic volume and numerous sidewalk impediments. Pedestrian usage has been consistently sparse. From my point of view the businesses and communities on the other side of Georgia Ave might as well be in the next town over, since I need to get into my car to reach them safely. Yet improvements to Georgia Ave have been proposed since at least the 1970s.

The result of the above is that residents are forced into our cars even for short trips, including to the Metro, contributing to congestion. Local businesses lose custom, as once we are in our cars we might as well drive somewhere safer and more pleasant. The pent-up local demand for accessible shopping, services and gathering spaces is frustrated. The social and commercial energy that could be created by the highly-engaged communities along this stretch of the Georgia Ave corridor largely fizzles.

SHA alternative 5B, the preferred alternative of SHA, residents, businesses and virtually every other stakeholder, would have a dramatic impact on these problems. Among other changes, it would create wider sidewalks, add more pedestrian crossings, install a landscaped median while removing a dangerous reversible lane, and add a cycle track on the west side of Georgia Ave. It would reconfigure the MD 97/MD 390 intersection, making possible an urban park. The result would be a pedestrian-friendly district at the heart of multiple neighborhoods, bringing them together at last. Some cars would be taken off the road. More neighbors would walk and bike to Metro and the Purple Line. More neighbors would walk to restaurants, shops and parks. More neighbors would meet and collaborate. More neighbors would feel safe crossing Georgia Ave. There would be health benefits. Quality of life would improve for thousands of people. There

would be smart growth opportunities. The Montgomery Hills business district couldn't help but thrive. It would become a destination in its own right and an attractive gateway to downtown Silver Spring as well.

Neighbors have written to you about how the MD 97/Montgomery Hills Improvement plan will help with congestion, and accidents, especially at the beltway interchange. I care about that too. However I wanted to focus on the community experience in this letter. We have waited many years for this project. We now have broad consensus and energy behind SHA alternative 5B. With a nearby Purple Line station soon to open, and a regional movement towards smart growth and walkable communities, the time is right. Please help us by submitting a BUILD application to US DOT to secure matching funds and make this dream of many decades a reality. Thank you.

Sincerely,

Phyllida Paterson, M.D., Lt Col USAF MC (ret)
9101 Warren St
Silver Spring MD 20910.

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:22 AM
To: MCP-Chair
Subject: Fwd: Support Georgia Avenue SHA's MD97/Montgomery Hills Improvements

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Mike Pilone <mike@pilone.org>
Date: Tue, May 28, 2019 at 10:35 PM
Subject: Support Georgia Avenue SHA's MD97/Montgomery Hills Improvements
To: <FixGeorgiaAve@gmail.com>

Dear FixGeorgiaAve:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I have lived in Forest Glen for over 8 years and I find myself driving further out of the neighborhood for simple retail and restaurant access to avoid the traffic congestion on this stretch of Georgia Ave. While many local establishments are within walking distance of my house, the lack of good pedestrian routes and the volume of traffic on the roads makes it an unattractive option.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Mike Pilone
2311 Forest Glen Rd.
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd: Funding for Montgomery Hills improvement

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Marcus Meeks <jmarcusmeeks@gmail.com>
Date: Tue, May 28, 2019 at 7:49 PM
Subject: Funding for Montgomery Hills improvement
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.alborno@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in Woodside Park, just east of Montgomery Hills. My family and I frequent many businesses in Montgomery Hills, including Sniders, Jalal's Barber Shop, the car wash and CVS. We are well acquainted with the heavy traffic in the area and the challenges for pedestrians.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020 and request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

**Regards,
Marcus Meeks**

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd: Please Fund Georgia Avenue Improvements Project

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Lisa Sanders <lisasanderspr@gmail.com>
Date: Tue, May 28, 2019 at 10:05 PM
Subject: Please Fund Georgia Avenue Improvements Project
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My family and I live in the North Woodside neighborhood of Silver Spring. Our house is on Second Avenue, within walking distance of Snider's Super Foods, restaurants including Meleket and Crazy Steve's, as well as other neighborhood businesses. Pedestrian safety is my main concern. We moved to our house in 2010 when our kids were 3 years old. We are regular Snider's customers, and over the years I have had several scary moments crossing Seminary en route to the grocery store. I've heard similar concerns from my neighbors. Several years ago a pedestrian was struck and killed at the Seminary crosswalk en route to Snider's. As for crossing Georgia Avenue on foot, we rarely do it now, and certainly, when my children were younger, I never, ever allowed them to walk across Georgia Avenue or in our neighborhood's Georgia Avenue business district without adult accompaniment. It is simply too dangerous for pedestrians. After pedestrian safety, other concerns prompting me to write this letter include an interest in bridging our neighborhood to others surrounding the Georgia Avenue corridor to create a more cohesive community, and promoting a stronger business community by generating more pedestrian activity with improvements to the road.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher-than-average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Avenue have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor.

From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much-needed improvements to Georgia Avenue.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents, and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Avenue project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Avenue.

Sincerely,
Lisa Sanders
9306 Second Avenue
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Victoria Hadfield <hadfield.victoria10@gmail.com>
Date: Tue, May 28, 2019 at 7:14 PM
Subject: Fix Georgia Avenue
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Rierner@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My husband and I have been residents and homeowners in North Woodside for the past 30 years. We have seen many improvements to Silver Spring in this time, but Georgia Avenue remains an unattractive, unsafe entry corridor, undermining Silver Spring's growing vibrancy.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away

from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUIILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Victoria and Jonathan Hadfield
2022 Lanier Drive
Silver Spring, MD

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: rachel posell <rachel@posell.com>
Date: Tue, May 28, 2019 at 4:06 PM
Subject: Fix Georgia Avenue
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I have lived off of Georgia Avenue since 2004 and still live in Woodside Park with my husband and 3 kids.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Rachel Posell

--

rachel posell

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd: SHA MD 97/Montgomery Hills Improvement

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Carla Holt <cth511@aol.com>
Date: Tue, May 28, 2019 at 4:03 PM
Subject: SHA MD 97/Montgomery Hills Improvement
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

As a thirty year resident of Silver Spring, residing one block from Georgia Avenue, I am writing to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live on Dale Drive and have grown increasingly concerned with the neglect to this area. Support for this program would allow my family to safely walk (and drive when necessary) to area businesses, transportation, and schools. As it currently stands, the area is unsightly and unsafe for both pedestrian and vehicular traffic. Improved area access would also lead to businesses more in line with income of the surrounding neighborhoods.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you for your concern and interest *and support* to address this matter and fix Georgia Ave.

Sincerely

Carla Holt
1604 Dale Drive
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd:

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: <lesbholt@aol.com>

Date: Tue, May 28, 2019 at 3:53 PM

Subject:

To: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <orig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.iawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <mjdesiderio@gmail.com>

Dear Administrator Slater:

My wife and I live on Dale Drive, within one block of the most dangerous portion of Georgia Avenue, for more than 33 years. While there has been talk of improvements and some planning concepts discussed to fix the unbelievably congested and non-resident friendly portion of the state highway for nearly a decade – NOTHING HAS BEEN STARTED!

Although we would love to walk to the Forest Glen Metro stop, which is only three and one half blocks away, we are almost completely cut off from its use by Georgia Avenue and the Beltway interchange. There is really no way to safely negotiate the crossing of the highway under the Beltway bridge. Why can't there be a safe connection across Georgia Avenue to the pedestrian walkway that goes directly to the Metro stop?

Why can't we safely cross Georgia Avenue to access the grocery store or the drug store? When will the state fix the state highway that is a curse to all residents of the Woodside Park/Montgomery Hills neighborhood?

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020. At this point in time I fully support Alternative 5B as the guiding plan.

Leslie Holt

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:23 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Ave.

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Laura Wilcox <lwilcox1606@gmail.com>

Date: Tue, May 28, 2019 at 3:43 PM

Subject: Fix Georgia Ave.

To: <gslater@sha.state.md.us>

Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

May 28, 2019

Dear Administrator Slater:

We write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, we urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We live just off Georgia Ave. on Dale Drive and have to deal with dangerous Georgia Ave. traffic constantly. As important to us is that most of the shops and restaurants on Georgia near us are seedy or useless to us (2 pawn shops practically next to each other, vape shop, 5 gas stations, 5 dry cleaners, 4 nail salons, etc.). We would really like to have more upscale, useful shops and restaurants in this area.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Best,
Laura Wilcox and Donald Schwarz
1606 Dale Drive

Laura Wilcox
lwilcox1606@gmail.com
(202) 423-6499

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:24 AM
To: MCP-Chair
Subject: Fwd: Please Fund Georgia Ave Improvements

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Monica Kerns <monkerns@gmail.com>
Date: Tue, May 28, 2019 at 3:39 PM
Subject: Please Fund Georgia Ave Improvements
To: <FixGeorgiaAve@gmail.com>

To Whom It May Concern:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My name is Monica Kerns, and my family has lived in Woodside Park for the last 15 years. Our family, and our neighborhood, would benefit greatly from the improvement plan proposed. We use this thoroughfare multiple times daily, and are hindered by its disrepair and congestion.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Monica Kerns
1308 Woodside Pkwy
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:24 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue BUILD grant

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Julie Lees <leesjulie@gmail.com>
Date: Tue, May 28, 2019 at 3:00 PM
Subject: Georgia Avenue BUILD grant
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, Solomon, Jared Delegate <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, Tom Hucker <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

We write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, we urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We live in North Woodside, a neighborhood on the west side of Georgia Avenue south of the beltway. Our home is less than ½ mile from restaurants, dry cleaners and other businesses on the east side of Georgia, but we rarely use them as crossing Georgia on foot, by bicycle, or even in a car is a major undertaking. The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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We urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

We request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.,

**Julie and Andrew Lees
1910 Glen Ross Rd.
Silver Spring, MD 20910**

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:24 AM
To: MCP-Chair
Subject: Fwd: #FixGeorgiaAve

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Stephanie Quill <stephannquill@gmail.com>
Date: Mon, May 27, 2019 at 3:12 PM
Subject: #FixGeorgiaAve
To: <lorig.charkoudian@house.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>

Dear Delegate Charkoudian,

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My family and I moved into our first home on Corwin Drive just last December. Our experiences with the lack of basic pedestrian safety in this busy area are appalling. Walking our one and half year old through the Woodside neighborhoods and across Georgia to the shopping centers and Montgomery Hills park is terrifying. We often do not have sidewalks and if they are present they are narrow, broken, and dangerously close to oncoming traffic. Crosswalks at lights crossing Georgia Ave are too short especially as cars turning onto Georgia rarely stop for pedestrians. We also are forced to wait endlessly at crosswalks without lights as cars rarely stop at the designated crosswalks throughout the area. Please know our primary concerns are not only for our daughter but also in particular for the school children we see crossing Georgia into the Woodside neighborhoods. Please help us ensure the safety of children in these neighborhoods!

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Yours truly,
Stephanie Quill

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:24 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue Corridor

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Gertraud Robinson <traudlrob@yahoo.com>
Date: Tue, May 28, 2019 at 11:39 AM
Subject: Georgia Avenue Corridor
To: FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a 25+ year resident of North Woodside. I love living in a walkable neighborhood. In my opinion, the requests stated below are critical for maintaining safety and quality of life for many residents.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Best regards,
Gertraud Robinson

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Requesting your support for Montgomery Hills improvement

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Sara Sulzbach <sarasulzbach@gmail.com>
Date: Tue, May 28, 2019 at 9:42 AM
Subject: Requesting your support for Montgomery Hills improvement
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in the Forest Glen neighborhood, and have to cross busy Georgia Ave everyday to get to the Metro entrance. My kids also have to cross the road to get to the Glenwood pool in the summer time. We pay our taxes, and this part of the country really needs and deserves safety and esthetic improvements to the Georgia Ave corridor.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,
Sara Sulzbach

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:24 AM
To: MCP-Chair
Subject: Fwd: See attached
Attachments: letter-of-support-for-build-grant-to-sha-final.pdf

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Jon Minkoff <jonfminkoff@hotmail.com>
Date: Tue, May 28, 2019 at 1:13 PM
Subject: See attached
To: FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>

Sent via email: gslater@sha.state.md.us

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My name is Jon Minkoff, and I have lived with my family of four in the North Woodside community since 2005. We love our neighborhood, but we feel like the area along Georgia Avenue is too congested and adds little to our lives. We would happily support a revitalized, walkable, commercial district with vibrant business and restaurants.

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Thank you in advance for helping to fix Georgia Ave.

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Please Support Improvements to Montgomery Hills/Georgia Avenue Corridor

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Robin Koralek <rkoralek@gmail.com>
Date: Tue, May 28, 2019 at 10:49 AM
Subject: Please Support Improvements to Montgomery Hills/Georgia Avenue Corridor
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in the Forest Glen neighborhood and my children regularly cross busy Georgia Ave. to get to their schools and meet their friends. I cross Georgia Ave. daily as part of my commute and routinely see near misses as pedestrians, bicyclists, and cars try to navigate the Georgia Ave./Forest Glen intersection. We are long-time residents, pay our taxes, and this part of the county deserves safety and esthetic improvements to the Georgia Ave. corridor.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside

and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Robin Koralek

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Avenue!

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Lisa Hill <lisahill.art@gmail.com>
Date: Tue, May 28, 2019 at 10:06 AM
Subject: Fix Georgia Avenue!
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live at 1915 Luzerne Avenue, Silver Spring, MD 20910 for almost 30 years. I have raised two kids here and now have grandkids living across Georgia Ave. I am so concerned about walking with them to cross Georgia that I cross the intersection at Seminary/Dale in a car, for the ¼ mile they live from me. This isn't right and it adds to the traffic congestion.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west

side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Elizabeth Hill

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:25 AM
To: MCP-Chair
Subject: Fwd: Please fix MD97 (I forgot to add my address to signature)

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Adele <agravitz@gmail.com>
Date: Tue, May 28, 2019 at 8:33 AM
Subject: Re: Please fix MD97 (I forgot to add my address to signature)
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>

On Tue, May 28, 2019 at 8:29 AM Adele <agravitz@gmail.com> wrote:

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

As a resident, walker and metro user, making the Montgomery Hills portion of Georgia Avenue safer is critical. Have you ever walked from Sniders to the Forest Glen metro? It is quite unpleasant! Improving Georgia Avenue has been in discussion for over forty years. The time is now for you to take action and secure matching funding with a BUILD grant!

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and

virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Adele Gravitz, ASLA
1918 Luzerne Avenue
Silver Spring, Maryland 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:26 AM
To: MCP-Chair
Subject: Fwd: fixing Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Caitlin Simpson <simpsoncaitlin@rocketmail.com>
Date: Tue, May 28, 2019 at 8:24 AM
Subject: fixing Georgia Avenue
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>, Councilmember Tom Hucker <tom@tomhucker.com>, jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live on Rookwood Road just a few blocks from Georgia Avenue. My family and I walk to many of the businesses in the area and along Georgia Avenue. We also like to walk or bike across Seminary Road at Georgia Avenue to go down to Sligo Creek Park and for my daughter to visit a friend on the other side of Georgia. We also like to walk along Georgia to Grace Church, and we find it to be not very pedestrian friendly. Improving Georgia Avenue would also encourage more biking to work (I work in downtown Silver Spring) as well as improvements to the business district along Georgia which is sorely needed.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Regards,
Caitlin Simpson
1909 Rookwood Road
Silver Spring MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:26 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Ave!!

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Louellen <louellenst@gmail.com>

Date: Mon, May 27, 2019 at 11:20 PM

Subject: Fix Georgia Ave!!

To: <gslater@sha.state.md.us>

Cc: <jared.solomon@house.state.md.us>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>, <Councilmember.Riemer@montgomerycountymd.gov>, <marc.elrich@montgomerycountymd.gov>

Dear Mr Slater:

I write to strongly urge you to complete improvements to Georgia Avenue, as recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I have lived two blocks from Georgia Ave for 19 years. I walk to businesses there and also drive thru the area regularly. We desperately need improvements to make this area friendlier to walking AND SAFER for citizens living in nearby neighborhoods.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly adjacent to the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

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Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. This project would be cost-effective project and is directly aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave. The citizens in eastern Montgomery County deserve safety!

Sincerely
Louellen Stedman
Hanover St.
Silver Spring

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:27 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue (MD-97) improvements

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: anna priddy <anna.o.priddy@gmail.com>
Date: Tue, May 21, 2019 at 8:45 PM
Subject: Georgia Avenue (MD-97) improvements
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I have lived in Silver Spring for almost 15 years - downtown Silver Spring for 10 years and Forest Estates for almost 4 years. I moved to this area because of its walkability and because I do not want my family to be reliant on a car. This stretch of road is dangerous for all users, in particular for pedestrians. I do not feel comfortable crossing the street with my young children because of the high volume of vehicle and the unsafe design of the road, sidewalks, and crossings.

Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west

side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Anna Priddy
1714 Belvedere Blvd.
Silver Spring, MD 20902
anna.o.priddy@gmail.com

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Fix Georgia Ave

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Stephen Murphy <sfmurphy@gmail.com>
Date: Sat, May 18, 2019 at 2:44 PM
Subject: Fix Georgia Ave
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, Philip Olivetti <philipolivetti@aol.com>, William Le Roy <w170@mac.com>

Dear Administrator Slater: I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020. I live on Linden Lane near Sniders. I would walk to Sniders and CVS were it not for the dangerous roads. The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit. This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions. Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, re configures the problematic I-495 interchange, and installs a landscaped median. Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. It is hard to imagine another project with more bang for the buck. Alternative 5B provides out sized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission. I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020. I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding. Thank you in advance for helping to fix Georgia Ave. Steve Murphy

2111 Linden Ln, Silver Spring, MD

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Make the MD 97 Georgia Ave project a priority for funding in FY2020
Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: todd scribner <tj_scribner@yahoo.com>
Date: Mon, May 20, 2019 at 1:46 PM
Subject: Make the MD 97 Georgia Ave project a priority for funding in FY2020
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My family lives in the Woodside community on the corner of Ballard and 1st Avenue. We frequently use Georgia Avenue to travel to and from Wheaton or to 495. It is generally a hot mess. For the sake of the entire community from Wheaton down into the Business District of Silver Spring, improving this section of road could bring dramatic improvements – in terms of better traffic flow, aesthetic changes for the better, issues of safety, and economic development. This is a crucial investment opportunity for Montgomery County.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Thank you in advance for helping to fix Georgia Ave.

Sincerely

Todd Scribner

Cc: Tom Hucker, Marc Elrich, Hans Riemer, Evan Glass

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Please fix Georgia Ave!

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Gillian Huebner <gillianhuebner@gmail.com>
Date: Mon, May 20, 2019 at 9:44 AM
Subject: Please fix Georgia Ave!
To: <gslater@sha.state.md.us>
Cc: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a Silver Spring resident and the mother of two school-aged boys who are climate advocates and therefore committed to biking everywhere they can. Unsafe conditions on Georgia Ave. challenge their practical and forward-looking approach to transportation.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Gillian Huebner
1925 Luzerne Ave.
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Frith Crandall <frithcrandall@yahoo.com>
Date: Sun, May 19, 2019 at 4:19 PM
Subject: Georgia Avenue
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>, jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>, councilmember.iawando@montgomerycountymd.gov <councilmember.iawando@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a resident of Woodside Park and am affected by the deplorable state of Georgia on a regular basis.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the

corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Frith Crandall
1212 Noyes Drive

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Complete improvements to Georgia Ave - MVasse letter
Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Mary Vasse <mvassepdx@gmail.com>
Date: Sun, May 19, 2019 at 1:33 PM
Subject: Complete improvements to Georgia Ave - MVasse letter
To: <gslater@sha.state.md.us>
Cc: <councilmember.albornoz@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <marc.elrich@montgomerycountymd.gov>, <lorig.charkoudian@house.state.md.us>, <jared.solomon@house.state.md.us>

Sent via email: gslater@sha.state.md.us

Mary Vasse
1713 Black Oak Lane
Silver Spring, MD 20910

Dear Administrator Slater:

I am writing to ask that you invest in completed improvements for Georgia Ave. There is a significant need for these improvements to keep this section of Silver Spring from economic decline.

I strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.

Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I have lived two blocks from the project area since 2009. My family moved to the area because of the proximity to the downtown silver spring area, great public schools and the Metro. My husband and I have raised two kids here. One is in middle school now, and one in high school. The decline of business quality and lack of investment in the infrastructure and real estate along Georgia in the study area is beginning to make the quality of life much less than the promising neighborhood we moved into a decade ago.

Over 84,000 vehicles travel daily through this section of Georgia Avenue. The Montgomery Hills portion of Georgia Avenue is dangerous for all users. This length of road has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor.

Sidewalks are narrow and broken. Some sidewalks are overgrown with vegetation so that pedestrians have to walk along the edge, too close to speeding traffic to be safe. Most of these sidewalks directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant.

The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. It can take 10 minutes just to cross Georgia during rush hour, because north-south traffic blocks the road at intersections. This is something local residents must contend with nightly to go to the grocery store, or pick up a kid from daycare or an evening activity if those errands happen to be on the opposite side of Georgia Ave. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor.

From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to the implementation of much-needed improvements to Georgia Ave. This project is worth the investment, as it will result in safer conditions, higher real estate value and more investment in our local economy. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020. I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding. Thank you in advance for helping to fix Georgia Ave.

Mary Vasse
301-832-4746

CC:

Delegate Jared Solomon, jared.solomon@house.state.md.us
Delegate Lorig Charkoudian, lorig.charkoudian@house.state.md.us
County Executive Marc Elrich, marc.elrich@montgomerycountymd.gov
Councilmember Tom Hucker, councilmember.hucker@montgomerycountymd.gov
Councilmember Hans Reimer, Councilmember.Riemer@montgomerycountymd.gov
Councilmember Evan Glass, Councilmember.Glass@montgomerycountymd.gov
Councilmember Will Jawando, councilmember.jawando@montgomerycountymd.gov
Councilmember Gabe Albornoz, councilmember.albornoz@montgomerycountymd.gov

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Bev Oakley <bevoakley@verizon.net>
Date: Sun, May 19, 2019 at 10:46 AM
Subject: Georgia Avenue
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

I am writing to urge you to complete the improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

As a 20-year resident of North Woodside, and as a pedestrian who was hit by a car last year in my neighborhood, I am writing to make a plea for your help in making this a safer neighborhood.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. It has a higher than average crash rate for all types of accidents and is especially dangerous for pedestrians and cyclists. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020 and submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Sincerely,

Bev Oakley
2011 Hanover St.
Silver Spring, MD

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: MD97/Montgomery Hills Improvement Funding Request for FY2020

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: T. McGuire & J. Rossetti <mcguire_rossetti@yahoo.com>
Date: Sun, May 19, 2019 at 9:16 AM
Subject: MD97/Montgomery Hills Improvement Funding Request for FY2020
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>, jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, Tom Hucker <tom@tomhucker.com>, councilmember.riemer@montgomerycountymd.gov <councilmember.riemer@montgomerycountymd.gov>, Councilmember Glass <councilmember.glass@public.govdelivery.com>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, will.smith@senate.state.md.us <will.smith@senate.state.md.us>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>, David.Moon@house.state.md.us <David.Moon@house.state.md.us>, iheanelle.wilkins@house.state.md.us <iheanelle.wilkins@house.state.md.us>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a 14-year resident of Woodside Forest in Silver Spring that is bounded by Georgia Avenue, I-495, and Dale Drive. The proposed improvements Georgia Avenue would have significant impacts on our neighborhood, specifically, improved access to the Forest Glen Metro station.

Over a decade ago, Metro built a pedestrian bridge along the west side of Georgia Avenue under I-495 for residents to more safely access the Metro instead of walking the very hazardous route along Georgia Avenue. However, that project did not include access for the residents who live east of Georgia Avenue to easily and safely cross that road. Presently, residents of the east side of Georgia Avenue who want to walk to the Metro have to walk south to cross over to the west side of Georgia Avenue at Seminary Place and then walk north to the pedestrian bridge because there are no cross walks north of that intersection until Forest Glen Road. Further, the intersection of Georgia Avenue and Seminary Place is very dangerous for pedestrians. The recommended plan for the Georgia Avenue improvement includes adding a traffic signal and crosswalk at Flora Lane which would allow Woodside Forest residents to safely and easily cross Georgia Avenue to access the Forest Glen Metro pedestrian bridge.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road (it is extremely unnerving and dangerous to walk along a 3-4 foot sidewalk with traffic buzzing by at 40+ mph), and have multiple utility poles in the middle of the sidewalks that significantly decrease sight lines and block users' paths, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to the Forest Glen Metro.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations is also obstructed by road and sidewalk conditions and perhaps even more difficult and hazardous for Woodside Forest residents to walk to than the Forest Glen Metro station.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor.

From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, installs a landscaped median, and most importantly includes the Flora Lane traffic signal and crosswalk.

The present study has been ongoing for almost 5 years. **Action must now be taken and funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.**

It is hard to imagine another project with more dollar-for-dollar impact. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020. I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

I and the other Montgomery Hills residents invite you to tour this Georgia Avenue corridor so that you can see and experience the significant hazards that pedestrians and motorists experience daily.

Thank you for your attention to this request and for helping to fix Georgia Ave.

Regards,

John Rossetti

1701 White Oak Drive
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Fw: MD-97 (Georgia Avenue)/Montgomery Hills Improvements

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: pamela kelly <pkelly9339@yahoo.com>
Date: Sat, May 18, 2019 at 8:55 PM
Subject: Fw: MD-97 (Georgia Avenue)/Montgomery Hills Improvements
To: fixgeorgiaave@gmail.com <fixgeorgiaave@gmail.com>

----- Forwarded Message -----

From: pamela kelly <pkelly9339@yahoo.com>
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: "jared.solomon@house.state.md.us" <jared.solomon@house.state.md.us>; lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>; marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>; councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>; councilmember.riemer@montgomerycountymd.gov <councilmember.riemer@montgomerycountymd.gov>; councilmember.glass@montgomerycountymd.gov <councilmember.glass@montgomerycountymd.gov>; councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>; councilmember.alborno@montgomerycountymd.gov <councilmember.alborno@montgomerycountymd.gov>
Sent: Saturday, May 18, 2019, 8:52:17 PM EDT
Subject: MD-97 (Georgia Avenue)/Montgomery Hills Improvements

Mr. Slater,

I am writing to you as a resident of the Montgomery Hills section of Silver Spring to request your support of the completion of improvements to Georgia Avenue as recommended by the State Highway Administration's (SHA) MD-97/Montgomery Hills improvement study. I urge the SHA to apply to the U.S. Department of Transportation for a BUILD Grant this year to secure the necessary federal funding for the project in FY 2020.

In support of this request, I offer the following key considerations:

- I have lived on Columbia Boulevard, just east of Georgia Avenue, for more than 19 years. During that period, I have witnessed countless accidents and almost misses of pedestrians, bicyclists and vehicles along Georgia Avenue and at the Columbia Boulevard (Dale Drive) intersection. With over 84,000 vehicles traveling daily through the Montgomery Hills section of Georgia Avenue and a higher than average accident rate, it has simply become entirely too dangerous for all users.
- Pedestrians and cyclists cannot safely cross the road or travel along the corridor. In fact, last year my 12-year old daughter was side-swiped by a motorist at a crosswalk while crossing with her bicycle. Sidewalks, which directly abut the busy roadway, are narrow, uneven and broken, and have multiple utility poles blocking their use. As a result, they are not ADA compliant. These conditions also make it very difficult and unsafe for area residents to support the commercial businesses in our community.
- The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit. The cut-through traffic in our neighborhood coupled with illegal U-turns by motorists seeking to circumvent the no left turn restriction during rush hours have resulted in even greater unsafe conditions for our community.

· The Montgomery Hills section of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is only a ½ mile away from this portion of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The Purple Line stations that will serve the Woodside and Lyttonsville communities are close by, however, access to those stations is also obstructed by the unsafe road and sidewalk conditions.

Improvements to Georgia Avenue have been proposed since the mid-1970s. In 2010, Montgomery County provided the SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of the SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and businesses along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with the SHA's mission.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Avenue.

I urge you to (1) make the MD-97/Montgomery Hills project a funding priority for FY 2020 and (2) submit a BUILD Transportation Grant application to the U.S. Department of Transportation to secure matching funding.

Thank you in advance for your attention to and support of this very important issue.

Regards,

Pamela M. Kelly
9339 Columbia Boulevard
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Please Fix Georgia Avenue in Montgomery Hills

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Aaron Bergman <aaron.bergman@gmail.com>
Date: Sat, May 18, 2019 at 7:18 PM
Subject: Please Fix Georgia Avenue in Montgomery Hills
To: <gslater@sha.state.md.us>
Cc: <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Sent via email: gslater@sha.state.md.us

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We recently moved to the Woodside Forest neighborhood because of its beautiful streets and homes and because of its proximity to transit and services. I often walk along Georgia Avenue to the Forest Glen metro stop, and we like to patronize our local businesses like Snider's and Meleket. However, we often take our car even on short trips because of the difficulties in crossing Georgia Avenue, especially with our two young children. The Montgomery Hills portion of Georgia Avenue is dangerous for all users. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. I briefly tried to walk our child to the Forest Glen metro along Georgia Avenue when he was in daycare downtown, and I found it extremely difficult and dangerous. The sidewalks are narrow and broken, directly abut the busy road and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts our community, harming residents, local businesses and commuters using cars and public transit.

The proximity to transit is one of the major appeals for this area, but the state of Georgia Avenue deters residents from taking advantage of this amenity. The Forest Glen Metro Station is half a mile away, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations is also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and

virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. There are only a few metro stations in Montgomery County, and we should seek to maximize the potential of this finite resource. Right now, the state of Georgia Avenue means that this area cannot achieve its full potential. 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

The Bergman-Novick Family

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:28 AM
To: MCP-Chair
Subject: Fwd: Support for Georgia Avenue Improvements from Woodside Forest Resident
Attachments: BORMEL LETTER OF SUPPORT GA AVENUE.pdf

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Allison Bormel <allison.bormel@gmail.com>
Date: Sun, May 19, 2019 at 10:17 PM
Subject: Support for Georgia Avenue Improvements from Woodside Forest Resident
To: <gslater@sha.state.md.us>
Cc: <councilmember.albornoz@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <FixGeorgiaAve@gmail.com>, <lorig.charkoudian@house.state.md.us>, <Councilmember.Riemer@montgomerycountymd.gov>, <marc.elrich@montgomerycountymd.gov>

Dear Administrator Slater:

Please find the attached letter of support for funding much needed improvements recommended by SHA's MD97/Montgomery Hills improvement study. I live in the Woodside Forest neighborhood with my husband and almost one-year-old daughter.

We chose this neighborhood because of it's convenience to Baltimore/DC and the friendly neighbors, but we are very frustrated by the danger presented by Georgia Avenue and want to see it improve so we can continue to raise our family here.

We and our neighbors want to restore this area to the walkable community it once was, and want to convey our support for any plans to do this. Thank you in advance for your support of these efforts.

Best,
Allison Bormel

--
Allison Bormel
allison.bormel@gmail.com
410.963.2914

Sent via email: gslater@sha.state.md.us

Dear Administrator Slater:

I am a resident of the Woodside Forest neighborhood. I love our neighbors and our community, but I am very frustrated and disappointed by the state of Georgia Avenue. The strip of Georgia adjacent to my neighborhood is always so busy and dangerous that I do not feel comfortable walking my one-year-old daughter across the street to visit Snyders or one of our local restaurants. Many of the buildings and businesses are in various states of disrepair and are not representative of our family-friendly community. My husband and I purchased our home because we were drawn by the many benefits of this area – such as convenience to DC/Baltimore and all the area has to offer, but we are questioning whether we feel safe raising our family in this particular neighborhood.

That's why I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The facts show that the Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave. With the traffic funding, we will also be able to attract more businesses that will in turn attract families and residents to the neighborhood, improving the overall area for the long-term.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

**Sincerely,
Allison Bormel**

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Georgia Ave BUILD Grant

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Kevin Kirby <Kevin_Kirby@yahoo.com>
Date: Sat, May 18, 2019 at 4:19 PM
Subject: Georgia Ave BUILD Grant
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

As a lifelong county resident, and a resident of the Woodside and Woodside Park neighborhoods of Silver Spring for 17 years, I know this area is well overdue for improvement.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation

within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Avenue!

Kevin Kirby

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: Georgia Ave Repairs

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Robin Socol <robin.socol@gmail.com>
Date: Sat, May 18, 2019 at 2:37 PM
Subject: Georgia Ave Repairs
To: <gslater@sha.state.md.us>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I recently moved to the Montgomery Hills area and love having the option of walking to shops and restaurants instead of getting in the car. However, the current state of Georgia Ave in our area makes it difficult to feel safe crossing back and forth. There is great room for improvement, and as a resident, I would appreciate your support.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Yours truly,
Robin Socol

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:29 AM
To: MCP-Chair
Subject: Fwd: SHA MD97/Montgomery Hills

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Daniel Willett <willettdan@verizon.net>
Date: Sat, May 18, 2019 at 2:18 PM
Subject: SHA MD97/Montgomery Hills
To: <gslater@sha.state.md.us>
Cc: <fixgeorgiaave@gmail.com>, <councilmember.hucker@montgomerycountymd.gov>

Dear Administrator Slater:

I urge your application for federal funds to supplement state and local funds for the MD97/Montgomery Hills improvement. I reside at 9402 Russell Rd., near Georgia Ave., between 16th St. and Forest Glen Rd.

I walk on Georgia Ave. to commute to work via Metro. I think of that stretch of road as "seven lanes of fury". I go out of my way to cross Georgia at Columbia/Seminary to avoid Beltway entrance and exit ramps because I feel unsafe crossing those ramps. Even on the other side, I feel unsafe walking on the sidewalk, inches from traffic. Alternative 5B will make my commute much better. I would like to cross Georgia at the planned light at Flora Ln. because it will cut the distance of my walk and still let me use the pedestrian bridge over Beltway ramps.

Please let me know your position on this matter.

Sincerely,
Dan Willett

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:30 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue funding

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: cwp0290 <cwp0290@gmail.com>
Date: Thu, May 16, 2019 at 9:00 PM
Subject: Georgia Avenue funding
To: gslater@sha.state.md.us <gslater@sha.state.md.us>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in the Montgomery Hills neighborhood and have four children. We drive this section multiple times a day and my older children want to cross Georgia to go to their friends houses on the other side. It simply is not safe and not pedestrian friendly.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA,

residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Best,
Camille

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:30 AM
To: MCP-Chair
Subject: Fwd: Georgia Avenue MD97 Improvement Plan

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Suzanne and Francisco Palmieri <smithpalmieris@hotmail.com>
Date: Sat, May 18, 2019 at 7:20 AM
Subject: Georgia Avenue MD97 Improvement Plan
To: gslater@sha.state.md.us <gslater@sha.state.md.us>
Cc: jared.solomon@house.state.md.us <jared.solomon@house.state.md.us>, lorig.charkoudian@house.state.md.us <lorig.charkoudian@house.state.md.us>, marc.elrich@montgomerycountymd.gov <marc.elrich@montgomerycountymd.gov>, councilmember.hucker@montgomerycountymd.gov <councilmember.hucker@montgomerycountymd.gov>, Councilmember.Riemer@montgomerycountymd.gov <Councilmember.Riemer@montgomerycountymd.gov>, Councilmember.Glass@montgomerycountymd.gov <Councilmember.Glass@montgomerycountymd.gov>, councilmember.jawando@montgomerycountymd.gov <councilmember.jawando@montgomerycountymd.gov>, councilmember.albornoz@montgomerycountymd.gov <councilmember.albornoz@montgomerycountymd.gov>, FixGeorgiaAve@gmail.com <FixGeorgiaAve@gmail.com>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

As a 27 year resident of Luzerne Ave one block away from Georgia Avenue, I can personally attest to the enormous change and impact traffic has had on our community. Your support for the Georgia Avenue MD 97 project will transform our neighborhood, the wider Georgia Avenue community and Silver Spring, an ethnically and racially diverse community. This project will yield significant return on investment and create jobs. Please support it moving forward.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour.

The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

PLEASE SEND COPIES TO THE FOLLOWING

#FixGeorgiaAve FixGeorgiaAve@gmail.com

Delegate Jared Solomon, jared.solomon@house.state.md.us

Delegate Lorig Charkoudian, lorig.charkoudian@house.state.md.us

County Executive Marc Elrich, marc.elrich@montgomerycountymd.gov

Councilmember Tom Hucker, councilmember.hucker@montgomerycountymd.gov

Councilmember Hans Reimer, Councilmember.Riemer@montgomerycountymd.gov

Councilmember Evan Glass, Councilmember.Glass@montgomerycountymd.gov

Councilmember Will Jawando, councilmember.jawando@montgomerycountymd.gov

Councilmember Gabe Albornoz, councilmember.albornoz@montgomerycountymd.gov

Francisco

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:30 AM
To: MCP-Chair
Subject: Fwd: Submit the BUILD grant: #FixGeorgiaAve

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Jean Kaplan Teichroew <jean.teichroew@gmail.com>
Date: Fri, May 17, 2019 at 3:00 PM
Subject: Submit the BUILD grant: #FixGeorgiaAve
To: <gslater@sha.state.md.us>
Cc: <jared.solomon@house.state.md.us>, <FixGeorgiaAve@gmail.com>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the U.S. Department of Transportation for a Better Utilizing Investments to Leverage Development, or BUILD, grant this year to secure federal funding for the project in FY2020.

I have lived in North Woodside, about half a mile from the Montgomery Hills portion of Georgia Avenue, since 1984. My husband and I raised our family here, and we hope to continue enjoying our active retirement. But with every passing day, the traffic and ensuing problems in this stretch of the highway seem to worsen. We welcome small businesses, but in all honesty, a business owner might well be duly questioned for trying to create a profitable establishment here. And don't even get me started on the unsightliness and traffic bottleneck that greet drivers exiting I-495 south on Georgia Avenue—a major gateway to Downtown Silver Spring and the District of Columbia. Welcome to your nightmare!

Moreover, the Montgomery Hills portion of Georgia Avenue is extremely dangerous. More than 84,000 vehicles travel daily through this section of Georgia Avenue, and it has a higher-than-average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, which is non-ADA compliant. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively affects residents, local businesses, and commuters, and it hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is only half a mile away, but many residents drive there because they can't walk to it without *taking their lives in their hands every step of the way*. The future Purple Line stations that will serve Woodside and Lyttonsville are nearby, but road and sidewalk conditions obstruct access to those stations as well.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor.

From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of necessary improvements to Georgia Avenue.

It's hard to imagine another project with more return on investment. Alternative 5B provides outsize benefits to both the State and County, and it offers huge improvements to commuters, local residents, and business along the corridor. I doubt there is a more cost-effective project—or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Avenue project a priority for funding in FY2020. Please submit a BUILD Transportation Grant application to secure matching funding to U.S. DOT as soon as possible.

Thank you in advance for working to fix Georgia Avenue.

Jean Kaplan Teichroew
1925 Grace Church Rd.
Silver Spring, MD 20910

MCP-Chair

From: Michelle Foster <fixgeorgiaave@gmail.com>
Sent: Wednesday, May 29, 2019 8:31 AM
To: MCP-Chair
Subject: Fwd: FIX GEORGIA AVENUE

Categories: Tracked To Dynamics 365

----- Forwarded message -----

From: Ricky L A <ricky.albores@gmail.com>
Date: Fri, May 17, 2019 at 11:46 AM
Subject: Fwd: FIX GEORGIA AVENUE
To: <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.iawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>
Cc: Gregory Slater <GSlater@sha.state.md.us>

FYI

Ricky Albores
2007 Hanover St.
Silver Spring, MD 20910
202-258-0429 (mobile)

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<https://plus.google.com/u/0/collection/ckgZf>

----- Forwarded message -----

From: Ricky L A <ricky.albores@gmail.com>
Date: Fri, May 17, 2019 at 11:41 AM
Subject:
To: Gregory Slater <gslater@sha.state.md.us>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a 20-year resident of Silver Spring, with 19 of those years in N. Woodside, immediately adjacent to the Georgia Avenue/16th St. intersection. My wife, daughter, and I routinely frequent the businesses along this section of roadway, and have seen its deterioration over the years, as millions of cars pass through, and virtually no funding is invested to make the corridor more enticing for persons to stop, shop, and enjoy the accommodations. This needs to CHANGE NOW.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Avenue for me and my family.

Ricky Albores
2007 Hanover St.
Silver Spring, MD 20910
202-258-0429 (mobile)

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<https://plus.google.com/u/0/collection/ckgZf>

## MCP-Chair

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**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:31 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Fixing Georgia Avenue in Silver Spring

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** RossandShira Bettinger <[rsbettinger@gmail.com](mailto:rsbettinger@gmail.com)>  
**Date:** Fri, May 17, 2019 at 12:14 PM  
**Subject:** Fixing Georgia Avenue in Silver Spring  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>, <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>

Dear Administrator Slater:

We write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, we urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We live in Woodside Park on Ballard Street near Woodland Drive. We love to walk through our beautiful, leafy, tree-lined neighborhood daily and go "nature bathing." We feel that when we walk, we are at risk from drivers who try to avoid the congestion on Georgia Avenue by using Woodland Drive. They typically exceed the neighborhood speed limit, blast through stop signs, and downgrade our experience.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s.. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and

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We urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

We request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Ross and Shira Bettinger

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:31 AM  
**To:** MCP-Chair  
**Subject:** Fwd: SHA's MD97/Montgomery Hills improvement study

----- Forwarded message -----

**From:** Adam Schuster <[adamschuster@hotmail.com](mailto:adamschuster@hotmail.com)>  
**Date:** Thu, May 16, 2019 at 8:30 PM  
**Subject:** SHA's MD97/Montgomery Hills improvement study  
**To:** [gslater@sha.state.md.us](mailto:gslater@sha.state.md.us) <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** [lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us) <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, [councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov) <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, [jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us) <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, [FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com) <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, [Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov) <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, [councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov) <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, [councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov) <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>, [Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov) <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, [marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov) <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation

within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Adam Schuster  
10201 Forest Grove Dr.

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:31 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Support for Georgia Avenue improvements  
**Attachments:** letter-of-support-for-build-grant-to-sha-final.pdf

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Nikki Schulman <[nikki.schulman@gmail.com](mailto:nikki.schulman@gmail.com)>  
**Date:** Fri, May 17, 2019 at 2:26 PM  
**Subject:** Support for Georgia Avenue improvements  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, <[councilmember.Glass@montgomerycountymd.gov](mailto:councilmember.Glass@montgomerycountymd.gov)>, <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>

Dear Administrator Slater,

Please find attached a letter of support for funding much-needed improvements to Georgia Avenue, as recommended by SHA's MD97/Montgomery Hills improvement study. As I write in the attached letter, I live near the intersection of Georgia Avenue and Seminary Road. When I was shopping for homes, one of the appeals of this neighborhood was its proximity to many family-friendly restaurants, supermarkets, and the Forest Glen metro. However since moving in two years ago, I have never walked or even ridden my bike to the metro or any of the businesses on the opposite side of Georgia from where I live, because the hazards involved in crossing the street or using the broken and too-narrow sidewalks are too big of a deterrent. Instead, I drive to these places, which would otherwise be within an easy and welcome walking distance. The repairs recommended in the improvement study would go a long way to improve walkability, reduce traffic congestion, and create safer conditions for residents.

Thank you for your consideration,  
Nikki Schulman on Red Oak Drive

Dear Administrator Slater:

I am writing to express my support for funding improvements to Georgia Avenue, as recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I would like to see SHA apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live near the intersection of Georgia Avenue and Seminary Road. When I was shopping for homes, one of the appeals of this neighborhood was its proximity to many family-friendly restaurants, supermarkets, and the Forest Glen metro. However since moving in two years ago, I have never walked or even ridden my bike to the metro or any of the businesses on the opposite side of Georgia from where I live, because the hazards involved in crossing the street or using the broken and too-narrow sidewalks are too big of a deterrent. Instead, I drive to these places, which would otherwise be within an easy and welcome walking distance. I was also involved in a minor car accident two years ago on Georgia Avenue, caused by the congestion and distracted driving that is all too common along this corridor.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly beside the busy road with no margin for error, and have multiple utility poles blocking their use, making them non-ADA compliant and difficult to navigate with a stroller. The reversible center-lane and outdated I-495 interchanges create standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents, including myself, drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations is also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. **Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.** These repairs would go a long way to improve walkability, reduce traffic congestion, and create safer conditions for residents.

Funding remains the sole barrier to implementation of these much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,

Nikki Schulman

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:31 AM  
**To:** MCP-Chair  
**Subject:** Fwd: SHA's MD97/Montgomery Hills improvement study

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Mikaela Ober Schuster <[mikaela.ober@gmail.com](mailto:mikaela.ober@gmail.com)>  
**Date:** Fri, May 17, 2019 at 11:19 AM  
**Subject:** Re: SHA's MD97/Montgomery Hills improvement study  
**To:** Adam Schuster <[adamschuster@hotmail.com](mailto:adamschuster@hotmail.com)>  
**Cc:** [Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov) <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, [Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov) <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, [FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com) <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, [councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov) <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>, [councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov) <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, [councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov) <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, [gslater@sha.state.md.us](mailto:gslater@sha.state.md.us) <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>, [jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us) <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, [lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us) <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, [marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov) <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Mikaela Ober Schuster  
10201 Forest Grove Dr.

On Thu, May 16, 2019 at 8:30 PM Adam Schuster <[adamschuster@hotmail.com](mailto:adamschuster@hotmail.com)> wrote:

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Adam Schuster  
10201 Forest Grove Dr.

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:32 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Fund GA Ave

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Lisa Gerhardt <[lisagerhardt@gmail.com](mailto:lisagerhardt@gmail.com)>  
**Date:** Fri, May 17, 2019 at 11:11 AM  
**Subject:** Fund GA Ave  
**To:** <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>

Dear Administrator Slater:

I live in Montgomery Hills and I want to see Georgia Avenue changed! I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We are tired of not being able to safely cross Georgia Avenue to get to Sligo Creek. We are tired of the traffic issues, unsafe pedestrian issues and congestion that happens every day.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Lisa Gerhardt  
1912 Glen Ross Road



## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:32 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Complete Improvements Along Georgia Ave  
  
**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** [katheryn.hoerster@nothingbundtcakes.com](mailto:katheryn.hoerster@nothingbundtcakes.com) <[katheryn.hoerster@nothingbundtcakes.com](mailto:katheryn.hoerster@nothingbundtcakes.com)>  
**Date:** Fri, May 17, 2019 at 11:04 AM  
**Subject:** Complete Improvements Along Georgia Ave  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>

Dear Administrator Slater,

I'm writing today to urge you to complete improvements along Georgia Avenue recommended by SHA's MD97/Montgomery Hills Improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

As the owner of a business located on Georgia Avenue in Montgomery Hills, I see the daily impacts of this poorly designed section of a high use street. Both my guests and employees find it difficult and dangerous to reach my bakery.

We truly hope you'll consider making the Georgia Avenue improvements a 2020 priority.

Many thanks,

Katheryn Hoerster

--  
Katheryn Hoerster  
Nothing Bundt Cakes - Silver Spring, MD  
Owner/Operator  
325-423-4112  
[www.nothingbundtcakes.com](http://www.nothingbundtcakes.com)

## MCP-Chair

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**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:32 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Fix Georgia Ave in Forest Glen!

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Victoria Hougham <[victoriakh@gmail.com](mailto:victoriakh@gmail.com)>  
**Date:** Fri, May 17, 2019 at 10:29 AM  
**Subject:** Fix Georgia Ave in Forest Glen!  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>

Dear Administrator Slater:

**I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.**

I have lived in the North Woodside neighborhood of Silver Spring for the past 4 years. I have two young children and would love to be able to reduce traffic in the area by walking/biking to and from neighborhood stores. We love to go to the Tropical Lagoon Aquarium store to get supplies for our fish (and honestly to see all the amazing fish they have in there), and to visit our new bundt cakes bakery! However, Georgia Avenue is completely unsafe for children, not to mention adults. We cannot walk in our own neighborhood as the roads are way too busy, sidewalks way too narrow, and limited ability to push strollers due to poles all over the sidewalks.

I was rear ended on Georgia avenue when I needed to slam on my brakes to avoid hitting a pedestrian who jumped out into traffic to cross the road. I have also been almost hit twice while crossing in the crosswalk when I had the right of way. Most of the people who drive through the area are commuters and have no concept that there are people, family, small business owners and shoppers trying to navigate the streets with them.

Something must change.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

**I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.**

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Victoria Hougham  
2104 Lanier Dr  
Silver Spring, MD 20910

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:32 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Georgia Avenue

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Sara Ali <[ssal2001@gmail.com](mailto:ssal2001@gmail.com)>  
**Date:** Fri, May 17, 2019 at 9:44 AM  
**Subject:** Georgia Avenue  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I am a mother of two small children currently residing in Woodside Forest. My husband and I believe that our neighborhoods are some of the best in Silver Spring with access to public transportation right beside beautiful Sligo Creek. However, many of the business in the neighborhood could use a facelift and as a pedestrian it is difficult to navigate sidewalks and crosswalks with children in tow.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts.. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,  
Sara Ali

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:32 AM  
**To:** MCP-Chair  
**Subject:** Fwd: SHA's MD97/Montgomery Hills improvement study  
**Attachments:** Georgia-Ave.docx

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Alan Linde <[alinde@dtm.ciw.edu](mailto:alinde@dtm.ciw.edu)>  
**Date:** Fri, May 17, 2019 at 11:11 AM  
**Subject:** SHA's MD97/Montgomery Hills improvement study  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>

Dear Administrator Slater:

For decades we have waited patiently for the right proposal to rectify the abysmal state of Georgia Avenue in Silver Spring. We now have SHA's MD97/Montgomery Hills improvement study. This plan should be implemented and SHA should apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We live on Rookwood Road in Montgomery Hills and have had to accept a deteriorating situation for 30 years as congestion has greatly increased due to a number of developments along Georgia Ave.

I am sure that you are well aware of the fact that this section of Georgia Ave. is subpar with poor road design, high accident rates and unsafe pedestrian and cyclist accommodations.

This has been under discussion for 40 years! We now have a plan supported by all stakeholders, a plan that will have huge payoffs. It's time for implementation.

Make the MD 97 Georgia Ave. project happen in 2020.

Thank you for working with us to fix Georgia Ave.

Sincerely,

Alan Linde

Caroline Linde

Signed letter attached:

**Alan and Caroline Linde**

1911 Rookwood Road  
Silver Spring MD 20910

May 17, 2019

Dear Administrator Slater:

For decades we have waited patiently for the right proposal to rectify the abysmal state of Georgia Avenue in Silver Spring. We now have SHA's MD97/Montgomery Hills improvement study. This plan should be implemented and SHA should apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

We live on Rookwood Road in Montgomery Hills and have had to accept a deteriorating situation for 30 years as congestion has greatly increased due to a number of developments along Georgia Ave.

I am sure that you are well aware of the fact that this section of Georgia Ave. is subpar with poor road design, high accident rates and unsafe pedestrian and cyclist accommodations.

This has been under discussion for 40 years! We now have a plan supported by all stakeholders, a plan that will have huge payoffs. It's time for implementation.

Make the MD 97 Georgia Ave. project happen in 2020.

Thank you for working with us to fix Georgia Ave.

Sincerely,

*Alan T. Linde*      *Caroline Linde*

Alan Linde

Caroline Linde

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:33 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Please apply for federal BUILD grant to fix Georgia Ave.

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Jill Desjean <jdesjean@yahoo.com>  
**Date:** Fri, May 17, 2019 at 8:53 AM  
**Subject:** Please apply for federal BUILD grant to fix Georgia Ave.  
**To:** [gslater@sha.state.md.us](mailto:gslater@sha.state.md.us) <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** [FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com) <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, [jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us) <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, [lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us) <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, [marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov) <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, [councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov) <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, [Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov) <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, [Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov) <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, [councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov) <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, [councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov) <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

I live in the Woodside Forest neighborhood of Silver Spring with my husband and three children, who all attend Woodlin Elementary School. Although our home is less than one mile from Woodlin, we have to drive the kids to school because of the poor and dangerous conditions of Georgia Avenue. Our community could be one where residents walk to local shops, parks, and neighbors' homes, but Georgia Avenue is the main impediment to making this part of Silver Spring walkable.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. I choose to walk 1.3 miles to the Silver Spring Metro stop instead of .7 to Forest Glen just to avoid Georgia Ave. I'm lucky to have the time and good health to be able to make that choice, but I'd be driving to Forest Glen if that weren't the case. I know that many other

residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Jill Desjean  
1518 Red Oak Dr.  
Silver Spring

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:33 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Letter of Support for BUILD Grant

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Jacqueline Kistler <jacqueline.kistler@gmail.com>  
**Date:** Thu, May 16, 2019 at 4:14 PM  
**Subject:** Letter of Support for BUILD Grant  
**To:** <gslater@sha.state.md.us>  
**Cc:** <FixGeorgiaAve@gmail.com>, <jared.solomon@house.state.md.us>, <lorig.charkoudian@house.state.md.us>, <marc.elrich@montgomerycountymd.gov>, <councilmember.hucker@montgomerycountymd.gov>, <Councilmember.Riemer@montgomerycountymd.gov>, <Councilmember.Glass@montgomerycountymd.gov>, <councilmember.jawando@montgomerycountymd.gov>, <councilmember.albornoz@montgomerycountymd.gov>

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

We live in the Woodside Forest neighborhood, and while we love the neighborhood and walkability to the metro, we hate this section of Georgia Avenue. It is congested, unbecoming, and dangerous for pedestrian.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

This would do so much to improve our neighborhood.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

It is hard to imagine another project with more bang for the buck. Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.

**I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.**

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Sincerely,  
Jacqueline Kistler

## MCP-Chair

---

**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:33 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Fix Georgia Avenue  
**Attachments:** FixGeorgiaAve\_Letter to Mr Slater.docx

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Sandeep Gangar <[gangars@gmail.com](mailto:gangars@gmail.com)>  
**Date:** Thu, May 16, 2019 at 2:57 PM  
**Subject:** Fix Georgia Avenue  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, <[Councilmember.Rierner@montgomerycountymd.gov](mailto:Councilmember.Rierner@montgomerycountymd.gov)>, <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>, <[fixgeorgiaave@gmail.com](mailto:fixgeorgiaave@gmail.com)>

Hello Administrator Slater,

Please see the attached letter requesting funding for improvement fixes for Georgia Avenue.

Thank you very much and I look forward to seeing the future improvement of Georgia Avenue for the benefit of Montgomery County residents.

Regards,

Sandeep Gangar

Sent via email: [gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My name is Sandeep Gangar. I currently live in White Oak, Md, but will soon be moving to the Forest Glen area. I have been a resident of Montgomery County, particularly Silver Spring, my entire life. I've frequently use Georgia Avenue for personal and business commuting purposes. Over the years, we've all seen Georgia Avenue congestion getting to a breaking point. The road simply cannot handle the amount of daily traffic during key times of the day. It presents a safety concern for pedestrians and drivers alike.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. The Forest Glen Metro Station is half a mile away from this part of Georgia Avenue, yet many residents drive to the station because they cannot safely walk to it. The future Purple Line stations that will serve Woodside and Lyttonsville are close by, but access to those stations are also obstructed by road and sidewalk conditions.

Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

Funding remains the sole barrier to implementation of much needed improvements to Georgia Ave.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

**Thank you in advance for helping to fix Georgia Ave.**

**Sandeep Gangar  
Montgomery County Resident**

## MCP-Chair

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**From:** Michelle Foster <fixgeorgiaave@gmail.com>  
**Sent:** Wednesday, May 29, 2019 8:33 AM  
**To:** MCP-Chair  
**Subject:** Fwd: Support for Georgia Avenue Improvements  
**Attachments:** ANDRIS letter-of-support-for-build-grant-to-sha-final.pdf

**Categories:** Tracked To Dynamics 365

----- Forwarded message -----

**From:** Tara Andris <[taraandris@gmail.com](mailto:taraandris@gmail.com)>  
**Date:** Thu, May 16, 2019 at 3:41 PM  
**Subject:** Support for Georgia Avenue Improvements  
**To:** <[gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)>  
**Cc:** <[councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)>, <[councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)>, <[councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)>, <[Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)>, <[FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)>, <[lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)>, <[Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)>, <[marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)>, <[jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)>, Johnny Andris <[johnnyandris@gmail.com](mailto:johnnyandris@gmail.com)>

Dear Administrator Slater:

Please find the attached letter of as support for funding much needed improvements recommended by SHA's MD97/Montgomery Hills improvement study. As I mentioned in the attached letter, I frequently cross Georgia pushing my two young children in their stroller and cannot count the number of times we've nearly been hit. We chose to move to this neighborhood from Dupont because of the potential walkability, but have found that crossing Georgia Avenue includes significant undue risk. We and our neighbors want to restore this area to the walkable community it once was, and thank you in advance for your support of these efforts.

Best,  
Tara Andris

Sent via email: [gslater@sha.state.md.us](mailto:gslater@sha.state.md.us)

Dear Administrator Slater:

I write to strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study. Specifically, I urge SHA to apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.

My husband and I, along with our two young children, live very near to Georgia Ave on Red Oak Drive. I often cross Georgia pushing my stroller to take my children to the playground, and we've nearly been hit by unfocused drivers countless times. I want this area to be safe for my family and my neighbors to utilize our area as a true walking neighborhood, and hope that you do too.

The Montgomery Hills portion of Georgia Avenue is dangerous for all users. Over 84,000 vehicles travel daily through this section of Georgia Avenue. It has a higher than average crash rate for all types of accidents. Pedestrians and cyclists cannot safely cross the road or travel along the corridor. Sidewalks are narrow and broken, directly abut the busy road, and have multiple utility poles blocking their use, making them non-ADA compliant. The reversible center-lane and outdated I-495 interchanges creates standstill congestion during rush hour. The terrible road design negatively impacts residents, local businesses, commuters, and hinders access to nearby transit.

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Improvements to Georgia Ave have been proposed since the mid-1970s. In 2010, Montgomery County provided SHA with \$3 million to develop planning concepts to establish a balanced approach to transportation within the corridor. From that study, Alternative 5B emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative 5B removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic I-495 interchange, and installs a landscaped median.

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I urge you to make the MD 97 Georgia Ave project a priority for funding in FY2020.

I request that you submit to US DOT a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application to secure matching funding.

Thank you in advance for helping to fix Georgia Ave.

Tara Andris

**PLEASE SEND COPIES TO THE FOLLOWING**

#FixGeorgiaAve [FixGeorgiaAve@gmail.com](mailto:FixGeorgiaAve@gmail.com)

Delegate Jared Solomon, [jared.solomon@house.state.md.us](mailto:jared.solomon@house.state.md.us)

Delegate Lorig Charkoudian, [lorig.charkoudian@house.state.md.us](mailto:lorig.charkoudian@house.state.md.us)

County Executive Marc Elrich, [marc.elrich@montgomerycountymd.gov](mailto:marc.elrich@montgomerycountymd.gov)

Councilmember Tom Hucker, [councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)

Councilmember Hans Reimer, [Councilmember.Riemer@montgomerycountymd.gov](mailto:Councilmember.Riemer@montgomerycountymd.gov)

Councilmember Evan Glass, [Councilmember.Glass@montgomerycountymd.gov](mailto:Councilmember.Glass@montgomerycountymd.gov)

Councilmember Will Jawando, [councilmember.jawando@montgomerycountymd.gov](mailto:councilmember.jawando@montgomerycountymd.gov)

Councilmember Gabe Albornoz, [councilmember.albornoz@montgomerycountymd.gov](mailto:councilmember.albornoz@montgomerycountymd.gov)

## **MCP-Chair**

---

**From:** S Jackson <shjackcity@gmail.com>  
**Sent:** Wednesday, May 29, 2019 1:21 PM  
**To:** MCP-Chair  
**Subject:** Item 7, Forest Glen/Montgomery Hills Sector Plan, Public Hearing  
**Attachments:** MCPB 5292019.docx

**Categories:** Tracked To Dynamics 365

Dear Mr. Anderson,

Please find attached written comments on agenda Item 7, Forest Glen/Montgomery Hills Sector Plan, for the May 30th, 2019 meeting.

Sincerely,  
Sharon Jackson

To: Chair Montgomery County Planning Board, Chair Casey Anderson  
From: Sharon Jackson, resident Montgomery County, MD  
Re: Item 7, Forest Glen/Montgomery Hills Sector Plan, Public Hearing May 30, 2019, 7 pm  
May 29, 2019

Dear Mr. Anderson,

I am writing to express my concern and disapproval of the proposed re-zoning plan for the Forest Glen/Montgomery Hills Sector Plan. My concerns with plans for the proposed construction of are as follows –

The Forest Glen/Georgia Ave intersection is one of the busiest intersections in the county and certainly in the Silver Spring area. The commuter traffic to downtown Silver Spring and accessing the Capital Beltway leaves the intersection clogged with vehicular traffic for hours each morning and evening. On any given morning between 7-9 am the south bound traffic on Georgia Ave extending from University Ave to Forest Glen is essentially a slow-moving parade of hundreds of cars. In the evening between 4-6 pm the north bound traffic from Colesville Road and the intersections at 16<sup>th</sup> Street and Forest Glen make for an evening parade as well, to say nothing of the cars exiting the Capital Beltway.

It is discouraging to hear that the metro can accommodate more ridership as a rationale for the proposed rezoning. The Red line services area residents via a loop design that goes into Washington, DC, which makes it a less desirable option for commuting from Silver Spring to Bethesda/Rockville. That design will not change. Even the proposed connection with the Purple line will not significantly improve the commute. The proposal to build apartments with the aim of increasing density and thereby increasing metro ridership, especially for daily commuting, and therefore reduce the traffic congestion simply does not pan out. The proposal to remove existing metro parking to build any resident/commercial buildings does not seem to have adequate plans to improve the surrounding infrastructures/roadways to accommodate the increased density on already overtaxed roadways.

The metro is doing the job it was designed to perform. Without system-wide expansion removal of parking to accommodate housing units aimed at increasing density at a few lone metro stops (such as Forest Glen station) will not necessarily encourage, improve or guarantee increased ridership. But it will increase the traffic congestion as commuters that utilize the metro parking area are forced to find another way to commute to work.

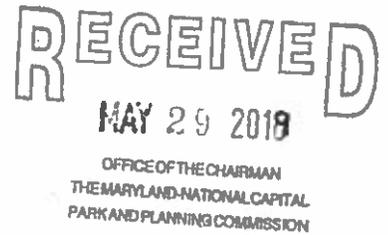
I urge the planning board to consider the impact of the proposal on the residents living in neighborhoods along Forest Glen Road. The proposed plan would lead to extensive construction and adversely impact the lives and livelihood of the residents living adjacent to the metro parking lot, as well as those along Forest Glen road.

There are areas in the county that would welcome new housing and commercial business. This corridor does not need more density. We are situated 2 miles south of the Wheaton Mall and 2 miles north of downtown Silver Spring. The amenities of both areas serve us well. What is needed is improved infrastructure to accommodate the current traffic that is already overwhelming the Forest Glen/Georgia Ave/Capital Beltway corridor. I urge the planning board to reconsider the proposal.

Sincerely,

Sharon Jackson  
2124 Darcy Green Place  
Silver Spring, MD 20910  
shjackcity@gmail.com

May 28, 2019



Re: Forest Glen Sector Plan

Chair Casey Anderson

Gerald Cichy

Tina Patterson

Natali Fani Gonzalez

Norman Dreyfuss

To Whom it May Concern,

I appeal to your love of humanity, especially the most vulnerable in our society, the elderly, when I ask to you to open your hearts and minds to include my statement below in your deliberations, working groups and final decision regarding the re-zoning efforts of Forest Glen and Georgia Avenue and the Forest Glen Metro parking lot. My primary concern is safety, namely pedestrian safety. My dear neighbor of 15 years, Consuelo Anglarill, age 82 was struck and killed crossing Georgia Avenue. She was a fixture in our community, a long time resident and a dear neighbor to me when she lived directly across from my apartment. In loving

memory of Consuelo, I present the Planning Board with my concerns:

The Montgomery County Department of Transportation Passageway Feasibility Study (Forest Glen Passageway Feasibility Study Report-January 2013) states that Georgia Avenue and Forest Glen is one of the most congested intersections in the WA DC area. (4th only to Colesville Road, Connecticut Avenue & MD 27, Ridge Road)

75,000 to 80,000 vehicles per day travel through that intersection with peak travel resulting in "severe" congestion.

The intersection operates at a highly saturated level- "F" and is considered a HIGH RISK roadway for vehicular accidents and accidents that involve pedestrians.

According to the Passageway Feasibility study, between 2005 and 2009 there were 84 crashes, 76% of which resulted in injuries. 8 of them involved pedestrians. In that time frame, there were no fatalities.

However, the Forest Glen/Montgomery Hills Traffic Analysis, dated May 2019 states that within the years of 2015 and 2018 there were 14 fatal or severe injuries resulting in crashes in a relatively short distance between Plyers Mill and Georgia Avenue. The Montgomery Hills traffic analysis states " Given fore-cast population increases along the corridor, without intervention -the

crash rate on that segment of the corridor is likely to increase."

Would the Montgomery Planning Board kindly consider the documented increase in traffic on 97 and the obvious correlation to increase population density North (Wheaton) and South (downtown Silver Spring)? That it is fair to say, increase in population has contributed to an increase in vehicular congestion and made 97 measurably more dangerous. The time frame of 2005 and 2009 produced accidents, but no fatalities. However, the time frame of 2015 and 2018 produced 14 fatalities/ or severe injuries. The increase in traffic has made traveling along 97 perilous while traveling in a vehicle and downright treacherous for pedestrians who wish to cross. The above facts are undeniable, documented statistics.

I would respectfully ask the Montgomery Planning Board to consider this information when recommending increased density on the North East side of Forest Glen and Georgia Avenue. In addition, a substantial increase in population density on the Forest Glen metro parking lot would only result in yet more congestion in an already "F" rated intersection. It is my belief, based on the facts, that 120 foot structures would result in over 2,100 new residents to that particular corner. Accommodating growth in our area is essential, however, that particular intersection is already over saturated and highly dangerous. I would ask the Montgomery County Planning board to consider significantly lowering the proposed height of the structures on all corners of Forest Glen and Georgia Avenue, including the Forest

Glen Metro parking lot.

In addition, a safe passageway at that intersection is indeed necessary to safeguard all pedestrians crossing Georgia and Forest Glen. The current passageway plan includes a tunnel entrance on the North East side, but does not include an entry way into the tunnel for the residents who live on the North West Side of Georgia and Forest Glen. In an effort to be inclusive, we would ask that any passageway, either below ground or above, also safeguard pedestrians who live on the North West side of that intersection.

Reducing travel speed is essential! The current proposal suggests dropping the speed limit from 35 mph to 30 mph. I would recommend 25 mph instead and installing speed cameras from Wheaton through Montgomery Hills. Per the Montgomery County Department of Transportation own report, a struck pedestrian stands a significantly greater chance of survival when hit at 25 mph vs 40 mph. 45 to 50 mph are the general speeds that vehicles are traveling on that stretch of road. Reducing the permitted speed to 25 mph and installing speed cameras would stop this instantly.

Lastly, a safe pedestrian crossing light has been needed at Tilden and Georgia Avenue for decades. At the moment, there are unsafe U-turns made during peak hours from North bound traffic at Tilden, attempting to travel south in order to enter Forest Glen to travel West bound. Because of the turn restrictions during rush hour on 97, the Americanna Finnmark residents are unable to turn

left out of the front of the complex. Turning right to head south bound is treacherous as well because of the cars making U-turns directly in front of the AF complex.

Please consider the above suggestions carefully. Reduce the density proposition, height proposal and add crossing safeguards for those of us who've lived in this community for years.

Thank you and Sincerely,

A handwritten signature in black ink that reads "Elaine Roecklein". The signature is fluid and cursive, with a large initial 'E' and a long, sweeping tail that loops back under the name.

Elaine Roecklein

9900 Georgia Avenue

Silver Spring, Maryland

20902

202-531-6486



# Maryland pedestrian accidents pile up on state roads

By **Lindsay Huth, Angela Roberts, Jake Gluck**  
Associated Press

DECEMBER 27, 2017, 6:55 AM | WHEATON, MD.

**C**onsuelo Anglarill, 82, took a bus to the Safeway on Georgia Ave. on Jan. 15. Her daughter, Elizabeth, suspects the retired nanny was simply bored that Sunday morning.

"She doesn't like being home alone."

As the elderly woman crossed the busy state highway in front of the grocery store, a car struck and killed her.

Just three days earlier, a woman was hit and seriously injured at the same intersection.

It's among the most dangerous spots for pedestrians on Maryland state roads, a Capital News Service analysis of accident data found.

Since 2015, 22 people have been hit on Georgia and 20 more on one of three other state-maintained roads that crisscross the Washington suburb of about 50,000 where the Wheaton Metro station, Westfield shopping mall and a large walking community of Hispanic immigrants are located.

The Maryland State Highway Administration (SHA) has known about the problem for years. The area around Georgia and Reddie Drive where Anglarill was hit had been flagged by Montgomery County in 2011 as hazardous for pedestrians.

The SHA eventually extended the walk signal at the intersection by two to three seconds, in either 2015 or 2016, SHA assistant media relations manager Shanteé Felix said.

More is needed, residents and pedestrian safety advocates say. The SHA could reduce the distance between crosswalks, install median fences on Georgia to discourage jaywalking and lower speed limits.

"People are flying up and down here like it's major highway," said Courtney Jones, 40, who lives nearby and frequently walks to stores and public transportation. "Here, I'm telling you, it's really dangerous."

In June, CNS reported that at least 138 pedestrians had been hit — including eight killed — along a dangerous two-mile stretch of University Boulevard in Langley Park between 2009 and 2016, yet the SHA has done little to address the danger on all but a single intersection of the busy highway in the low-income, immigrant community. After the story ran, the agency re-painted pavement markings at some of the highlighted intersections but said other improvements would be made when the new Purple Line is built. The 16-mile light rail line, which will traverse University, is scheduled to open in 2022.

CNS then analyzed statewide accident data and identified 100 areas on state and U.S. roads maintained by SHA where there were clusters of five or more pedestrians involved in accidents in the past two and a half years. The analysis did not include interstates or Baltimore city, which maintains roads within its limits.

Sean Emerson, an activist with the Action Committee for Transit in Montgomery County, said the SHA is slow to address problem areas.

"In the SHA's mind, even something that might delay the average driver 10-15 seconds, it's like 'Oh, we can't do that,'" said Emerson, who is also a legislative aide to Bethesda state delegate Marc Korman. "It's so inconsequential, yet it would have a huge benefit to the person walking alongside the road."

SHA media relations manager Charlie Gischlar said the idea that SHA cares more about cars than pedestrians is "false." The problem, he said, is that many accidents occur because drivers are careless or pedestrians are texting or using their mobile devices, not paying attention and walking into roads. That is based on his own observations, not SHA statistics, he added.

"Engineering will have little effect on people that are in a trance texting while walking, which is why we say that the majority of pedestrian crashes are, sadly, on the part of highway user (driver or pedestrian) behavior," Gischlar wrote in an email. "We can only educate by asking pedestrians to look up and look out."

Wade Holland, a data analyst with the Montgomery County government, said that while he encourages people to avoid distractions, he has seen no evidence of an "epidemic of pedestrians being struck due to cell phone use." It is possible the problem is underestimated because pedestrians and drivers report their own device use to police after crashes, he said.

However, engineering, coupled with enforcement and education, have reduced serious pedestrian injuries and fatalities on county-maintained roads by a third since 2007, when Montgomery County launched a pedestrian safety initiative, a county report says. As part of the initiative, the county lengthened pedestrian traffic signals, installed new sidewalks and implemented traffic calming projects.

Roads in many postwar suburbs were built for drivers, not pedestrians, said Michael Farrell, program manager for Street Smart, the pedestrian safety campaign of the Metropolitan Washington Council of Governments. Now that demographics have changed in communities like Wheaton and Langley Park — with more low-income residents who walk and take public transportation — pedestrians must contend with high traffic speeds, large crossing distances and few intersections for safe passage.

"The reason why we have so many fatalities is not just behavior — it's that so many of the facilities for walking are inherently unsafe," Farrell said.

SHA officials told CNS they investigate the site of every fatal crash. They said they also conduct safety audits along one-mile stretches of state road where 10 pedestrian crashes have occurred over a five-year period to determine if improvements are needed. SHA officials said the audit recommendations are advisory and not all are adopted.

The agency provided a list of 22 locations where audits have occurred but denied a CNS Public Information Act request for copies of them. The letter denying the request said disclosure would be "contrary to the public interest" because "it could be used to attempt to discover MDOT SHA's thought process regarding decisions affecting highway safety."

All but two of the 22 were among the 100 problem spots identified in the CNS analysis.

CNS analyzed Maryland State Police accident data on vehicle collisions with pedestrians on state and U.S. roads outside Baltimore and excluding interstates. SHA maintains most state and federal roads in the rest of the state. On those roads, there were 2,281 accidents involving 2,402 pedestrians, including 509 bicyclists, from 2015 to the first half of 2017. Of those, 1,366 were seriously injured and 147 died.

CNS used a mapping program to identify areas with a high density of accidents on state and US roads. The mapping program used a clustering algorithm that identified 100 areas where a pedestrian was hit within 1,800 feet (about one-third of a mile) of where at least four others were struck.

Georgia was one of the worst state roads, with four clusters of pedestrian accidents on an eight-mile stretch in Montgomery County:

- In Wheaton, 20 of the 42 pedestrians struck by vehicles were seriously injured. One person, Anglarill, was killed.
- To the north in Aspen Hill, 23 people were hit, including 13 who were seriously injured, near the intersection of Georgia and Connecticut Avenue, another state road.
- South of Wheaton, seven people were hit around the intersection of August Drive, including three who were seriously injured. No one was killed.
- Further south, in downtown Silver Spring, 45 were hit, including 25 who were seriously injured and one who was killed.

Asked about pedestrian safety improvements, SHA officials cited four-year-old sidewalk, curb, and gutter repairs and crosswalk restriping in Aspen Hill. They said the agency reconstructed ramps in 2015 for disabled pedestrians in Silver Spring and upgraded traffic signals and bus stops.

In Wheaton, cars often whiz through the tight intersections in an area packed with a Metro station, office buildings, retail shops and a major shopping mall. Sidewalks are narrow in some areas and provide no buffer between pedestrians and the road.

"It's very dangerous," said Michael Sauh, 21, who lives on Georgia near Reddie. "There are lots of people of all types, elderly people, young people crossing through here."

Construction projects frequently obstruct sections of the sidewalk, he said, and cars often speed and turn corners while pedestrians have the walk sign.

"It's just so stupid right here," he said. "I don't know what can be done to change it."

In College Park, SHA added a traffic light, lowered the speed limit and installed a fence in the median strip after public outcry following the deaths of three pedestrians in a series of accidents on Baltimore Avenue adjacent to the University of Maryland.

In Ocean City, a popular tourist destination, the agency added pedestrian walk signals and walkways and reduced speed limits along the eight-lane Coastal Highway after a rash of accidents, including two fatalities, in 2012.

The highway remains among the most dangerous in the state. The CNS analysis identified four clusters of accidents in Ocean City involving a total of 83 pedestrians since 2015. That included 59 serious injuries and two deaths. SHA is installing a 40-block median fence, set to be complete by the summer tourism season, to try to reduce the toll.

In contrast, Montgomery County entered into negotiations with the SHA in 2010 about the construction of a median fence on Georgia to deter jaywalking, but the two agencies failed to reach an agreement, said Jeff Dunckel, former pedestrian safety coordinator for the Montgomery County Department of Transportation. He now heads the pedestrian and bike safety program at the state's highway safety office.

Felix said the SHA is still open to negotiations.

Last January, Consuelo Anglarill began crossing Georgia at Reddie Drive about two car lengths outside a crosswalk, according to a police report and witness interviews. She waited on the median strip until a car in the closest lane stopped to let her cross to the other side. But another car sped through the intersection, traveling over 50 mph in the 35 mph-zone, according to the police report. The driver slammed the brakes when he saw Consuelo, but the car skidded into her, flinging her into the air, witnesses said.

"There was no way he could've seen her," said Bernadette Hall, who witnessed the accident. "He hit the brakes, but by that time, it was too late."

Consuelo was taken to Suburban Hospital and died 14 days later.

Her family felt her absence this Thanksgiving, their first holiday spent without her, said her daughter Elizabeth Anglarill, 48, of Silver Spring. The Bolivian immigrant had two children and two grandchildren. Marinating and seasoning the turkey had always been Consuelo's duty, and Elizabeth had worried about preparing it this year, nearly outsourcing the job to catering before her husband stepped in to help.

Her mother was the "heart of the family," Elizabeth said.

**This article is related to: Pedestrian and Cyclist Accidents, Maryland State Police**

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# Equitable and Inclusive Development in the Forest Glen/Montgomery Hills Sector Plan

## Introduction

It is our pleasure to address you on behalf of the 420 residents of Americana Finnmark Condominiums, a ethnically and age-diverse, moderate-income community built in 1967. Located in West Forest Glen on the Northwest corner of the intersections of State Roads 97 and 192 (Georgia Avenue and Forest Glen Road), Americana Finnmark lays at the epicenter of the Forest Glen Montgomery Hills Sector Plan.

Americana Finnmark borders the 8-acre Forest Glen Metro Station parking lot. The Metro Parking Lot is currently zoned for single family homes and town houses but the Parks and Planning Department is proposing the entire parking lot be rezoned to 120' high, mixed-use residential and commercial buildings and to pack in most of its projected 2,186 new units of upscale luxury apartments on the Metro Lot and the 4-acre Medical Center property on the eastern border of Americana Finnmark across Georgia Avenue.

In 2017 the Board of Directors of the American Finnmark Condominiums created a Community Relations Committee which now has 18 members. The first task of the committee was to engage in the planning process for what was then called the Forest Glen Sector Plan, later to be merged with the Montgomery Hills Sector Plan.

At the opening public meeting of the Parks and Planning Department, nine of our committee members signed up on a community engagement contact card issues by Parks and Planning. We were told that we would be notified by Parks and Planning of all future activities open to the public concerning the Forest Glen Sector Plan. We have regularly and actively attended Parks and Planning Department and Planning Board public meetings on the sector plan meetings. We have reached out to our neighbors and other community and homeowner groups in Forest Glen.

On April 2018, the Montgomery County Council unanimously passed its Equity Resolution making it the policy of one of America's most diverse counties. The resolution committed to enact policy and legislation to make sure all the County's operations were committed through the lens of Equity and Inclusion.

In the resolution by Marc Elrich and Nancy Navarro, it was acknowledged that:

*While we embrace our diversity, disparities exist by ethnicity, income, disability, gender, sexual identity, and other factors that can impede our future prosperity.*

On June 12, 2018, the Parks and Planning Department conducted a charrette for 80 participants recruited by Friends of Forest Glen & Montgomery Hills. The charrette was also attended by elected and other county officials and the Parks and Planning staff took an active role. The stated purpose of the charrette was to make improvements to Montgomery Hills. The group's proposals also include most of what is being recommended for the massive commercial high-rise development in West Forest Glen and the Forest Glen Medical Center.

None of the Americana Finnmark Community Relations Committee members who had submitted community engagement cards were invited by Parks + Planning to attend the June charrette. A charrette is an urban design and planning "meeting in which **all stakeholders in a project attempt to resolve conflicts and map solutions.**" Charrettes are used by local government to affirmatively assure that the principles of equity and inclusion are a foundation of land use planning projects such the FG/MH Sector Plan.

## Written Testimony by American Finnmark



*June 12, 2018 Charrette for Forest Glen/Montgomery Hills Sector Plan*

In September 2018, Americana Finnmark volunteers conducted a survey of what our community wanted to see done in Forest Glen. One hundred twenty-three (123) households with 319 residents responded to the survey. Recommendations for the Sector Plan based on these surveys will be addressed later in this submission.

The aggregated results are attached to this report.) The desires and opinions of those surveyed were dramatically adverse to the recommendations of the charrette participants and the plan being proposed by the Parks and Planning Department. This will be addressed in detail later in this report.

### **Background: A Tale of Two Forest Glens**

The Forest Glen Metro parking lot was originally slated to be located in East Forest Glen, east of Georgia Avenue as a place where commuters going west on the Beltway could take the Georgia Avenue North exit , make a right turn on Forest Glen Road and easily park and ride the Metro into the District of Columbia. But because of resident complaints the lot was placed, instead, in West Forest Glen and nearly all of its patrons are from the surrounding community.

West Forest Glen has the most residents of the four quadrants in the Forest Glen/Montgomery Hills Sector Plan. The East and West Forest Glen quadrants differ greatly from each other. West Forest Glen with 6,900 residents is the largest and most diverse of the 4 quadrants with People of Color making up 49% of the population. Of all the quadrants in the FG/MH Sector Plan, West Forest Glen has the most elderly residents and the most economically diverse and challenged.

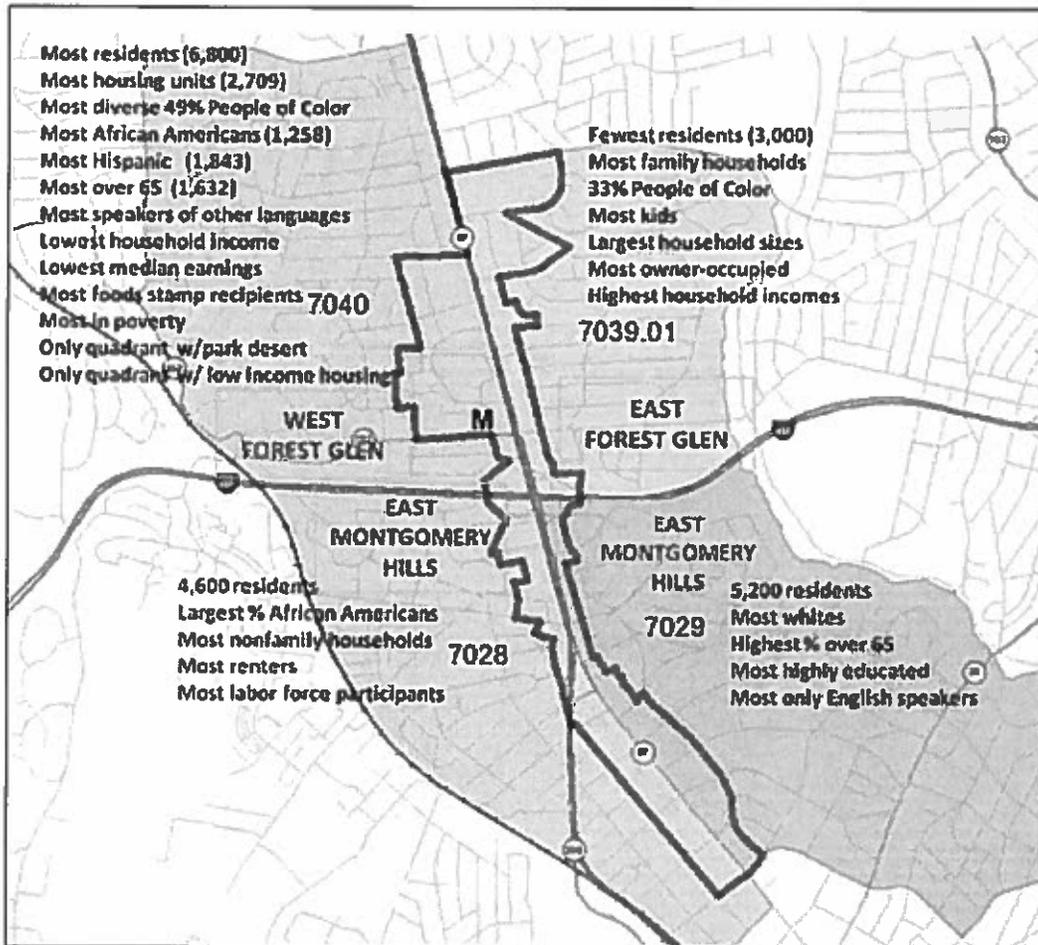
East Forest Glen, with only 3,000 residents is a very different story. It has the largest household size, the most owner-occupied homes, and the highest income of the 4 quadrants and is 66% White. An they will have a \$22 million dollar tunnel to make sure they can pass safely under the dangerous Georgia Avenue/Forest Glen intersection to reach the Metro safely.

In West Forest Glen, at the same intersection, the elderly, the disabled and those with children in strollers living on heavily populated the Georgia Avenue corridor are not so fortunate. It's a 2.5 block walk to the only accessible entrance to the Forest Glen Metro and another 2.5 block walk back in the direction from walk back through the pedestrian tunnel to the Metro station; *OR* they can test their luck and risk crossing the dangerous intersection of Georgia Avenue and Forest Glen Road to take a stairway.

This could be easily remedied by giving people from West Forest Glen access to East Forest Glen's \$22 million exclusive pedestrian tunnel, which will pass within 5 yards of the heavily traveled sidewalk used by

## Written Testimony by American Finnmark

West Forest Glen's commuters, including its elderly and disabled residents. The Parks and Planning Department did not include this in their recommendations.



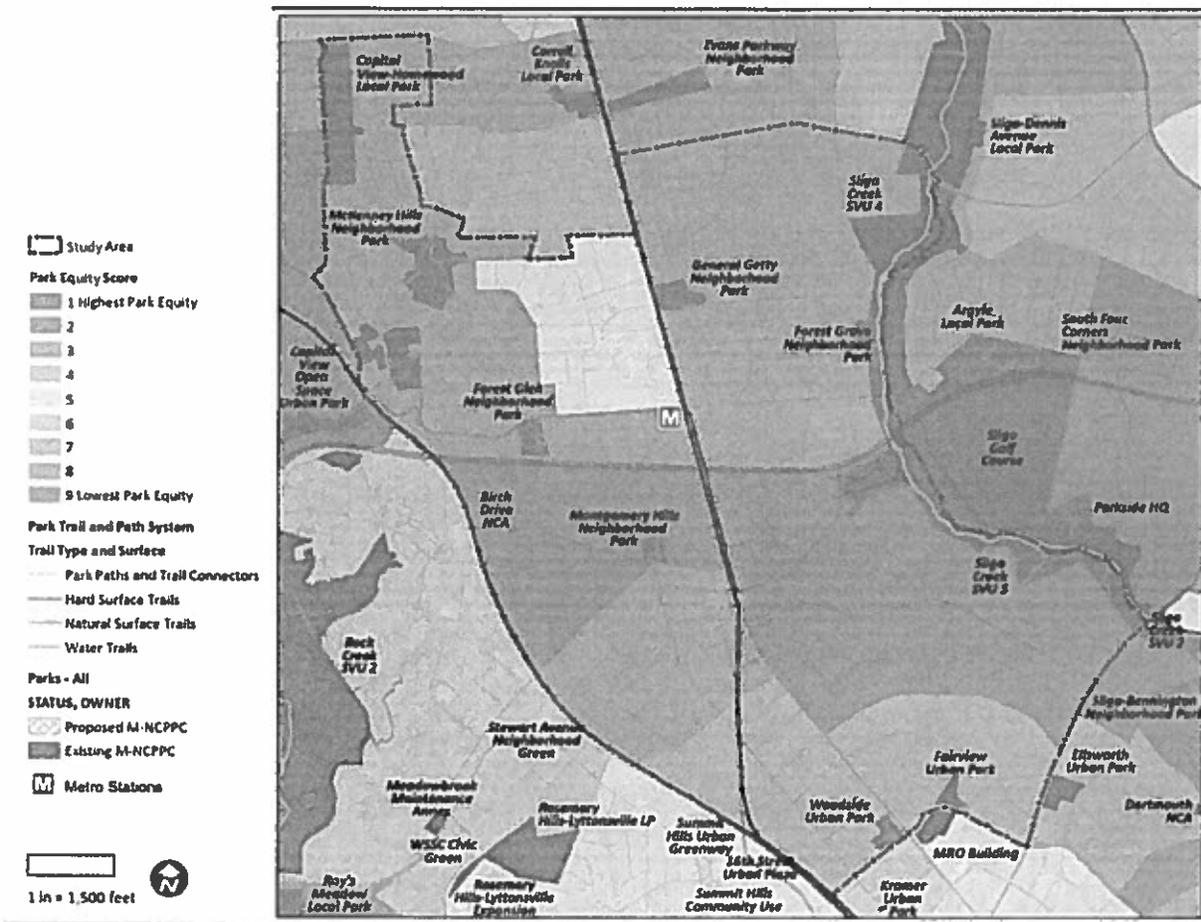
### West Forest Glen: Park Dessert

West Forest Glen residents live in a "park desert" where they must cross one of 2 dangerous State Highways or walk nearly a mile to reach a park. West Forest Glen wants the county to build a park on the Metro Parking Lot. But Residents of the much smaller East Forest Glen enjoy two options, Sligo Creek Park, which encompasses East Forest Glen's entire mile-long eastern border, and Getty Park, which rests on the Georgia Avenue eastern border.

Below is a Parks and Planning Department's **Park Inequity Map** for the four quadrants in Forest Glen/Montgomery Hills. Three of the quadrants in the plan area enjoy the three highest equity ratings. Only one section, with an Inequity rating of 5 is a park desert. Worse yet, it is in the most populous area in the most populous quadrant: West Forest Glen.

That the Parks and Planning Department could propose adoption of a sector plan, which will guide all development for the next 20 years, and call it inclusive and equitable and without finding a place to accommodate a single park for two decades, simply boggles the mind. Furthermore, it defies even the most lenient interpretation of the Montgomery County Council's Equity Resolution and their current pioneering efforts to implement it.

Montgomery County Park Inequity – Forest Glen and Montgomery Hills.



Equity and Inclusion in West Forest Glen : A Positive Plan for the Future

In April 2018 the Montgomery County Council unanimously adopted a far-reaching resolution proclaiming that the existing disparities in our county, based on ethnicity, income, disability, gender, sexual identity, and other factors need to be addressed. In this spirit, we believe that Parks + Planning’s proposed Forest Glen development plan for the Metro Parking Lot and the Forest Glen Medical Center will only exacerbate the inequities and lack of inclusion that has been allowed to persist for decades in West Forest Glen. Parks and Planning want Montgomery County to change the zoning of the Metro Lot to permit the building of 120” tall upscale high-rise apartments and office buildings that will have retail and commercial establishments on ground floors.

Americana Finnmark residents mirror the diversity of our neighbors in West Forest Glen. In a recent survey of our residents, 91% opposed re-zoning for even 5 story apartment and office buildings in the Metro Parking Lot. You can imagine our shock to discover that planning staff are recommending to the Planning Board that it re-zone the entire 8 acres for 120 foot buildings in the middle of our modest neighborhood of townhouses, single family-homes, three-story garden apartments and a mid-rise facing Georgia Avenue.

## Written Testimony by American Finnmark

This will make a bad parking situation get even worse, putting more cars in grid-locked Forest Glen and further stressing the families living in the townhouses and single-family homes surrounding the Metro lot.

Our survey did disclose positive support towards development in West Forest Glen -- development that had been promised to us in the 1996 and prior Forest Glen Sector Plans. Large majorities would like to see:

- a *community center* which could finally provide our 6,900 residents with a venue by which we could come together and get to know one another, hold meetings, and take adult education classes. Such a community center could provide:
  - much needed child care on weekdays for parents commuting to work on Metro or Metro Bus.
  - a satellite library for our underserved community which is halfway between the two out-of-reach public libraries located in Silver Spring and Wheaton.
  - a budding entrepreneur the opportunity to provide telework stations right in the satellite library to serve our West Forest Glen's many numerous Federal employers who have the option to telecommute to work.
- A *park with urban playground equipment* and perhaps a community garden.
- *neighborhood retail* that will not attract traffic from outside our neighborhood or compete with the family and minority-owned Montgomery Hills merchants who have faithfully served our community for decades. Most often mentioned are a coffee shop and a small sundry store where we can pick up a carton of milk, a Sunday newspaper and other staples.
- *food trucks* available for Metro passengers and other neighbors returning from work too exhausted to cook and eager to sample a palate as diverse as West Forest Glen.
- *affordable workforce housing* in the form of family sized four-story garden apartments for the many new county employees such as teacher, firefighters, nurses and police who currently battle hours in traffic to commute from Frederick and Prince Georges counties. Studies show that workforce housing for these important public servants allow counties to recruit the best and most reliable employees and have the added stabilizing effect on the life of the neighborhood.
- *senior housing* located on the first floor of apartment buildings reserved for workforce housing. The Parks + Planning Department's economic consultants noted that many of the single homes in the area are occupied by a single older person whose family is no longer living there. They are now in their 70's and looking to have more support in their twilight years. Access to Holy Cross hospital and other medical services, plus the comfort of staying in a familiar neighborhood would be ideal for these neighbors and it would be a built in supply of baby sitters to boot.

In the past, we in West Forest Glen have been told that local government can't please everyone only to discover that the everyone is us! Inspired by the April 24th Montgomery County Equity Resolution we now feel we will finally be acknowledged and included in the County's plan to use a diversity lens when considering improvements in its neighborhoods. Had West Forest Glen residents and organizations been actively recruited for the June 12 charrette, the Planning Board today would be considering a very different, more representative and much better plan.

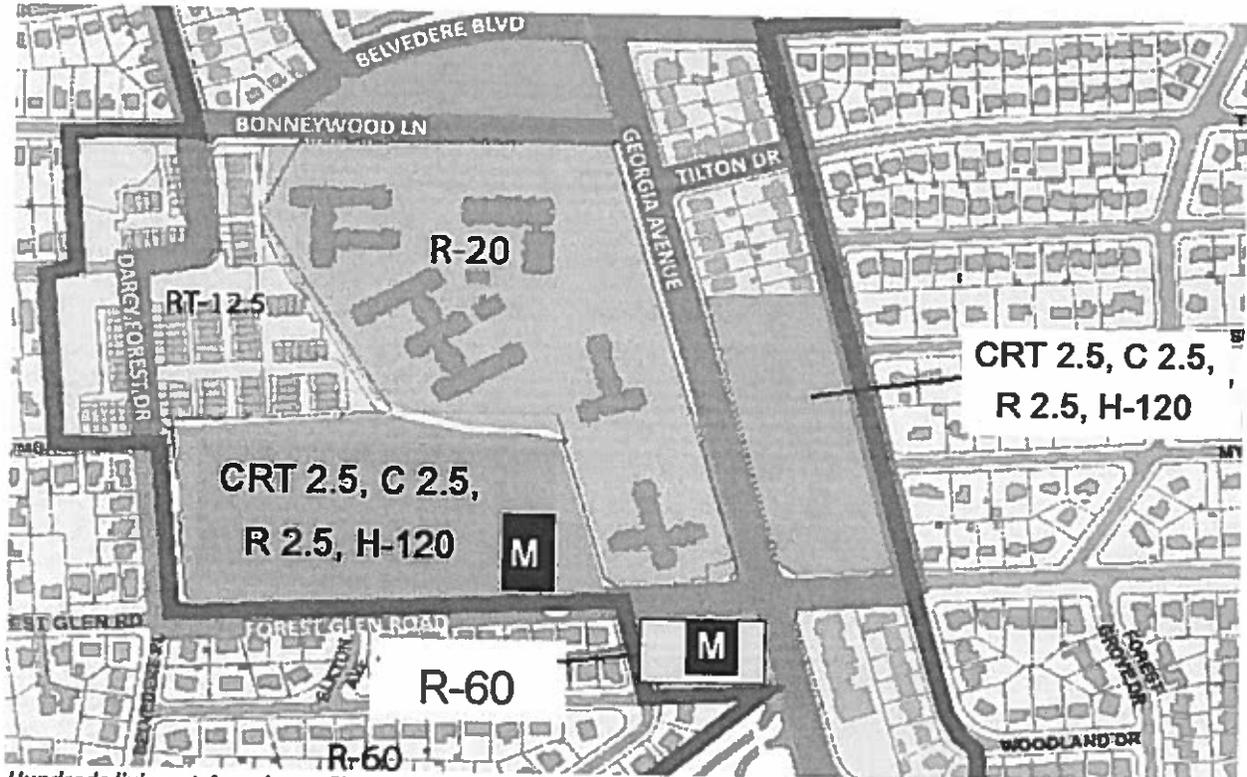
### **Please Let There Be Sun: Living in the Valley of 120-Foot Tall Concrete Mountains**

Who dreams this stuff up? Four hundred and fifty residents live in 316 units 26 buildings artistically joined together in five clusters, leaving ample space for a vast lawn and 160 trees of a multitude of varieties. Many have lived there for decades and are on fixed incomes. Others are eager buyers or renters of the only

## Written Testimony by American Finnmark

really nice affordable housing in the area, living in a beautifully landscaped and secure condominium community and raising new families.

Along comes a plan to surround their 100% moderately-priced community with 120-foot high-rise mixed use apartment building. At least 100 residents will be getting fewer than 2-3 hours of direct sunlight some days. And to make matters worse, the tree-lined urban trail located as a barrier between the Metro Parking Lot and the west boundary of Americana Finnmark will not be preserved by the proposed FG/MH Sector Plan.



*Hundreds living at Americana Finnmark in the brown area will be living in a urban valley surrounded by massive sun-blocking structures of concrete and glass.*

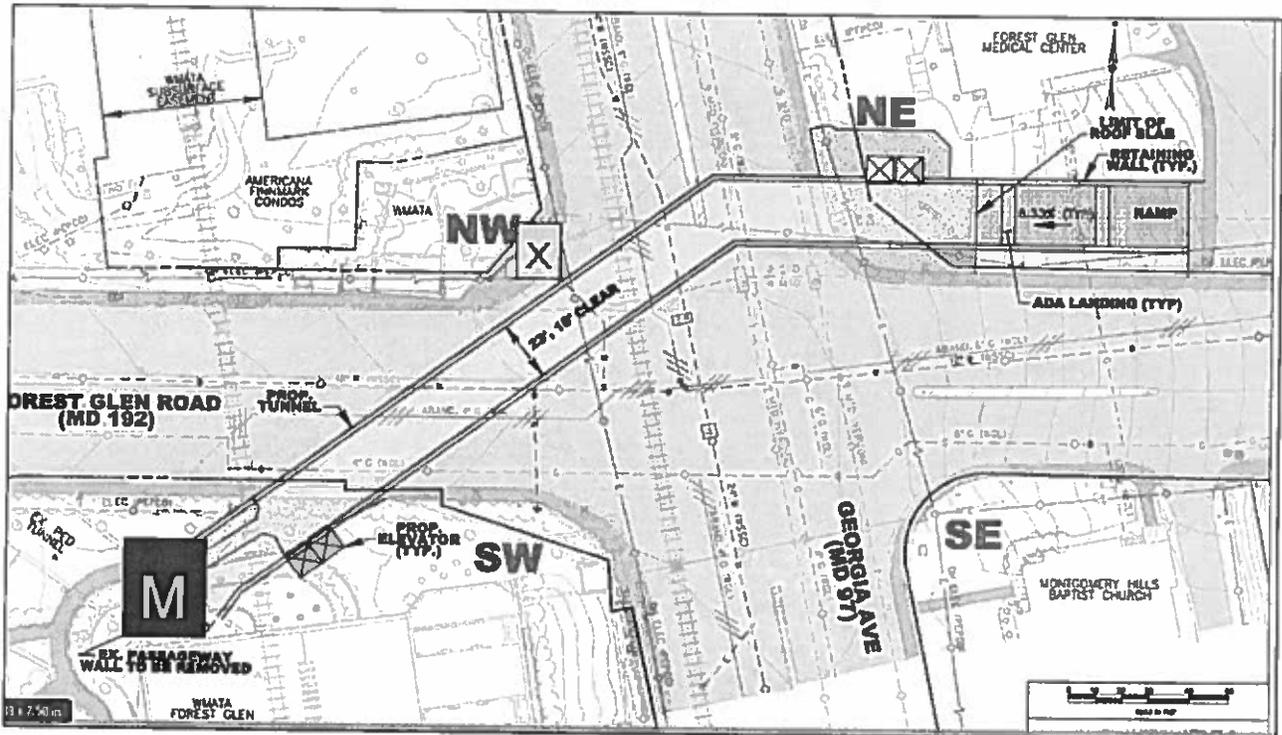
### Traffic Safety , Walkability, and Improved Access to Forest Glen Metro

West Forest Glen residents, especially the aged, those with disabilities and those with children want to avoid the danger of crossing Forest Glen road to reach the Metro Station and are asking for direct access to the Metro Station by being given access to Montgomery County's \$22 million tunnel now reserved exclusively for those traveling to-and-from East Forest Glen and the Metro Station located on the southwest side of the intersection of Forest Glen Road and Georgia Avenue.

The proposed path of the tunnel will pass within 5 yards of the North West corner of the intersection. The elderly, the people with disabilities and those with small children in strollers living in West Forest Glen will have to walk another five blocks and 25 stairs to reach the underground Forest Glen Metro Station.

The Metro parking lot development is not the only concern of the residents surveyed. There's a strong consensus for installing a cross-walk and traffic light at the Americana Finnmark main entrance at Tilton Drive, on improving drainage and snow removal on Georgia Ave sidewalk between our pedestrian gate and Forest Glen Rd, and keeping left turn lights at the Forest Glen/Georgia intersection.

## Written Testimony by American Finnmark



*Although the West Forest Glen community located on the NW corner of this dangerous intersection is only yards away from the path of Montgomery County's proposed \$22 million tunnel, the elderly, people with disabilities and those with small children are being denied access because the tunnel is for the exclusive use of those going to and from East Forest Glen.*

### **Super Density and Metro Capacity at Forest Glen**

When the debate took place about locating the tracks of the new Metro station in Forest Glen, residents pushed for underground tracks rather than above ground tracks. This created a problem for Metro designers and engineers. For technical reasons, underground tracks would need to be generally near to the same distance from sea level as the Silver Spring Metro Station tracks had already been in operation for years. But because Forest Glen is located at the top of one of the highest ridges in Montgomery County, this meant that the tracks would be 198 feet or twenty-one stories below street level making it still one of the 5 deepest metro platforms in the world.

Furthermore, it meant that the depth of the tracks was so great escalators could not be used to take people from the surface to the tracks. After determining the maximum expected capacity for the Forest Glen Station, Metro built the 6 high-speed elevators that are still operating.

It is highly doubtful that the Metro planners and engineers felt the density, and therefore the demand for more elevator capacity, would grow much in sleepy Forest Glen. This is not surprising considering that the choice of placing a station in Forest Glen was to have a break in the long distance between the Silver Spring and Wheaton stations.

What compound this problem are the mechanical problems WMATA has experienced with the operations of the six elevators. Never a week goes by when at least one of the elevators is out of service. Since December 2018, on three separate occasions morning rush-hour commuters were trapped in Forest Glen elevators for the 30 minutes it took first responders to free them.

**Written Testimony by American Finnmark**

Forest Glen Station is the only Metro Station in WMATA’s system whose sole access to the tracks is by elevators. Given the 198 foot depth, few riders can make it up the construction style emergency stairway. This is all to say that until a very serious investigation takes place into what is the reasonable expectation for “extra capacity” at Forest Glen Station, the Parks and Planning Department’s Board’s desire to build 2,186 new housing units that will increase Forest Glen’s population by 35 percent should be put on hold.

It’s very important to note here that Montgomery County’s experience at increasing Metro ridership by increasing the same style of housing as they are recommending in Forest Glen is at best dismal. Below is an account that compares the increase/decline in ridership in Metro at the Silver Spring, Forest Glen and Wheaton Stations.

**Metrorail Average Weekday Passenger Boardings**

| Station       | 2008          | 2009   | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018          | 10- Year Decline | % Decline |
|---------------|---------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|------------------|-----------|
| Silver Spring | 15,155        | 14,077 | 13,421 | 13,471 | 13,621 | 13,057 | 13,195 | 13,008 | 12,403 | 12,004 | 11,682        | 3,473            | 23%       |
| Forest Glen   | 2,409         | 2,514  | 2,366  | 2,365  | 2,448  | 2,443  | 2,442  | 2,382  | 2,220  | 2,144  | 2,045         | 469              | 19%       |
| Wheaton       | 4,754         | 4,653  | 4,543  | 4,472  | 4,374  | 4,094  | 4,227  | 4,231  | 3,840  | 3,564  | 3,468         | 1,287            | 27%       |
| <b>TOTAL</b>  | <b>22,318</b> |        |        |        |        |        |        |        |        |        | <b>17,194</b> | <b>5,229</b>     |           |

Keep in mind that in the past 10 years Wheaton has added 1,300 more housing units similar in description to what the Parks and Planning Department is proposing for Forest Glen; and in the past 5 years Silver Spring has added 1,700 new units.

The numbers tell a lot. In the past 10 years Wheaton and Silver Spring Metro stations have experienced a 27% and 23 % decline, respectively, in ridership, despite the fact that they added significantly the number of high rise mostly luxury apartment units to the housing stock. Together Wheaton and Silver Spring lost 4,760 Metro riders after being persuaded to invest in the building of 3,000 more such units. On the other hand, over the same time period, Forest Glen ridership went down 469 riders or only 19% and there was virtually no new housing units added. After looking at Wheaton and Silver Spring’s experience, it is hard to argue that Forest Glen Station will increase ridership if they 2,186 more upscale high-rise housing units are built.

Working people of middle-to-low income in Montgomery County are desperate for housing, paying sometimes 60% of their income for it. They would love to have the ease and savings of using public transit to and from the job, and they would love to have an affordable home large enough to raise a family. Adopting this proposal for equitable development would provide such a reality to hundreds of new families this dream come true and, in the process, remedy the neglect and deprivation experienced by their West Forest Glen for decades.

**Equity and Inclusions for Montgomery Hills Merchants**

Americana Finnmark and West Forest Glen homeowners and community organizations are not the only ones that were not recruited to attend the Park and Planning Department’s June 12<sup>th</sup> charrette to build four-quadrant consensus on how to approach the sector plan. The fundamental principal of a charrette is to make sure everyone is at the table. All opinions are considered and opposing views are especially welcomed. It is worth saying again, *“a charrette is a meeting in which all stakeholders in a project attempt to resolve conflicts and map solutions.”*

## Written Testimony by American Finnmark

Out of the June charette a worrisome buzz began to circulate in Montgomery Hills and Forest Glen. It went something like this: "We need a different type of retail in Montgomery Hills, retailers that share the tastes of the broader community." A number of those attending the September 18, 2018 meeting following the recent charrette nearly shouted down the presentation of the economic consultant when she reported her findings that the merchants and landlords were doing fine and happy the way things were. Specific establishments were called out and staff was asked how these businesses could be moved out. Our Community Relations Committee members wanted to explore this situation further. We talked to many, not all, of the merchants in Montgomery Hills and soon found out that none of those to whom we spoke had been recruited to tell their side at the charrette.

Most of the merchants we talked with had deep ties in the Montgomery Hills and Forest Glen communities, stating that this is where most of their patrons reside. They too had good ideas to share but also felt that building up massive retail structures could result in the collapse of their own, otherwise successful businesses.

Many of these merchants have been there for decades and serve the vast multi-cultural, racially and ethnically diverse area residents that sustain their businesses. And many of these successful small business people themselves are from cultures and ethnicities that reflect the values and tastes of their clientele. We must assure their voices are heard, and that they are represented by people of their own choosing when decisions are made.

On behalf of our own diverse community at Americana Finnmark we stand ready to assist you and the members of the Planning Board in implementing the spirit and letter of the April 24, 2018 Montgomery County Equity and Inclusion resolution. We feel because merchants' and most residents' voices were not heard at the June 12, 2018 charrette, we be provided another that actively includes all opinions, including the opinions of those who attended the first charrette.

We thank the Chairman and the Commissioners for letting us participate in your process and we will have a lot to discuss with your working group meetings before a final decision is made. Meanwhile we will continue to reach out to our community.

If you wish to know more about our views on this matter, we welcome a visit by you and the Commissioners of the Planning Board.

Sincerely yours,

Nancy Wisdo, President

Americana Finnmark Condominiums

Andy Banks, Chair

Community Relations Committee

Americana Finnmark Condominiums

# Report to The Board & Community

## Residents Speak Out on the Forest Glen Sector Plan

Americana Finnmark Community Relations Committee

The Community Relations Committee distributed a survey to residents of Americana Finnmark regarding the Forest Glen Sector Plan review being conducted by Montgomery County. This will guide future zoning and development decisions for the next 15-20 years. Citizen participation is essential in this process because its the squeakiest wheel that gets the oil. 123 surveys were returned and tabulated.

In Forest Glen, the Planning Board decided to only look at a narrow corridor on either side of Georgia Ave and the 8 acre WMATA parking lot adjacent to Americana Finnmark. WMATA indicates it may want to develop that land for mixed-use retail and residential development. A neighborhood organization East of Georgia Ave is advocating a pedestrian tunnel be built beneath Georgia Ave from the medical center located on the northeast corner of Georgia Ave and Forest Glen Rd. The results of the Americana Finnmark survey are below.

- **Traffic Safety & Walkability:** There's a strong consensus for installing a cross-walk and traffic light at the AF main entrance, on improving drainage and snow removal on Georgia Ave sidewalk between our pedestrian gate and Forest Glen Rd, and keeping left turn lights at the Forest Glen/Georgia intersection.
- **Improved Access to Forest Glen Metro:** Residents want direct access from the Americana Finnmark side of Forest Glen, preferably with an outside elevator and stairway. There is a preference (60-40) on including a Skywalk over Georgia Ave rather than a tunnel beneath it (56-46).
- **Development of WMATA Parking Lot:** Residents voiced a strong consensus for a community center with childcare, a satellite library with telecommuter workstations, and a park with playground, seating and tables.
  - 76% of respondents want nothing more dense than townhouses built on the WAMATA lot and half of those wanted no housing built. There is little support for large 5 story apartment buildings (7%) or office buildings (2%).
  - There is strong support (73%) for mixed use residential retail that provides neighborhood services such as a coffee shop and small grocery store (73%) and strong opposition to commerce that attracts patrons from outside Forest Glen (80%) or establishments that attract rodents or use dumpsters (76%).
  - The only type of parking preferred was underground multi-story parking with a play ground on top at ground level. Though not included on the survey, a strong majority of committee members would like to see food trucks on the Metro location during evening rush hour.

| <b>Traffic Safety; Walkability</b>                                                                                                                       |                                                                                                                                                                                                                                                                                                                                 | Agree | Disagree | Neutral |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------|---------|
| 1.                                                                                                                                                       | <b>Install traffic light and crosswalk - ban u-turns – improve “Do Not Block” signage at Americana Finnmark Georgia Ave entrance -</b> To facilitate orderly, safe entrance, exit, left turns and crossing Georgia Avenue.                                                                                                      | 83%   | 10%      | 5%      |
| 2.                                                                                                                                                       | <b>Install left turn signals, northbound and southbound, at the Georgia Avenue intersection with Forest Glen Road –</b> To facilitate orderly flow of traffic onto Forest Glen Road.                                                                                                                                            | 84%   | 4%       | 12%     |
| 3.                                                                                                                                                       | <b>Ban right-turn-on-red at traffic signals at intersection of Georgia Ave and Forest Glen Rd during rush hour –</b> To ensure safety of pedestrian and bicyclist traffic crossing both Georgia Ave and Forest Glen Rd.                                                                                                         | 66%   | 19%      | 15%     |
| 4.                                                                                                                                                       | <b>To allow easier and safer access for pedestrians, bicyclists and to ensure ADA compliance:</b>                                                                                                                                                                                                                               |       |          |         |
| a.                                                                                                                                                       | Widen sidewalk on southbound side of Georgia Ave between AF Pedestrian Gate and corner of Forest Glen Rd.                                                                                                                                                                                                                       | 71%   | 13%      | 16%     |
| b.                                                                                                                                                       | Place utilities underground and eliminate utility poles at northwest corner of Forest Glen Rd and Georgia Ave.                                                                                                                                                                                                                  | 71%   | 13%      | 16%     |
| c.                                                                                                                                                       | Monitor and install noise barrier at northwest corner of Forest Glen Rd and Georgia Ave, to protect Americana Finnmark residents from noise emanating from WMATA vent shaft. exhaust engines.                                                                                                                                   | 64%   | 6%       | 29%     |
| d.                                                                                                                                                       | Improve water drainage and snow removal from pedestrian gate on Georgia Ave to Forest Glen Road to allow safe usage for pedestrians, bus riders, bicyclists and vehicles during inclement weather.                                                                                                                              | 95%   | 0%       | 5%      |
| <b>Improved Access to Forest Glen Metro Station</b>                                                                                                      |                                                                                                                                                                                                                                                                                                                                 | Agree | Disagree | Neutral |
| <b>To provide safer access to bus stops and the Metro station from the northbound side of Georgia Avenue and the westbound side of Forest Glen Road.</b> |                                                                                                                                                                                                                                                                                                                                 |       |          |         |
| 5.                                                                                                                                                       | Provide an outdoor elevator on the Americana Finnmark side of Forest Glen Road for safer access to Metro trains for the disabled and children in strollers, etc.                                                                                                                                                                | 68%   | 10%      | 22%     |
| 6.                                                                                                                                                       | Build an ADA compliant skywalk over the Georgia Avenue/ Forest Glen Road intersection with stairway/ elevator providing safe and easy access to 1) bus stops on Georgia Avenue and Forest Glen Road and 2) the Metro entrance located on the South side of Forest Glen Road                                                     | 60%   | 22%      | 18%     |
| 7.                                                                                                                                                       | Build a tunnel under Georgia/Forest Glen intersection from Medical Building to Metro turnstiles. Include stairway/elevator access from Americana Finnmark to tunnel. Use construction methods that prevent damage to Americana Finnmark structures and minimal disruption to road traffic while digging under the intersection. | 55%   | 26%      | 20%     |

# Developing Metro Station Parking Lot West of Americana Finnmark

8. What type of community/civic spaces would you approve for this site?

| Community Benefits from Developing Metro Parking Lot                | Support | Don't Support | Neutral |
|---------------------------------------------------------------------|---------|---------------|---------|
| a. Community Center with weekday Childcare                          | 60%     | 19%           | 23%     |
| b. Satellite Library with telecommuting workstations                | 66%     | 9%            | 24%     |
| c. Park/Playground with Outdoor seating with outdoor seating/tables | 68%     | 12%           | 19%     |

9. Currently, the Metro Parking Lot is zoned for single family homes and townhouses. Pro-developer groups support changing the zoning to include mid-rise apartments and multi story office parks. Please mark the type of additional housing you feel is most desirable for redeveloping the Metro parking lot:

|     |            |     |                             |     |                                |     |
|-----|------------|-----|-----------------------------|-----|--------------------------------|-----|
| 38% | None       | 18% | Single family home          | 20% | Town House                     | 76% |
| 15% | Garden Apt | 7%  | Large 5-story Apt buildings | 2%  | Large 5-story Office Buildings | 24% |

10. What type of commercial establishments you approve for this site?

| Commercial Establishments                                                                                                                                             | Yes | No  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|
| a. Shops serving needs of the neighborhood: coffee shop, small grocery/convenience store, dry cleaners                                                                | 73% | 27% |
| b. Shops which attract patrons from <i>outside of Forest Glen</i> : hardware store, clothing store, small department store, commercial offices buildings, warehouses. | 20% | 80% |
| c. Establishments which will require dumpsters or rodent control                                                                                                      | 24% | 76% |

11. Parking – Metro wants to add density to its Forest Glen Station by commercially developing its parking lot. It will still need parking so the options are threefold. Twenty-two years ago Montgomery County officials promised a community center and park, and promised all new development would retain our unique neighborhood feel. What kind of parking lot or garage would you prefer?

| Type of Parking You Prefer                                                       | Yes | No  |
|----------------------------------------------------------------------------------|-----|-----|
| a. Above-ground multi-story parking-garage                                       | 25% | 75% |
| b. Underground multi-story parking-garage with playground on top at ground level | 67% | 33% |
| c. Parking garage three stories above and three stories below ground level       | 26% | 74% |

## Parks + Planning Proposal vs. West Forest Glen Plan

| The Issue                        | P+P Proposal                                                                                                                                                                                                                                                                                                                                                                                                         | West Forest Glen Proposed Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Metro Parking Lot</b>         |                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Height)                          | 120 ft around entire 8-acre Metro Lot and 4 Acres Medical Center                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>• More modest – see Types of Units</li> <li>• Concrete canyon for many at AF- no sun or privacy</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                           |
| # of Units/Density               | <ul style="list-style-type: none"> <li>- 2, 186 mixed use in FG/MH but most in Lot and Medical Center with 1st floor retail</li> </ul>                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• Metro says for density they only want 200 plus what MHP is asking for Forest Glen Apartments</li> <li>• Metro elevators can't take the density</li> <li>• Metro ridership has gone down faster at SS and Wheaton AFTER putting in thousands of housing units</li> </ul>                                                                                                                                                                                                                            |
| Affordable Housing               | 15% Moderately Priced Dwelling Units (MPDU)                                                                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• At least 51% MPDU</li> <li>• Can't call it affordable housing unless a majority of it is.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                               |
| Type of Units                    | <ul style="list-style-type: none"> <li>- Luxury 1-bedroom rentals for singles</li> <li>- Average rent of \$1,870 per month</li> <li>- High turnover with no tines</li> </ul>                                                                                                                                                                                                                                         | <p>Multi-generational family housing:</p> <ul style="list-style-type: none"> <li>• First floor 1-bedroom units for seniors</li> <li>• Multiple bedroom units for small families</li> <li>• Workforce housing for teachers, nurses, firefighters, and police</li> </ul>                                                                                                                                                                                                                                                                      |
| Park Equity and Inclusion        | <ul style="list-style-type: none"> <li>- Build or expand 5 parks in the all quadrants except West Forest Glen park desert</li> <li>- ½ community gathering space park on Metro lot</li> </ul>                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>• Full service park on metro lot</li> <li>• Fulfills a need in our park desert</li> <li>• Community garden</li> <li>• Emphasis on walkability and green space</li> </ul>                                                                                                                                                                                                                                                                                                                             |
| Urban Trail & Tree Barrier       | No protection for surrounding homes and forestry                                                                                                                                                                                                                                                                                                                                                                     | Separate AF from new development with trail and trees and maintaining current urban trail and trees on west eastern border of Metro Lot.                                                                                                                                                                                                                                                                                                                                                                                                    |
| Type of Businesses               | <ul style="list-style-type: none"> <li>- 120' High-rise mixed use office buildings with retail and commerce at metro lot and Medical Center parking lot</li> <li>- Heavy density at metro lot to justify large retail development in Montgomery Hills to move out current merchants</li> <li>- Incentivize current merchants in Montgomery Hill to change their offerings to attract different clientele.</li> </ul> | <p>"Neighborhood-serving business":</p> <ul style="list-style-type: none"> <li>• Why bring in more cars from outside in office buildings and retail that isn't neighborhood serving?</li> <li>• Community Center</li> <li>• Daycare</li> <li>• Workspaces for telecommuters and incubating start ups</li> <li>• Small convenience</li> <li>• Satellite Library</li> <li>• Evening rush hour food trucks represent diverse cultural palates available at Metro Bust loop encourage participation by Montgomery Hills restaurants.</li> </ul> |
| <b>Georgia Ave. Improvements</b> |                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Access to Pedestria Tunnel       | <ul style="list-style-type: none"> <li>• Entrance only on Northeast corner of Forest Glen/Georgia Ave. reserved exclusively for those entering and leaving East Forest Glen</li> </ul>                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• Access for individuals with disabilities and senior residents on the Northwest corner of the intersection</li> </ul>                                                                                                                                                                                                                                                                                                                                                                               |

## Parks + Planning Proposal vs. West Forest Glen Plan

|                                |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Light Across Georgia at Tilton | Small pedestrian walkway to Tilton Dr. | <p>Full light at Tilton Drive &amp; Americana Finnmark entrance:</p> <ul style="list-style-type: none"> <li>• Allow residents to cross Georgia to utilize the Metro Bus stops safely</li> <li>• Allows school buses, shuttles, and paratransit to operate for people &amp; children with disabilities</li> <li>• Ensure safety for Forest Glen Estates &amp; AF residents as they enter and exit their communities during rush hour</li> </ul> |
|--------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### **Local Resident and Merchant Equitable and Inclusive Engagement in Planning Process**

|                      |                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                              |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Equity and Inclusion | Supported private organization charrette to develop basis of staff's current recommendations without adequate participation from MH merchants or West Forest Glen residents. | Want Planning Board to provide a new process for collaboration and actively and affirmatively recruit the broadest diversity of views from all quadrants and full representation from all merchants in MH. (a meeting in which all stakeholders in a project attempt to resolve conflicts and map solutions) |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



*Peter A. Frandsen*

*9900 Georgia Avenue #302*

*Silver Spring, Maryland 20902-5242*

May 17, 2019

M-NCPPC  
Montgomery County  
Planning Department  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3716

Re: Forest Glen Sector Plan

Dear Sirs,

I have been a resident of Wheaton, Maryland, since 1965 and have lived at Americana Finnmark since 1980.

I do not favor commercial development near the intersection of Georgia Avenue and Forest Glen Road. Forest Glen is located at one of the busiest intersections in the Washington metropolitan area and filled with non-local traffic. The intersection is already a major bottleneck in the down-county transportation system because of the high volume of traffic and the inadequate and cramped Beltway interchange just a few hundred feet south of the intersection. Commercial development will only make a bad situation worse.

The proposal is to make zoning changes to allow 120 foot tall commercial buildings to be built in the area - one above the metro station parking lot and the other across the street where the medical office

building now stands. It is the only place in the Forest Glen Montgomery Hills sector plan where such buildings would be allowed, conversely however, the sites are the least viable for such development. Only in Wheaton and downtown Silver Spring should such buildings be allowed.

All can agree that the Georgia Avenue at Forest Glen is the busiest non-interstate intersection in the county and certainly one of the busiest in the whole region. Adding more traffic to the area is possibly the worst proposal possible. The following quote from Montgomery County Department of Transportation, *Forest Glen Passageway Feasibility Study Report Final* (January 2013), unnumbered page 1, is highly instructive:

The Georgia Avenue/Forest Glen Road intersection is one of the most congested intersections in the Washington Metropolitan area. Over 80,000 vehicles per day travel through the intersection. It currently operates at Level of Service (LOS) F (Oversaturated; Vehicles wait through multiple signal cycles) during the morning peak hour and level of service C (Influence of congestion becomes more noticeable) during the evening peak hour. Significant delays are experienced by vehicular traffic during both of the peak hour periods, particularly vehicles on Forest Glen Road.

*Purpose &* One of the major impediments to more intense development in the Forest Glen area is the lack of left turn bays and opportunity. It is something of a hallmark of the area. Traffic is straight-jacketed onto Georgia Avenue and places like Finnmark become the left-turn - u-turn haven for traffic trying to make a turn. The lack of left turn essentially shuts out half of the building traffic during rush hour. The symphony of honking of horns at the intersection as traffic backs up behind illegal turners is well known to local residents. The inability to make turns has also long been known. According to According to Montgomery County Department of Park and Planning, Maryland-National Capital Park and Planning Commission, North and West Silver Spring Master Plan (August 1, 2000), numbered page 16, page 135 of whole report: Left turn restriction impede retail and office buildings.

More ominously is the following quote concerning the hazards facing life and limb from Montgomery County Department of Transportation, Forest Glen Passageway: Feasibility Study Report (January 2013), page 12:

Crash history information (January 2005 through December 2009) for the intersection of Georgia Avenue (MD 97) and Forest Glen Road (MD 192) was obtained from the Maryland State Highway Administration (SHA). Crash data was also obtained from SHA for the same five year period along MD 97 between the off-ramp from westbound I-495 and Tilton Drive, a 0.30 mile segment that includes the Forest Glen Road intersection. This crash data for the five-year period (2005 – 2009) is summarized as follows: • The pedestrian-related crash rate (24.9) was almost four times the statewide average. • The sideswipe crash rate (116.3) was almost six times the statewide average. • The total crash rate (all types combined) was 468, which is more than twice the statewide average.

The environmental effects of additional traffic are obvious for residents who live in the area. Noise will increase. According to Maryland Department of Transportation, State Highway Administration, *MD 97 Montgomery Hills Project Planning Study Noise Analysis & Impact Summary Update* (December 1, 2015), page 1:

Existing and future noise levels will approach or exceed the FHWA noise abatement criteria level of 66 decibels at the following residential Noise Sensitive Areas (NSAs): • The Americana Finmark/Blundon Estates condominiums (NSA 01-B), located at the northwest corner of MD 97 and Forest Glen Road.

When the metro subway station was opened up at Forest Glen the area was residential and to this day is one of the very few subway stations in the system in a residential area. It should stay that way. The July 1978 *Forest Glen Sector Plan Transit Impact Area and Vicinity* made clear the purpose of the Forest Glen metro station:

The Forest Glen station was intended primarily for local residents: parking there is intentionally limited and traffic from the Beltway wishing to use Metrorail is directed south to Silver Spring. In addition, traffic, including that exiting from the Beltway, is prohibited during the peak periods from making a left turn from northbound Georgia Avenue to the Forest Glen Metrorail station. Therefore, the principal method to increase use of Metrorail is to improve pedestrian and bicycle access to the station. [*Sector Plan*, page 43].

While it does make good sense to encourage commercial development around metro subway stations, the Forest Glen station is not meant for development. Forest Glen does not have the capacity to handle commercial development. This principal has long been recognized. It is a forlorn hope that planning departments believe that most of the inhabitants and/or workers in the two big buildings will take the metro as their primary form of transportation and not automobiles.

The July 1996 *Forest Glen Sector Plan*, which quoted portions of the July 1978 *Sector Plan for the Forest Glen*, stated the following with regard to new development in Forest Glen:

... It appears that there is little opportunity for new development in Forest Glen. Several reasons can be cited for this, including the already extant conditions of traffic, the lack of vacant land, and the goals which seek to stabilize, preserve and protect from adverse impacts and undesirable non-residential intrusion those sound residential communities which now exist in the down County area. Moreover, it is the stated policy of Montgomery County to channel new development in the Glenmont Corridor into Silver Spring and, to a lesser degree, into Wheaton. [1996 *Sector Plan*, page 5].

Again, the 1996 *Sector Plan* cited the 1978 *Sector Plan* which recommended that:

... the predominantly low-density residential character of the Forest Glen area should be maintained. Recommendations for

land use and zoning should support the retention of the existing sound and stable residential neighborhoods in Forest Glen and prevent the intrusion of disruptive land uses. Any new development recommended in the Plan should be limited to vacant parcels. The Plan discourages redevelopment of properties which contain sound structures.” [1996 *Sector Plan*, pages 5 and 7].

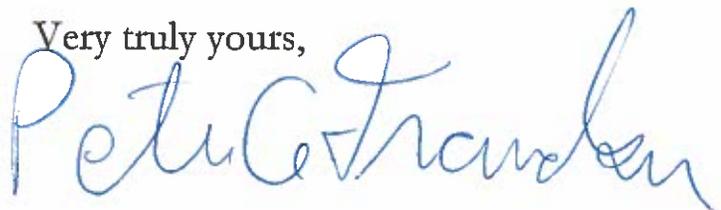
While it does make some sense to develop the medical facilities building at the northeast corner of Georgia Avenue and Forest Glen Road, the proposed building height of 120 feet is totally unacceptable and contrary to the character of the neighborhood. The pictures shown in earlier PowerPoint presentations of the sector plan do not show buildings of that height. Again while it is understandable to have a viable structure at the eastern terminus of the proposed pedestrian subway tunnel under George Avenue, a building of that height and intensity will only exacerbate the traffic problems at the intersection. A building that tall will cast substantial shadows particularly on the greenspace north of medical building during winter.

See also Maryland State Highway Administration, MD 97 (Montgomery Hills) Project Planning Study Purpose & Need (June 2012) which discusses many of the same problems. That study supports many of my conclusions.

The transportation problems here are virtually intractable. There are many difficulties, but doing nothing is not good either. In some ways we are a victim of our own success.

Thank you very much for your consideration especially in a difficult situation. The staff of the various agencies involved are to be congratulated for all their hard work.

Very truly yours,

A handwritten signature in blue ink that reads "Peter C. Franken". The signature is written in a cursive style with a large, prominent "P" and "F".

## MCP-Chair

---

**From:** Louis Wolinetz <wolinetz@gmail.com>  
**Sent:** Wednesday, May 29, 2019 3:33 PM  
**To:** MCP-Chair; Rick LaRue; Mencarini, Katherine;  
Khursheed.Bilgrami@montgomerycountymd.gov;  
yazdan.sanayi@montgomerycountymd.gov; billscanlan@hotmail.com  
**Subject:** Re: Forest Glen/Montgomery Hills Sector Plan  
**Categories:** Tracked To Dynamics 365

I would like to amend my comment submitted earlier this week regarding the intersection of 16th St. and Second Ave. I was able to locate the recommendations in the plan and plan appendix and appreciate that action is being planned to improve this intersection.

Louis Wolinetz  
9006 1st Ave, Silver Spring, MD 20910

On Mon, May 27, 2019 at 10:13 PM Louis Wolinetz <wolinetz@gmail.com> wrote:  
I unfortunately cannot attend the public hearing this week, but am submitting my comments for the record.

The intersection of 16th St. and 2nd Ave. has, not been included in prior drafts of this plan. This is very unfortunate, as the intersection is a key link between the Montgomery Hills area and Woodside Purple Line rail station, and a walking route to Woodlin Elementary school less than 1/2 mile northwest. Tintersection suffers from numerous deficiencies that make it dangerous to cross and a barrier to pedestrian and bicycle users.

At a meeting with Montgomery County Planning Department | Area 1 staff in April, Rick LaRue of the Woodside Civic Association and myself went over these deficiencies and potential low-cost cures to make the intersection safer for non-motorized modes. Chief among these are:

1. Installing a marked crosswalk crossing 2nd Ave on the east side of 16th street.
2. Installing pedestrian signals for crossing 2nd Ave on both the northeast and southeast corners of the intersection. This is especially important for pedestrians walking south along 16th street, since traffic on southbound 16th St. turning left onto 2nd Ave. can turn at a high rate of speed and approach from behind the pedestrian.
3. There is a striped crosswalk on the west side of 16th street that leads to nothing. Installing sidewalks on the west side of 16th north to connect to Montgomery Hills and on the north side of 2nd to connect to the nearby bus stop
4. There is no safe place for pedestrians to stop along the 160-foot crossing of 16th St.
4. There is no crosswalk for Elkhart St.

Given the importance of this intersection to connecting Woodside, Lyttonsville, and Montgomery Hills, I kindly request it to be included in the Forest Glen/Montgomery Hills Plan.

Thank you for your consideration,

Louis Wolinetz  
9006 1st Ave  
Silver Spring, MD

### Email

# Georgia Avenue and 495

### Email

**From**  [carole](#)

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org);  [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

**Cc**

**Subject** Georgia Avenue and 495

**Date Sent** **Date Received** 5/31/2019 8:05 AM

To Whom It May Concern,

As a 43 year resident of the neighborhood northeast of the Georgia Avenue 495 intersection, I write firmly supporting your excellent modernization plan 5B. Having attended many meetings over many years to explore and understand the options, I am convinced that Plan 5B is the best alternative to make my neighborhood safer, more attractive, and less dangerously congested. The walkability of my Forest Estates neighborhood is outstanding...within the confines of its residential borders. What we need is to be able to walk and drive more safely and easily up and down Georgia Avenue as we travel to Montgomery Hills for shopping and to the beltway for other purposes.

Please adopt and fund the 5B Plan.

Carole Tomayko  
 1631 Belvedere Blvd  
 Silver Spring, MD 20902

### Attachments

| File Name                                                                                      | File Size (Bytes) |  |
|------------------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------|
| There are no Attachments to show in this view. To get started, create one or more Attachments. |                   |                                                                                       |

**Email****Fwd: Foster Written Comm...****Email**

**From**  **Michelle Desiderio**

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org);  [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

**Cc**

**Subject** Fwd: Foster Written Comments for May 30th Hearing on Montgomery Hills Sector Plan

| Date Sent | Date Received |                   |
|-----------|---------------|-------------------|
|           |               | 5/31/2019 5:36 PM |

Dear Planning Board

I apologize as I originally sent these comments to the wrong email address.

Michelle

----- Forwarded message -----

From: **Michelle Desiderio** <mjdesiderio@gmail.com>

Date: Wed, May 29, 2019 at 9:01 AM

Subject: Foster Written Comments for May 30th Hearing on Montgomery Hills Sector Plan

To: <casey.anderson@mncppc-mc.org>

Dear Chairperson Anderson and Commissioners

Please accept my written comments in support of the Sector Plan for Montgomery Hills and Forest Glen.

I look forward to the hearing tomorrow night.

Best,  
Michelle

--

Michelle Desiderio Foster

Luzerne Ave

Friends of Forest Glen and Montgomery Hills

--

Michelle Desiderio Foster

Luzerne Ave

Friends of Forest Glen and Montgomery Hills

**Attachments**

---

# Email

# FW: Forest Glen/Montgom...

## Email

**From**  [Gerald Cichy](#)

**To**  <[MCP-Chair MCP-Chair](#)>;  [MCP-Chair #](#);  [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org);  [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

**Cc**

**Subject** FW: Forest Glen/Montgomery Hills Sector Plan

**Date Sent** **Date Received** 6/2/2019 11:37 PM

---

**From:** Theresa Jones  
**Sent:** Sunday, June 2, 2019 11:34:13 PM (UTC-05:00) Eastern Time (US & Canada)  
**To:** [gr.cichy@verizon.net](mailto:gr.cichy@verizon.net); Cichy, Gerald  
**Cc:** Garcia, Joyce; to: [nancywisdo@gmail.com](mailto:nancywisdo@gmail.com); Andy Banks; Max Barnhart; Elaine Roecklein; WANDA WEST; [mharr927@yahoo.com](mailto:mharr927@yahoo.com).  
**Subject:** Forest Glen/Montgomery Hills Sector Plan

Hello Commission Cichy,

My name is Theresa Jones, and I am writing on behalf of our community group -- the Americana Finnmark Community Relations Committee -- to request a meeting with you to discuss our concerns regarding the Forest Glen-Montgomery Hills Sector Plan. You and I spoke after the Public Hearing on May 30, 2019, and you expressed a willingness to meet with our group.

We would like the opportunity to meet with you prior to the June 20 Work Session, ideally one day this coming week (one of our members will be traveling the following week). For our purposes, weekday evenings (7 pm or after) would be preferred. We would be happy to host the meeting at the Americana Finnmark at 9900 Georgia Avenue, Silver Spring.

If you would like to speak to me to discuss this meeting, you can reach me at 301-529-5579.

Thank you in advance for your willingness to meet with us and consider our concerns. We look forward to hearing from you soon.

Regards,

Theresa A. Jones

## Attachments

| File Name               | File Size (Bytes) |  |
|-------------------------|-------------------|---------------------------------------------------------------------------------------|
| 0 - 0 of 0 (0 selected) |                   |                                                                                       |
|                         |                   | Page 1                                                                                |

Email

# Expressions of Interest - Fo...

Email

**From** Amy.Donin@montgomerycountymd.gov

**To** <MCP-Chair MCP-Chair>; Gwen Wright; Gwen Wright; Gwen Wright; James Song; kmiller@mcra-md.com; Laura.Ruprecht@wsscwater.com; MCP-Chair #; MCP-Chair@mncppc-mc.org; mcp-chair@mncppc-mc.org; Mike Riley; Riley, Mike; Susan.Madden@montgomerycollege.edu; zachary.marks@hocmc.org

**Cc**

**Subject** Expressions of Interest - Former Silver Spring Intermediate School Site

**Date Sent** **Date Received** 6/3/2019 11:59 AM

Hello,

In accordance with the provisions of 11B.45.02, Reuse, Leasing, and Sale of Closed Schools, the Executive must notify all government agencies of the availability of a closed school and set a 45-day deadline to receive expressions of interest in using all or part of the school. You are receiving the attached notice as an agency head or representative. The notice may also be viewed online here:

<https://www.montgomerycountymd.gov/exec/register/regs/2019/Jun19Notices.html>.

Thank you,

Amy Donin  
 Redevelopment Program Manager  
 Office of Planning and Development  
 Montgomery County Department of General Services  
 101 Monroe Street, 9<sup>th</sup> Floor, Rockville, MD 20850  
 240-777-6174  
[amy.donin@montgomerycountymd.gov](mailto:amy.donin@montgomerycountymd.gov)  
[www.montgomerycountymd.gov/DGS](http://www.montgomerycountymd.gov/DGS)

Attachments

| File Name                                                      | File Size (Bytes) |                                                                                       |
|----------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------|
| <a href="#">190603 Expressions of Interest SSIS signed.pdf</a> | 253,884           |  |
| 1 - 1 of 1 (0 selected)                                        |                   | Page 1                                                                                |



OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Marc Elrich  
County Executive

MEMORANDUM

June 3, 2019

TO: All County Departments  
All County Agencies

FROM: *fo* Marc Elrich   
Montgomery County Executive

SUBJECT: Expressions of Interest – Former Silver Spring Intermediate School Site

In accordance with the provisions of 11B.45.02, Reuse, Leasing, and Sale of Closed Schools, the Executive must notify all government agencies of the availability of a closed school and any restrictions the Executive or Council have imposed on its used, and set a 45-day deadline to receive expressions of interest in using all or part of the school.

Please find the following information on the Silver Spring Intermediate School site (“Property”):

The Property

- 1) Tax account no. 13-01058288; 615 Philadelphia Avenue, Takoma Park, MD 20912; Liber: 57036/ Folio: 339; Tax Map JN32; 3.75 acres; zoned R-60.

This property is bordered by Boston Avenue to the north, single family detached residences to the east, Philadelphia Avenue to the south, and Chicago Avenue to the west. The property is largely surrounded by single family detached residences; Montgomery College’s Takoma Park Campus is on the other side of Philadelphia Avenue.

**Takoma Park Master Plan (2000)**

A recommendation of the 2000 Takoma Park Master Plan includes “consider converting closed schools and other public facility sites as they become available to parks as a means to meet active recreation needs identified in the PROS Plan” (page 75). In the Plan, the site is identified as Silver Spring Intermediate Neighborhood Park under “existing parkland” (page 72, Map 18). The Plan considers renovation of the Silver Spring Intermediate Neighborhood Park, including “adding facilities needed and desired by the community” (page 74).

### **Additional Information**

Silver Spring Intermediate School was closed in 1973. The site was developed as a park around 1976 and is currently known as Silver Spring Intermediate Neighborhood Park. The educational building was demolished in 1991. Evidence of the school's footprint can still be seen within the site grading and several retaining walls. There are also many mature trees that remain from the site's previous use as a school. Amenities such as the parking lot, basketball court, tennis court, ballfields and playground were gradually installed in the park in the 1980s and upgraded in the 2000s.

The property was deeded to Montgomery County from MCPS in October 2018. MCPS' disposition recommends that the site ultimately be conveyed to M-NCPPC as part of a land swap. The Park is currently in the approved Parks CIP for renovation. The intent is for the facility plan to be presented to the Montgomery County Planning Board for approval in summer 2019, for design and construction to be funded through the Park Refresher program, and for final design and construction to be completed in FY20-21.

Please submit reuse proposals to the referenced point of contact by mail, delivery or email by July 18, 2019.

Ronnie L. Warner  
Chief, Office of Planning and Development  
Montgomery County Department of General Services  
101 Monroe Street, 9th Floor  
Rockville, Maryland 20850  
[ronnie.warner@montgomerycountymd.gov](mailto:ronnie.warner@montgomerycountymd.gov)



## Montgomery County Group

**Testimony in support of Forest Glen/Montgomery Hills Sector Plan**      May 30, 2019

The Sierra Club Montgomery County Group strongly endorses the proposed Forest Glen/Montgomery Hills Sector Plan and its recommendations because they embody smart growth principles and propose reasonable and appropriate measures that would encourage safe and sustainable transportation, improve land use, protect the environment, and create a range of housing opportunities and choices.

The current Georgia Avenue corridor in the sector plan area is an unattractive, auto-dominated environment that is unsafe for drivers, pedestrians and bicyclists, and it is a congested mess for commuters and residents alike. Significant improvements are needed and the proposed sector plan and its recommendations would provide the needed changes. What follows is a listing of some of the recommendations contained in the proposed sector plan that we consider particularly noteworthy.

### **Encourage safe and sustainable transportation**

The strong emphasis on vision zero to improve the safety for all individuals including drivers, transit users, bicyclists and pedestrians is especially important. Equally important is balancing traffic demands and proposed infrastructure improvements with the need to enable public transit and safe walking and biking, which are affordable and cleaner alternatives to driving. The sector plan would follow recommendations of the county's Bicycle Master Plan and also establish a bicycle and pedestrian priority area (BPPA) plan for the area.

### **Improve land use**

Much needed transit-oriented development would be enabled by changing zoning to allow high and medium density, multi-unit residential development around the Forest Glen Metro Station, and commercial residential, and mixed use development at both the Metro Station and at the planned transit stop at Georgia Avenue and Seminary for the future Georgia Avenue South Bus Rapid Transit line. Such zoning would encourage redevelopment of large commercial sites and parking lots near transit and result in more pedestrian-oriented environments with walkable blocks with street level amenities that residents want. The recommended zoning revisions are sensitive to the scale and character of existing single family homes, and would provide appropriate transition to multifamily dwellings.

### **Protect the environment**

The proposed sector plan would be good for the environment in a number of ways. It would improve stormwater management, improve open space and existing parkland, expand green cover, and prioritize tree planting along existing and proposed streets. It would reduce local energy demand and consumption by supporting the construction of energy-efficient buildings, and lessen vehicle emissions by reducing traffic congestion and, as previously mentioned, encouraging more use of public transit, biking and walking. The proposed sector plan also would require overhead wires be buried underground which would eliminate unsightly utility wires and poles and avoid conflict with the tree canopy.

**Create a range of housing choices**

The proposed sector plan would preserve existing market-rate affordable housing, where possible, and encourage county collaboration with non-profit county and private organizations to expand, enhance and develop affordable housing opportunities accessible by mass transit. It also would require MPDUs in new multifamily residential buildings near transit or activity centers, and preserve existing residential neighborhoods of detached homes in and around the sector plan area.

In summary, the proposed Forest Glen/Montgomery Hills Sector Plan and its recommendations are well thought out, embody smart growth principles, are responsive to local community wishes, and deserve your support.

Brian Ditzler, Sierra Club Montgomery Executive Committee  
Chair, Sierra Club Maryland

## Email

**FW: Forest Glen/Montgom...**

## Email

**From**  [mcp-crm-tracker@mncppc-mc.org](mailto:mcp-crm-tracker@mncppc-mc.org)

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org);  [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

**Cc**

**Subject** FW: Forest Glen/Montgomery Hills Sector Plan - Americana Finnmark Questions and Comments

**Date Sent** **Date Received** 6/5/2019 4:14 PM

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**From:** Dreyfuss, Norman  
**Sent:** Wednesday, June 5, 2019 3:01 PM  
**To:** MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)>  
**Subject:** FW: Forest Glen/Montgomery Hills Sector Plan - Americana Finnmark Questions and Comments  
**Importance:** High

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**From:** Americana Finnmark  
**Sent:** Wednesday, June 5, 2019 3:00:19 PM (UTC-05:00) Eastern Time (US & Canada)  
**To:** MCP-Chair  
**Cc:** Anderson, Casey; Patterson, Tina; Fani-Gonzalez, Natali; Cichy, Gerald; Dreyfuss, Norman  
**Subject:** Forest Glen/Montgomery Hills Sector Plan - Americana Finnmark Questions and Comments

Dear Chairman Anderson,

Please find the attached document from Americana Finnmark Condominium regarding the Forest Glen/Montgomery Hills Sector Plan.

Sincerely,

*Elizabeth Betz*

On-Site Manager

Americana Finnmark Condominium  
9900 Georgia Avenue  
Silver Spring, MD 20902  
301-585-4045  
[afmgr@comsource.com](mailto:afmgr@comsource.com)

# AMERICANA finnmark

June 5, 2019

Chairman Anderson  
8787 Georgia Avenue  
Silver Spring, MD 20910  
MCP-Chair@mncppc-mc.org

RE: Forest Glen/Montgomery Hills Sector Plan

Dear Chairman Anderson,

Attached please find additional comments and questions regarding the Forest Glen/Montgomery Hills Sector Plan. Thank you for the opportunity to submit our concerns and for all of the work of the Planning staff and Board which has brought us this far. We look forward to the next steps in the process.

Sincerely,

Andy Banks  
Community Relations Committee Chair  
Americana Finnmark Condominium  
And  
Nancy Wisdo  
Board President  
Americana Finnmark Condominium

C.C.  
[Casey.Anderson@mncppc-mc.org](mailto:Casey.Anderson@mncppc-mc.org)  
[Tina.Patterson@mncppc-mc.org](mailto:Tina.Patterson@mncppc-mc.org)  
[Natali.Fani-Gonzalez@mncppc-mc.org](mailto:Natali.Fani-Gonzalez@mncppc-mc.org)  
[Gerald.Cichy@mncppc-mc.org](mailto:Gerald.Cichy@mncppc-mc.org)  
[norman.dreyfuss@mncppc-mc.org](mailto:norman.dreyfuss@mncppc-mc.org)

BOARD OF DIRECTORS  
AMERICANA FINNMARK CONDOMINIUM  
9900 GEORGIA AVENUE/SILVER SPRING, MARYLAND 20902

Montgomery County Planning  
Forest Glen – Montgomery Hills Sector Plan  
Public Hearing Draft – Comments and Questions  
June 5, 2019

**Traffic and density at the intersection of Georgia Avenue and Forest Glen Road:**

- How will the proposed additional densities at the Forest Glen Metro Parking Lot and the Forest Glen Medical Center supported in the plan affect an already overburdened intersection (Georgia Avenue and Forest Glen Road) with respect to traffic?
- How many automobiles do you project will be added to Forest Glen with the addition of the projected residential units at the Forest Glen Medical Center and the Forest Glen Metro Station Parking Lot?
- Other than reducing traffic speeds, what measures will be taken to alleviate these additional traffic burdens?
- How will lowering speeds alleviate traffic gridlock?
- Metro ridership has been consistently on the decline and is facing stiff competition from other modes of transportation, most notably bicycles and ridesharing. How will the Sector Plan effectively deal with increased traffic, given the increased density it proposes for the Forest Glen area?

**The Forest Glen Metro Station:**

- The proposed underground passageway to the Forest Glen Metro Station currently is only accessible to pedestrians from the east side of Georgia Avenue. Why can't the design of the passageway be modified so that it is fully accessible to pedestrians from **both** the east side *and* west side of Georgia Avenue? Additionally, who will maintain and police the proposed pedestrian tunnel to the east side of Georgia Avenue?
- What are the Out of Service records for the past ten years for each of the 6 elevators at the Forest Glen Metro Station (i.e., how many days did each elevator need to be taken out of service, or experienced operational failures)?
- How many times did elevators malfunction in the past 10 years with riders on board?
- How many elevator riders had to be rescued from stopped elevators in the past 10 years?
- Please provide the following information/documentation regarding the Forest Glen Metro Station's operations, capacity, and fire, safety and evacuation plans. Specifically:
  - How did WMATA characterize the Forest Glen Metro Station to the Interstate Commerce Commission (now abolished) when the station was initially conceived and when the station opened in 1990. It is our understanding that it was characterized in 1978 and 1996 as a residential station.
  - How is the Forest Glen Metro Station characterized by the Federal Transit Administration today? Is the station still considered a "light service stop?"

- What is the maximum customer handling capability during rush hour of the 6 21-story elevators at the Forest Glen Metro Station?
- What are the results of pre-revenue service station safety tests and evacuation exercises?
- What improvements have been made, if any, to the public evacuation protocols and procedures from track level to safety in case of a major emergency?
- Can WMATA guarantee that all its evacuation facilities would be available in case of an emergency with a substantial increase in public participation, i.e. all elevator and stairwells working and free of obstacles?

#### **Georgia Avenue and Tilton Drive Protected Crossing:**

- Please revise the proposal for a protected crossing at Georgia Avenue and Tilton Drive to include a traffic signal light, not just a flashing traffic beacon. A traffic signal is the most appropriate traffic control device to facilitate the flow of traffic in and out of the Americana Finnmark and to allow safe crossing across Georgia Avenue for pedestrians. Currently such a light at Tilton can be timed with the light on August Drive so that both North and South traffic patterns on Georgia avenue will not be interrupted.

#### **Sidewalks:**

- Please provide further details with respect to the proposal to widen sidewalks to a minimum of 5-feet, install a minimum 5-foot landscaped buffer, and remove all obstructions from sidewalks on both sides of Forest Glen Road from Georgia Avenue to Seminary Road. Do these "obstructions" include the removal of utility poles? What other obstructions does the plan refer to other than utility poles?

#### **Proposed Building Heights; Additional Residences:**

- The proposed building heights of "up to 120 feet" are inconsistent with the character and design of the Forest Glen neighborhood. Please revise the proposed building heights to no more than 75 feet, limiting the location of such buildings to the Forest Glen Medical Building site.
- The 120 feet tall buildings at the Medical Center site and the Metro Parking lot would affect the daily sunlight exposure for Americana Finnmark and other nearby buildings. Please provide Lidar modeling for all four seasons, comparing the current zoning with the proposed 120 feet tall zoning.
- Increased population and dwellings as currently proposed at the Forest Glen Metro Parking lot will create an undue burden on the west side of the neighborhood, creating a crowding effect and causing major problems with noise, light and environmental pollutants.
- These factors will vastly decrease the quality of life in west Forest Glen. Please limit the building of housing to the east side of Georgia Avenue, which is much less dense, as the west side is currently the densest with population and housing units.
- Development on the Forest Glen Metro parking lot site should be limited to neighborhood-oriented amenities and retail (food trucks, small sundry store, coffee shop, dry cleaners, etc.) which will benefit both local residents and commuters.

BOARD OF DIRECTORS

AMERICANA FINNMARK CONDOMINIUM

9900 GEORGIA AVENUE/SILVER SPRING, MARYLAND 20902

- Please provide the following information regarding the proposed 120 feet tall mixed-use buildings:
  - How many total residential units are proposed to be built on the Metro Parking Lot and Medical Center sites?
  - What is the breakdown of studio, one, two and three bedroom apartments in each building?
  - What is the maximum number of residents for each building?
  - How much square footage of commercial space will be provided in each building?
  - How will the shadows of the proposed buildings affect the surrounding landscape?
  - Will the left turn regulations and capacities be changed if proposed buildings are built?
  - Why has there not been any commercial development of Forest Glen for 50 years?
  - Where will parking be located at both of these proposed sites?
  - How many parking spaces will be available at both of these proposed sites?
  - Could revised zoning substantially reduce parking facilities at the proposed buildings to encourage use of public transit?
  - Please also prioritize and maximize workforce housing and MPDUs, rather than just market-rate dwellings. Affordable housing is the major need in Montgomery County. 15% MPDU housing set asides are woefully inadequate to satisfy this housing shortage. Please revise this minimum set aside.
  - What would be the estimated utilization of public transit by retail customers to the proposed buildings? Please provide data for bus and Metro separately.
  - What has been the public transit utilization by residents of the new apartments in Wheaton? Please provide separately for bus and Metro.

***Americana Finnmark Condominium – Community Relations Committee***

## Email

## Development of Metro Sta...

## Email

**From**  **vinviz**

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

**Cc**

**Subject** Development of Metro Station parking lot, Montgomery Hills/ Forest Glen Sector Plan.

**Date Sent** **Date Received** 6/5/2019 3:53 PM

Vincent Hughes  
2127 Darcy Green Place  
Silver Spring, Maryland  
20910

Casey Anderson  
Chair, Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD  
20910 June 3, 2019

Dear Mr. Anderson,

This letter is in reference to the Montgomery Hills/ Forest Glen Sector Plan hearing that was held on May 30th 2019. I am writing to voice my concern about the proposed development of the Forest Glen Metro Station parking lot. We moved into the neighborhood behind the station 17 years ago and, though the area is a very pleasant one, the intersection of Forest Glen Road and Georgia Ave has always been very congested and dangerous. I've often heard that is the most dangerous intersection in Montgomery County, if not the entire state of Maryland. The fact that the Georgia Ave Beltway interchange feeds directly into it a mere 200 feet away makes it especially prone to traffic bottlenecks and accidents, especially for cars making left-hand turns onto Forest Glen Road from Georgia Ave. (This includes emergency vehicles turning towards Holy Cross hospital.)

I suppose it was inevitable that the Forest Glen Metro station would be further developed to include more parking and, perhaps, some small retail businesses. However, I think that the density of these development plans must take into careful consideration the potential traffic overload to that critical intersection.

The plan you have drawn up to ease the traffic on Georgia Avenue is very laudable, and must have been difficult, especially given what a complicated stretch of road it is. I believe it is a very good plan, and look forward to its implementation in the near future. I think it will help to alleviate the stresses of traffic in our sector.

However, in your development masterplan, you propose that the Metro station parking lot and the Forest Glen Medical Center (9801 Georgia Avenue) be rezoned to allow construction of mixed-use buildings up to 120 feet tall. I sincerely believe that the residential density of buildings of this height will render the Forest Glen/Georgia Avenue intersection unmanageable. This will also negatively increase the traffic in our neighborhood, as people exit Georgia Avenue and Forest Glen, trying to bypass the intersection.

Just this morning, in fact, there was an accident on the Beltway close to Georgia Avenue, which caused traffic gridlock in this entire sector.

I ask you to please reconsider lifting the height restrictions for any buildings so close to this vulnerable and important intersection..

Thank you for your time and attention.

Yours sincerely,

Vincent Hughes

**Attachments**

| File Name                                                                                      | File Size (Bytes) |  |
|------------------------------------------------------------------------------------------------|-------------------|-------------------------------------------------------------------------------------|
| There are no Attachments to show in this view. To get started, create one or more Attachments. |                   |                                                                                     |
| 0 - 0 of 0 (0 selected)                                                                        |                   | Page 1                                                                              |



Don & Tina Slater  
402 Mansfield Road  
Silver Spring MD 20910-5515

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June 5, 2019

Dear Chair Anderson and Planning Board Commissioners:

Thank you for the opportunity to submit some comments about the Montgomery Hills/Forest Glen draft sector plan.

- Traffic congestion on Georgia Avenue is overwhelming (I call it a "trafficsewer"). Pedestrian safety is sketchy at best – sidewalks are adjacent heavy traffic, cross-walks are frequently blocked by turning cars. Bike safety is non-existent – you cannot ride on the narrow sidewalks, and I won't take my life in my hands trying to ride in the roadway. So Yes, please, do make it a Main Street Corridor/Boulevard. That would be lovely!
- Development near the Forest Glen Metro is practically missing and definitely "under-planned". There is a lot of potential there for providing mixed use development that would encourage residents to use Metro.
- In terms of housing for people of all income levels, there is quite a bit of middle and upper middle housing in the area. So when adding more housing, it would be good to look at the whole area to see if we can balance/provide housing for all income levels.
- Green infrastructure is currently lacking. And I like the plans for increasing the number of community and civic gathering places.
- Possibly consolidating bus stops and testing out whether this area could be a micro-transit zone are worthwhile ideas to look at ---- although, at this point, it is hard to imagine the micro-transit vehicles being able to successfully move through the traffic!
- Finally, I support the idea to recommend the Montgomery Hills District for Small Business Assistance funds. There are many little local shops there, which appear to be "hanging on" and if people had a safe walkable/bikeable way to access them they could definitely thrive.

Thank you for the opportunity to comment on this very good plan.

Tina Slater  
402 Mansfield Rd  
Silver Spring, MD 20910-5515

Email

# Forest Glen/Montgomery ...

Email

**From**  janeegustafson@aol.com

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

**Cc**  Katherine.Mencavini@montgomeryplanning.org;  Melissa Williams

**Subject** Forest Glen/Montgomery Hills Sector Plan

**Date Sent** **Date Received** 6/5/2019 5:25 PM

Chair and all,  
I am a resident of Woodside - a townhouse complex of 250 homes that will be impacted by the new plan.

Comments to supplement what our association has submitted are attached for your review.

Thank you,

Jane Gustafson  
1901 Brightleaf Court  
Silver Spring, MD.

Attachments

| File Name                                                       | File Size (Bytes) |  |
|-----------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------|
| <a href="#">My comments are below to supplement the atta...</a> | 85,701            |                                                                                       |
| <a href="#">Woodside HOA Comments on Forest Glen-Mont...</a>    | 209,865           |                                                                                       |
| 1 - 2 of 2 (0 selected)                                         |                   | Page 1                                                                                |

My comments are below to supplement the attached document from the Woodside Homeowners Association are below.

1. Recommend the county use an up to date and current plan of the area for the Forest Glen/Montgomery Hills Sector plan and outline the entire area to be incorporated into this plan. An aerial view is needed to graphically show the streets, housing and buildings.
2. Eliminate the narrow passage with steps that connects the end of Woodland Drive to Medical Park Drive. This will support the recommendation to not have any type of a connection. The church should add signage to indicate access to their large parking lot is from Woodland Park Drive. This vehicular travel plan avoids cars entering the parking lot from Georgia Avenue.
3. Medical Park Drive is used as short cut from Georgia Avenue to Dennis and cars travel at high rates of speed even though 25 MPH is the posted speed limit. Recommend adding speed bumps to slow the speed of the vehicle traffic. In this case be specific for the recommended solution. Speed bumps work.
4. Any change to the zoning should maintain the integrity of the existing residential area and types of existing commercial office space. New construction should not exceed the heights of existing structures and the population density should not add significant vehicular traffic to the existing roads. Street parking on Medical Park should be retained. Parking on Medical Park Drive is used by the Woodside homeowners and is a necessity for the homeowners and their guests. Additional parking must be underground.
5. The NE corner has space to create access to an underground tunnel. The Forest Glen and Georgia Ave. intersection has one of the highest accident rates in Montgomery County. The tunnel connection to the Metro should be a high priority as a safety issue for Metro riders. This should be a priority item.

Add:

Provide more playground areas to include areas for Lacrosse, basketball practice, skateboard area and baseball. The play area on Evans road is used by the residents. There is space to add more sports areas in this location. The playground/park areas would benefit a greater number of the resident population both children and adults than the proposed bike paths.

For a bike path to be successful it must be continuous. The proposed plan will complete sections of a proposed bike path in increments depending on the outcome of the zoning and new construction. The bike path in Fairfax County was successful because the old rail line was used and converted into a bike trail. Montgomery County does not have that.

May 25, 2019

TO: Chair, Montgomery County Planning Board  
Maryland National Capital Park and Planning Commission

FROM: Woodside Homeowners Association Board of Directors

SUBJECT: Comments on April 2019 Public Hearing Draft of the Forest Glen/Montgomery Hills Sector Plan

The Woodside Homeowners Association (HOA), a corporation of the State of Maryland, is responsible for among other things, performing various functions related to “the maintenance and administration of certain real and common property and improvements” in the Woodside community, a 214-unit residential townhouse complex located in Forest Glen east of Georgia Avenue. The community is bounded by Dennis Avenue and various public/private medical offices (Dennis Avenue Medical Cluster) on the north, the Wheaton Branch Stormwater Management Pond on the east, and Dublin Drive and Everest Street on the south and southwest, respectively. Medical Park Drive runs through the center of the community in a southwest to northeasterly direction.

The following comments were approved by the Woodside HOA at its regularly scheduled May 23, 2019 meeting for transmittal to the Planning Board as part of MNCPPC’s Forest Glen/Montgomery Hills Draft Sector Plan Public Hearing process.

**1. *The Board recommends revising the (Final) Draft Plan’s text and maps to incorporate the entire Woodside HOA community within the Sector Plan boundary, not just the northern portion.***

Page 14 of the plan contains a Study Area/Plan Area Overlay map. This map and other Sector Plan text and supporting maps regularly identify Woodside HOA property north of Medical Park Drive as being part of the Sector Plan area while ignoring HOA property south of Medical Park Drive. Indeed, the street system in the southern half of the HOA area is not even shown on this and other plan drawings. As noted in the 1996 Sector Plan, “Sector plan area boundaries are established to respond to common issues, natural boundaries, community affiliation . . .” We believe this approach should be followed in the 2019 plan update as well. By not addressing the southern half of the Woodside HOA in the updated Sector Plan, the reader is left with the impression that land south of Medical Park Drive is simply an extension of the Wheaton Branch Stormwater Management Pond, is unoccupied, and/or not impacted by planned future changes in the adjacent Sector Plan area. That is not the case. This concern should be addressed in the (Final) Draft Plan by including the southern half of the Woodside HOA in the plan boundary and referring to the whole of the Woodside HOA community in the narrative.

**2. *The Board recommends eliminating the proposed Woodland Drive extension in the (Final) Draft Plan and, instead, retain the adopted 1996 Forest Glen Sector Plan proposal that provides for abandoning the Woodland Drive right-of-way between Medical Park and August Drives.***

Page 28 of the Draft Plan recommends extending the current terminus of Woodland Drive approximately 50 feet north to connect with Medical Park Drive, and eventually to Dennis Avenue with the redevelopment of the existing medical use at Georgia and Dennis Avenues. This is a significant departure from the 1996 Forest Glen Sector Plan which called for abandoning the Woodland Drive right-of-way between August and Medical Park Drives.

As noted above, Medical Park Drive runs through the heart of the Woodside HOA community and, because of that, pedestrian safety is a constant concern. Adults and children regularly cross Medical Park Drive to access community facilities within and outside Woodside, visit neighbors, or board or disembark from school buses. While understanding the value of interconnectedness in the street system, the Board is concerned that the new Sector Plan proposal extending Woodland Drive to Medical Park Drive greatly increases the likelihood that commuter traffic on Medical Park Drive will grow substantially as drivers treat the new extension as a bypass of the Georgia/Dennis Avenues intersection. Encouraging more vehicular traffic on Medical Park, a local residential street with existing poor sight lines, is dangerous and threatens pedestrian safety. Also, it undoubtedly will lead to increased traffic congestion in the area of our HOA. Such an extension may also contribute, as noted in section 2.1.2A (Page 19), to the use of side streets as informal bypasses to congestion on Georgia Avenue.

The (Final) Draft Plan should retain the 1996 Sector Plan proposal related to Woodland Drive, which called for abandoning the portion of the roadway north of August Drive while still providing perpetual public access through the St. John the Evangelist Catholic Church and School property. Reverting the right-of-way to St. John could in turn allow it to consolidate its east and west campuses facilitating safer movement of students and staff between the two sides of its campus. A well-maintained and landscaped school campus would be a nice addition to the community.

**3. *The Board supports plan proposals that encourage traffic calming measures along Medical Park Drive. However, these measures must maintain the existing parking supply on Medical Park to the maximum extent possible.***

Page 20 of the Draft Sector Plan discusses Traffic Calming Studies and the importance of controlling vehicle speeds on side streets for both pedestrian safety and residential character reasons. The Board supports the Planning Board's efforts in this area and believes Medical Park Drive should be included among the roads in the Sector Plan area where these strategies are considered for implementation. However, because the availability of on-street parking is so important to Woodside HOA residents, the Board believes any final selection of specific traffic calming strategies/improvements should only be done following close coordination with the Woodside HOA community. The primary objectives should be to improve pedestrian safety and sight lines for those entering Medical Park Drive from Woodside HOA roads and parking areas while not significantly diminishing Medical Park Drive on-street parking to the greatest extent possible.

**4. *The Board needs more information before it is willing to support the proposal to change the zoning on the Dennis Avenue Medical Cluster site from Residential-60 (Special Exception) to Employment Office (EOF).***

According to page 76 of the Draft Plan, in order to accommodate the possible future development plans of the owners of the medical offices at Dennis and Georgia Avenues, the Plan proposes to rezone the entire Dennis Avenue Medical Cluster site from R-60 (Special Exception), to EOF-1.5, H-75. While the HOA is not opposed to some increased density on the medical offices site, the Board believes a more transitional, lower density and lower height zone, such as CRT (Commercial-Residential Town) would be more appropriate given the traffic congestion and existing residential/institutional uses and building heights in the surrounding area. The Board believes the planning staff should more fully outline its objectives in rezoning the site to the higher density and height, the potential community benefits to be derived from an EOF versus CR rezoning, and the measures that will be available in either case to ensure

HOA residents are not adversely affected. We request that the Planning Board staff review this with the Woodside HOA community before including the higher density EOF zoning in the (Final) Draft Sector Plan.

**5. *The Board supports the planned addition of a new Forest Glen Metrorail Station grade-separated connection under the Georgia Avenue/Forest Glen Road intersection.***

The HOA supports pedestrian access improvements to the Forest Glen Metrorail Station, in particular the planned grade-separated pedestrian connection under the Georgia Avenue/Forest Glen Road intersection. This would improve pedestrian access to the Metrorail Station from neighborhoods and institutions located east of Georgia Avenue, including Woodside HOA.

## Email

**Fwd: Forest Glen/Montgo...**

## Email

**From**  [mcp-crm-tracker@mncppc-mc.org](mailto:mcp-crm-tracker@mncppc-mc.org)

**To**  <MCP-Chair MCP-Chair>;  MCP-Chair #;  [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org);  [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

**Cc**

**Subject** Fwd: Forest Glen/Montgomery Hills Sector Plan: Objection to Redevelopment at Forest Glen Metro Station Lot

**Date Sent** **Date Received** 6/10/2019 3:39 PM

**From:** melmel@umich.edu <melanye.johnson@gmail.com>  
**Sent:** Wednesday, June 5, 2019 4:49 PM  
**To:** MCP-Chair <mcp-chair@mncppc-mc.org>  
**Cc:** MK Johnson <melanye.johnson@gmail.com>  
**Subject:** Fwd: Forest Glen/Montgomery Hills Sector Plan: Objection to Redevelopment at Forest Glen Metro Station Lot

**To:** Casey Anderson, Chair  
 Montgomery County Planning Board

Good Afternoon:

I attended the Planning Board meeting last week about the Montgomery Hills/Forest Glen Sector Plan. I remain unconvinced that this plan is suitable for my neighborhood. My objections remain the same as they were in December 2018, and I am even more concerned about safety (the Forest Glen/Georgia intersection), increased traffic, businesses that will not be patronized/utilized during business/working hours, and overall increased density (apartment buildings) that just does NOT make sense for the neighborhood or the lack of escalators and 100% functioning elevators at the Metro station.

I treat this very seriously; this is not about my comfort or convenience...or a desire to have a "coffee shop" at the Metro station. This is going to be at MY FRONT DOOR.  
 But this is about the future of a neighborhood and contiguous community with Montgomery Hills (and Wheaton). Therefore, the sector plan, as it has been presented thus far, is wholly inappropriate and must not be approved by the Planning Board, County Council, or County Executive.

Respectfully Submitted,

Melanye Johnson

----- Forwarded message -----

**From:** [melmel@umich.edu](mailto:melmel@umich.edu) <[melanye.johnson@gmail.com](mailto:melanye.johnson@gmail.com)>

mornings as cars and pedestrians attempt to share the road. One can sit in a vehicle and wait 5-7 minutes to make a right hand turn onto southbound Georgia/I-495 W on the wrong morning.

And let's not forget the terrible traffic going south on Georgia on any weekday morning (Saturdays too), that is only exacerbated by the car wash on Georgia at the Seminary Place strip mall.

The State of Maryland (SHA) has presented several proposals to fix the dangerous mess for cars, bikes, and pedestrians that is Georgia Avenue between 16th Street and Forest Glen Road. (I've also tried to catch busses by crossing Georgia & Forest Glen Road; this is very difficult and dangerous.) Adding a 400-500 unit apartment complex to the mix right at the bullseye of the problem, as it stands right now, will only ADD congestion to the intersection, which is already very dangerous.

Have you given any serious consideration of the safety risks and congestion that adding a 400-500 unit APARTMENT building on the Metro parking lot will cause, without having any significant and permanent changes to the structure of the roads and traffic flow?

And, if the objective is to increase utilization of the Forest Glen Metro station for WMATA, has anyone done any studies on how a 400-500 unit building will significantly increase foot traffic and utilization of the Metro station, assuming that all other housing in the immediate area remains constant?

Since I moved to Forest Glen in 2010, I've seen significant changes in the community. 7 or 8 single family houses were built on a patch of land — right across from the Metro station — that had a single farm house on it. Two more houses have been built on Forest Glen Road, west of Georgia. Four new houses have been built on Clark Place. And two more houses are currently being built at the end of my block on Kimball Place. When I moved to my house in 2010, there was one farm house on the property at the end of my block, and no houses on the property on which the four homes on Clark Place sit.

I'm not trying to be a "NIMBY proponent," but it appears (to me, at least) that need assessments, safety impact studies, and community assessments have NOT been conducted, and if so, they haven't been thorough. Furthermore, it appears as though a vocal minority of individuals (some of who don't even live in the immediate community) using web sites, blogs, and social media, has presented its opinion to you that redevelopment of the Metro parking lot is best for the entire community. However, the entire community — including all of the HOAs and homeowners who would be impacted the most — seem to have been left out of this conversation and the planning.

Without more data, study, debate, and true transparency, the proposed redevelopment of the Forest Glen Metro station parking lot appears to be just a pet project of a few land developers who do not care about safety or the surrounding community. That is incongruous with the needs of the community and as well as the community aesthetic. The planning commission, as public trust officials and employees, should hold paramount the best interests of safety and the community when recommending community redevelopment plans, particularly when proposing to redevelop land that is utilized by the general public.

I hope that you will seriously consider and debate these initial objections, as well as make them of record.

Very Truly Yours,

Melanye Johnson  
Kimball Place homeowner