

Master Plan of Highways and Transitways - 2024 Technical Update - Public Hearing #3 - Correspondence

From: vamsi_motaparthu
To: [MCP-Chair](#)
Subject: Keep M83 in the Plan
Date: Tuesday, November 12, 2024 12:24:53 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Re: M83 - Mid County Highway, Hearing Date: 11/14/2024.

From:

Vamsi Motaparthu,
11859 Peppervine Dr, Clarksburg, MD 20871

Dear Chair,

As a long time resident of Clarksburg, MD, I urge the planning board to keep the M83 in the master plan, and also expedite its approval for construction. This route is used as a bargaining chip by new home builders in the Clarksburg communities. It's disheartening to hear that it is not only yet to be budgeted, but also planned to be removed from the master plan. It's surprising to hear that M83 was first added to the master plan in 1960. It's just common sense that if planners in 1960 thought that this road was helpful, then it is a no-brainer now that this route is an overdue necessity. New roads will bring economic activity and improve our county revenue. While Loudoun/Fairfax counties/Tysons are developing very fast and booming with economic activity, MoCo is stuck at where it was 25 yrs ago. There is no new infrastructure built, nor new large companies established. Except for ICC, and Rio Crown improvements, Did I miss anything else that is new in the county?

Please consider working with the federal government, and state government to fund the construction by including WMATA Red Line extension to Clarksburg along this new route of M83. It is a great opportunity to construct both at the same time, reducing costs and inconvenience to the public. Adding Metro and M83 to Clarksburg will dramatically reduce traffic from upper MoCo, Frederick counties along Rt 355 and I 270. Money spent on infrastructure improvements is well spent and is usually recovered soon. For the love of MoCo, please keep M83 and budget it for construction ASAP.

Thank you,

Vamsi Motaparthu.

From: [Laura Markus](#)
To: [MCP-Chair](#)
Cc: [Laura Markus](#)
Subject: Hearing on 11/14/2024 M-83
Date: Tuesday, November 12, 2024 12:29:12 PM
Attachments: [Master Plan of Hwys Transitways Public Hearing M-83.docx](#)

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Good afternoon,

Attached after several attempts attached is my testimony for the upcoming hearing on 11/14/24. Please add this to the public record. I will be testifying via zoom, as I will be out of town.

Please confirm receipt.

Thank you,

Laura Markus- Watkins Meadows
10758 Wayfarer Road
Germantown, Md. 20876
240-388-8079

Good evening members of the Montgomery County planning board,

My name is Laura Markus. I live at 10758 Wayfarer Road Germantown, Md 20876. My husband & I purchased our home in 1987, and soon after we learned that the alignment for proposed M-83 changed, making the curb less than 45 feet from the corner of our garage.

Watkins Meadows does not have a Homeowners Association, therefore our voices needed to be heard. As an active Realtor in the Community, I collected signature from 89% of our homeowners asking for a better solution. I've attended and testified at almost every hearing, going back to April of 1988. Since that time the Watkins Meadows homeowners have been working with Dayspring Church, members of Md Park & Planning, Project managers from MNCPPC Property acquisition, Dept. of Public Works, & others. Millions & Millions of taxpayers dollars have been spent on Environmental studies, which the Army Corps of Engineers expressed major environmental concerns, & many permits- yet there is No clear answer that this road is really going to do much to alleviate the growing gridlock we face every day.

Back in October 2017 Montgomery County Council VP Hans Reimer shared the Midcounty Corridor study supplemental report from Feb 2017. DOT studied how 4 possible alternatives would perform in 2040, using same background assumptions about development and infrastructure. They are:

* No build – No improvements on 355 or M83

* Scenario 1- widen 355, add service lanes, improving intersections, & build Bus Rapid Transit on 355.

*Scenario 2- Build 2 lane reversible parkway on the M-83 route & BRT on 355

*Scenario 3 – Building a 4-lane highway along the M83 right of way, with no improvement to 355

VP Hans Reimer felt Scenario 1 – widening 355, improving intersections & building BRT should be the Council's highest priority, in addition to I-270 and the Corridor Cities Transitway.

Compared to with Scenario 3 (M83) , scenario 1 allows auto travel times at rush hour that are only 2-3 minutes more, while allowing 22% of commuters to take transit & producing 34 million fewer vehicle miles per year.

This Midcounty Corridor study was done pre-Covid and many employers are allowing their employees to work remotely, which alleviates some of the congestion.

In a letter from Mont Co Dept of Transportation Director Christopher Conklin dated 5/15/2021, he stated that Montgomery County is recommending removal of Midcounty Extended from Visualize 2045 because the project is no longer the preferred recommendation to serve the Northwest Mont. Co. transportation needs, & not included in the County's CIP.

There are so many alternatives to negatively impacting well established neighborhoods, over 6 miles of forests, impacting 14 wetlands, 6 streams and natural flood plains. There's 60 acres of MOCO Agricultural Reserve that will be destroyed. There is no funding for the 6 mile stretch of its right of way. Estimated cost is \$1.3 Billion, which doesn't include everything.

The County can't even keep up with the roads as it is. Many are partially resurfaced which only leads to deeper potholes.

As a fulltime Realtor of over 35 years, Watkins Meadows will see a decrease in property values and a poorer quality of life.

We are requesting that the M-83 project be removed once and for all from the Germantown Master Plan, and to widen 355, improve intersections, built BRT, & consider widening I-270 or bringing Metro rail further North.

Thank you for the opportunity to hear our concerns and all your hard work,

Laura Markus – Watkins Meadows

10758 Wayfarer Rd.

Germantown, Md 20876

From: jrlantz1@everyactioncustom.com on behalf of [Judith Lantz](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Tuesday, November 12, 2024 1:45:21 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Judith Lantz
2009 Hermitage Ave Silver Spring, MD 20902-2875
jrlantz1@gmail.com

From: [Deby S](#)
To: [MCP-Chair](#)
Cc: [Seneca Creek Watershed Partners](#)
Subject: Public hearing testimony Nov 14
Date: Tuesday, November 12, 2024 2:43:29 PM
Attachments: [M83 testimony 11-14-24 D Sarabia-SCWP final.pdf](#)

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Please find attached our comments for the M83 hearing on Nov 14, 2024.
Thank you.

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Deborah Sarabia, M. En.



Seneca Creek
Watershed Partners

November 11, 2024

To: Montgomery County Planning Board

Re: November 14, 2024 public hearing testimony regarding M83 removal from the MPOHT

Dear Chair Harris and Planning Board members:

Seneca Creek Watershed Partners is an all-volunteer 501(c)3 nonprofit organization based in Montgomery County. Our mission is to protect and improve the health of the Seneca Creek Watershed.

We respectfully request the removal of Mid County Highway Extended, M83, or Snowden Farm Parkway Extended, from the Master Plan of Highways and Transitways (MPOHT) and all master plans. We further suggest that a better use of the right-of-way (ROW) would be to expand the County's trail network.

The 5-mile, 4-6 lane, M83 right-of-way (ROW) from Montgomery Village Avenue to Ridge Road in Clarksburg is entirely within the Seneca Creek watershed. The ROW goes through the County's ecologically important Great Seneca Stream Valley Park and the North Germantown Greenway and the visionary Agricultural Reserve.

The Seneca watershed has a high drainage density, meaning a high ratio of water bodies relative to its size. This makes new roads highly problematic. Roads have enormous impacts on water quality. The proposed M83 extension would expand the impervious surface in the watershed that prevents normal infiltration of rain, snowmelt, etc. into the ground. Instead, precipitation runs rapidly off impervious surfaces and conveys contaminants directly into water bodies.

Impacts from the proposed M83 were clearly summed up in the County Parks and Planning comprehensive analysis of the 2013 Draft Environmental Effects Report. The County Park Planning and Stewardship Division concluded that ***"The Master Plan alignments (8 and 9) with an approximate 180-ft. wide limit of disturbance would have a potentially calamitous impact to resources described above."***

The 2015 Draft Preferred Alternative/Conceptual Mitigation Report (PA/CM) reduced some impacts, but still includes the following:

- Bridges ranging from 80-500 feet in length would span Brandermill Creek, Dayspring Creek, Great Seneca Creek, Whetstone Run and Wildcat Branch along with their associated wetlands.
- 1500 linear feet (1/3 mile) of stream would be permanently piped or relocated.
- 3.7 acres of wetlands and wetland buffers would be permanently filled or converted. This does not include the wetlands that would be indirectly degraded.
- 4.8 acres of floodplain would be permanently lost.
- Approximately 94 acres of contiguous interior forest habitat that supports Forest Interior Dwelling Species of birds (FIDS) would be lost.

The construction of M83 would degrade the experience of the spectacular Seneca Greenway Trail. The Greenway trail is one of the county's most popular and important recreational amenities. M83 would parallel approximately 2000 feet of the trail. Another section of the trail section would need to be relocated slightly east, still near the proposed highway. A 500-foot bridge would be built over Great Seneca Creek, just ½ mile north from yet another highway crossing, the very noisy MD 355 (Frederick Road). It would no longer be possible to escape the road noise.

According to the Maryland Department of Environment (MDE) reporting to the US Environmental Protection Agency (USEPA), aquatic life and wildlife uses of Seneca Creek are degraded (impaired) by chlorides (salts), total suspended solids (TSS) and sediment. MDE has identified the probable sources of these pollutants as urban runoff and storm sewers, which carry salt, sediment and other contaminants into the stream. A sediment Total Maximum Daily Load (TMDL), a pollution diet required by the federal Clean Water Act, was imposed in 2011, but the waters quality has still not improved in this regard, likely because new impervious surface development keeps increasing. Road salt is being recognized a significant hazard to water quality and drinking water, and it is difficult and expensive to remove. Excessive sediment suspended in the water column reduces clarity, or on the streambed makes it difficult or impossible for fish and aquatic insects to survive. M83 would create a significant and serious new source of salt and sediment pollution from its numerous proposed bridges and stream crossings.

Wetland impacts require a federal permit. However, the US Army Corps of Engineers (USACE), the permitting agency, already denied Montgomery County Department of Transportation's (MCDOT) permit application given the inadequate proposed protection and loss mitigation of streams and wetlands. EPA informed MCDOT that they failed to select the Least Environmentally Damaging Project Alternative (LEDPA) as required by Section 404 of the CWA. EPA suggested the LEDPA could be achieved by combining removal of proposed M83, building Bus Rapid Transit on Route 355, improving existing roadways, and adding walking and bicycling infrastructure.

Seneca Creek is a state-designated public water supply waterbody. Existing forests, stream buffers and wetlands in the watershed must be maintained to protect our drinking water. Existing treatment facilities cannot filter out salt, nitrates, PFAS or microplastics - to do so is expensive or the technology does not exist. Wildcat Branch is a Class III Trout Reproducing Stream in the Clarksburg Special Protection Area. One of its tributaries is impaired by high temperature which limits trout reproduction. Removal of stream buffers and tree canopy will lead to higher temperature in all streams affected by the proposed M83.

Cumulative effects are indirect and future activities that would exacerbate impacts of the proposed project. Although required under NEPA, the analysis was never adequately conducted. For example, forest loss from M83 would be in addition to the recent forest loss in the Seneca watershed from the Watkins Mill interchange, and the future loss from Observation Drive and the proposed Metropolitan Grove transit center. What is the impact of climate change exacerbated by forest loss? Would the parkland along the ROW be rezoned for private development, leading to even more impervious surfaces? Is runoff from all these roads polluting our water supply? What is the true totality of these impacts?

The County Council has already recognized the many problems associated with the proposed M83. It adopted Resolution 18-957 (Transportation Solutions for Northwest Montgomery County), which began the process of removing M83 from the County's master plans. We urge you to now finish the job by fully removing M83 from the MPOHT and all master plans. This critical action will protect the Seneca Creek watershed and our communities.

Thank you for considering our comments.

Deborah Sarabia
Seneca Creek Watershed Partners
Gaithersburg MD 20877

Cc: Kevin Misener, President, Seneca Creek Watershed Partners

References and Attachment

REFERENCES

May 2013 Draft Environmental Effects Report (EER), USEPA Comment Letter on the May 2013 Draft EER and USACE Information Request Letter resulting from Public Comment Period
Midcounty Corridor - Public Outreach

Montgomery County Planning Department 2013 Midcounty Highway Alternatives Review
ITEM9FinalStaffReport_111413.pdf

March 2015 Draft Preferred Alternative/Conceptual Mitigation Report (PA/CM)
DRAFTPACM_Vol1_03ARDS.pdf

Comment letters from USEPA, USACE, MDE, MCPS and City of Gaithersburg
DRAFTPACM_Vol2_App A Agency Letters.pdf

ATTACHMENT 1

Draft Preferred Alternative/Conceptual Mitigation Report
March 2015



RESOURCES	ALTERNATIVES RETAINED FOR DETAILED STUDY									
	1	2	4 MOD	5	8A	8B	8D	9A	9B	9D
PRIME, STATEWIDE IMPORTANT FARMLAND										
Total (ac)	0	0	2.8	0	17.7	3.1	31.5	17.7	3.1	31.5
WATER RESOURCES										
STREAMS										
Piped Streams (LF)	0	0	1,282	70	749	520	914	485	256	650
Relocated Streams (LF)	0	0	0	0	0	0	0	989	989	989
Total Permanent (LF)	0	0	1,282	70	749	520	914	1,474	1,245	1,639
Total Temporary (LF)	0	0	30	0	75	75	75	60	60	60
NONTIDAL WETLANDS										
Permanent										
Fill (ac)	0	0	0.26	0	0.76	0.76	0.76	0.87	0.87	0.87
Conversion (ac)	0	0	0.27	0	1.78	1.69	1.69	1.70	1.60	1.60
Temporary (ac)	0	0	0.10	0	0.76	0.74	0.74	0.82	0.80	0.80
NONTIDAL WETLAND BUFFER										
Permanent (ac)	0	0	0.82	0	0.74	0.57	0.57	0.99	0.82	0.82
Temporary (ac)	0	0	0.03	0	0.13	0.13	0.13	0.15	0.13	0.13
100-YEAR FLOODPLAIN IMPACTS										
Permanent (ac)	0	0	4.5	0.4	2.9	2.9	2.9	4.8	4.8	4.8
Temporary (ac)	0	0	0.24	0	0.58	0.58	0.58	0.58	0.58	0.58
FOREST IMPACTS										
Total (ac)	0	0	31.0	2.0	57.6	52.5	61.4	72.9	67.7	76.7
SPECIAL PROTECTION AREAS										
Total Added Impervious Surface (ac)	0	0	1.4	0	7.2	1.7	4.8	7.2	1.7	4.8
FIDS HABITAT										
Direct (ac)	0	0	0	0	16.7	11.2	11.2	19.4	11.2	11.2
Indirect (ac)	0	0	2.2	0	66.8	54	58.4	74.1	54	58.4
THREATENED & ENDANGERED SPECIES										
Number of Species Impacted	0	0	0	0	0	0	0	0	0	0
COST										
\$ Millions²	0	41	251	120	283	264	276	357	339	350

NOTE: Potential impacts are based on preliminary engineering. Further refinement of impacts would occur during project design.

¹ Includes residences, businesses, churches, schools, community facilities, parkland, and public works properties.

² Cost excludes \$14 million for Middlebrook Road construction.

From: [Chetan Kharod](#)
To: [MCP-Chair](#)
Subject: Hearing on 11/14/24 M-83
Date: Tuesday, November 12, 2024 3:06:53 PM

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Hello MCP Chair and the Montgomery County planning board,

With this email, my wife and I are requesting to please stick with the decision made over 10 years back on removing M-83 from the Master Plan. We are requesting to please NOT overturn the decision made. We would like to request you to consider the alternate plans with bus rapid transit in dedicated lanes on 270 and 355 which would be less disruptive and less expensive.

My home address -
20325 Sandsfield Terrace
Germantown, MD 20876

With best regards,
Chetan and Falguni Kharod

Edward Pfister

Hello, thank you for this opportunity. My name is Ed Pfister, my wife and I are long-term residents of Montgomery Village and live on Seneca Spring Way. I am a volunteer Master Naturalist with the county parks and a retired US Public Health Service Officer. My home abuts to the proposed M83 alignment, and I am in favor of removing it once and for all from the Highway Master Plan.

The woods are what drew me to this area and almost every day I watch the deer walk directly along the path of the proposed M83 alignment. Occasionally there are red foxes, raccoons and other wildlife. A woodland box turtle comes out of the forest to visit us several times/year.

This is not the place for a highway. This area is a critical natural connecting corridor so important for biodiversity. If this habitat is destroyed, the already shrinking natural areas in the county will be further reduced and dissected with grim consequences such as contributing to climate change and negative health impacts.

The specific wooded area where I live is a natural corridor that runs southerly to Blohm Park along Whetstone Run and other small tributaries of Seneca Creek. Heading the other way, north-west ward, it passes by my house and then crosses to Great Seneca Creek and cuts through the Great Seneca Stream Valley Park. This is where a huge 500-foot bridge is proposed that will then pass through connecting to the Dayspring Retreat Center and more natural areas.

We know that wetlands and forests will be destroyed, and I wonder what will happen to the wildlife when the forest is bulldozed. The animals will be killed and dispersed, and I am sure many more will perish being hit by cars with possible human victims as well. Noise, light and air pollution will negatively impact residents and nature alike.

Edward Pfister

I used public transportation for most of my 30+ year career until I retired. Mostly I traveled by bus and Metro to Bethesda and DC. In earlier years, I carpooled and eventually discovered the Montgomery County Ride On Bus Service. I didn't look back, the express bus (route 60) to Shady Grove Metro was a great convenience. I also had the option of the Express Bus along I 270 to the Bethesda Metro. No more long hours in traffic, just an enjoyable ride watching people, reading a book, or grabbing a nap.

People think that highways will alleviate traffic, but studies show that they more often aggravate traffic. In our area, Montgomery Village Avenue is already log jammed during rush hour, weekends and throughout much of the day. A similar scenario is found on Shady Grove Road connecting to I270 or the ICC.

The proposed M83 will cause even more of a bottle neck as it dumps commuter traffic onto our overburdened roadways.

Let's choose a win-win solution by keeping our natural environment intact and creating more effective transit opportunities like bus rapid transit using our existing roads.

I urge you to remove M83 Highway from the current Master Plan.

Date: November 14, 2024

To: M-NCPPC Chair Artie Harris & Board of Director Members
Email address: mcp-chair@mncppc-mc.org
Cc: catherine.coello@mncppc-mc.org

From: Edna Miller, 19317 Club House Road, Unit 104, Montgomery Village, MD 20996
Email address: edna13miller@gmail.com Cell: 391-461-2843

Subject: For Public Records for Master Plan of Highways and Transitways Hearing; My Testimony on Thursday, November 14, 2024 in Upcounty; Support removing M-83 Route from MPOHT.

My name is Edna Miller, a Condominium Owner living in Montgomery Village 20 plus years and a stakeholder on the M-83 Question. My Testimony today supports the removal of M-83 from MPOHT in Technical Update.

1) The 1992 County Council needed to make a decision; Should Mid-county Highway Extended (M-83 Route), connect to the proposed Watkins Mill Road Bridge? By the Council deciding not to build M-83 in the future, *they had the Bridge constructed without any access to M-83. Proving the Council decided not to build M-83 then and into the future.*

2) In 2017, that Council created and passed 2017 Resolution, after Planning Board worked for fifteen years on "M-83 Corridor Study Alternatives." *The 2017 Resolution "prohibits use of the proposed M-83 Highway in land use plans, land development projects, and for addressing future roadway capacity needs and regional traffic movement."*

3) It is important for the new Planning Board to remember this 2017 Resolution followed the "Final Mid-county Highway Extended 2017 Supplemental Report." By examining this Report, one can find a critical traffic flow requirement affecting three Land-Locked communities along the proposed M-83 Route IF BUILT. Search the Supplemental Report for Section 4.A.iv.Scenario 2 on page 4-2; where it says:

"Two-way traffic must be maintained at all times to provide access to and from the Land-Locked communities of Blunt Road, Grassie Knoll Terrace and Gatlin Road."

4) Where does this requirement come from? Very possibly from the "Charter for the Planning Board," which addresses Land-Locked communities where it says: *"The Planning Board has a legally mandated duty to avoid interfering with the rights of landowners to the full use of their property – when they approve platted highways."*

In other words, by keeping the M-83 Highway Route in the MPOHT, it carries with it the potential to *"interfere with the landowners' rights of the full use of the property for these 3 Land-Locked communities along the M-83 Route and the landowners' rights of the full use of the property for the Montgomery Village community."*

5) In conclusion, these informative facts: from decisions in 1992 not to build M-83, facts from the 2017 Resolution and requirement from the Final 2017 Supplemental Report supports the removal of M-83 from the MPOHT in 2024/2025 Technical Update (Reference: Maryland State Archives websites, vol. 569, page 847 – Albert C. Ritchie, Governor. 847).

Respectfully,

Edna Miller

EM 11/14/24

From: [Catherine Guie](#)
To: [MCP-Chair](#)
Subject: REMOVE M83 HIGHWAY
Date: Wednesday, November 13, 2024 11:14:51 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

This is my testimony against M83:

This highway is totally unreasonable. It would endanger the wellbeing of the people living on its path. Would you like your parents, children and grandchildren suffer from allergies, respiratory diseases, etc.? The pollution will bring a lot of unhealthy air, because of traffic but also because all the trees and vegetation will be killed.

At a time when we all talk about climate change, this idea of M83 is absolutely horrendous. Who ever planned it is not a human being and just wants to be part of the planet destruction.

Think about it as if you, yourself, were living in this area and how you would react if the road would cross your own backyard. Thank you

From: [Shu, Shi \(NIH/NHLBI\) \[E\]](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Cc: [Summerfield Crossing](#)
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 11:23:57 AM

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Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Susan Shu
Summerfield Crossing resident

From: [Krupal Chukka](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 11:24:15 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

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Krupal Chukka
Clarksburg, MD

From: [Todd Soghier](#)
To: [MCP-Chair](#)
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 11:31:05 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Todd Soghier

Summerfield Crossing Resident (Off 355)

From: [Lucy McFadden](#)
To: [MCP-Chair](#)
Subject: Master Plan of Highways and Transitways – 2024 Technical Update – Public Hearing #2
Date: Wednesday, November 13, 2024 11:42:55 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

November 13, 2024

Chair Harris and Planning Commissioners, Thank you for the opportunity to address you this evening.

My name is Lucy McFadden, a retired NASA scientist, Co-ordinating Committee member of the Climate Action Coalition, Montgomery County. I'm here to request removal of proposed M83/Midcounty Highway-Extended from the Master Plan of Highways and Transitways.

Many climate and civic groups in the County are working with County government and landowners for a **net gain** of forests by prioritizing the protection of forest ecosystems. Between 2008 and 2016, development in Montgomery County cleared [1,383 acres of forests](#). With only 768 acres replanted we suffered a net loss of 615 forest acres while tree removal for construction projects continues every day. Protecting the forests in our existing regional and public parks is an essential step toward reversing the net loss of forests and tree canopy in Montgomery County.

Proposed M83/Midcounty Highway Extended is a vestige of 1950-1960's -era planning. A 5-mile portion of the alignment threatens 100 acres of high-quality interior forest that would not otherwise be removed from upcounty parks including, within 1) Great Seneca Stream Valley Park, 2) North Germantown Greenway Stream Valley Park, 3) Wildcat Branch Stream Valley Park, 4) Seneca Crossing Local Park, 5) Seneca Creek Greenway Trail, 6) Montgomery Village Community Open Space and 7) Blohm Park in the city of Gaithersburg. Thousands of people use these parks each year for recreation and thousands more benefit from clean, cooler air and the clean water that they supply. All of the park forests threatened are within the Seneca Creek watershed, part of mid-Potomac drinking water supply via WSSC's Potomac Filtration Plant. The proposed road, would also bisect the Agricultural Reserve north of Brink Road where it would diminish the size and degrade the integrity and function of the County's award-winning Agricultural Reserve.

Our request comes with an alternative transit solution that was offered in 2017 by the [Montgomery County Midcounty Corridor study report](#) indicating a scenario, referred to as Scenario 1, whereby No-M83 plus Bus Rapid Transit on Route 355 and local roadway improvements provide the lowest Vehicle Miles Traveled and the lowest travel times on Route 355 during both morning and afternoon rush hours. (see Figures 2-1 and 2-4 in the Midcounty Corridor Study Supplemental Report.)

We endorse Scenario 1 of MC-DOT's study report and request M83-Extended be removed from the Master Plan of Highways and Transitways so that the beneficial aspects of forests and tress can continue to make Montgomery County a clean, healthy and enjoyable place to live.

Thank you,
Sincerely,

Lucy McFadden, Co-ordinating Committee, Climate Action Coalition, Montgomery County
Jon Nowick, Co-Coordinator, Tree Friends United
Anna Mudd, Senior Policy Director, Potomac Conservancy
rg Steinman, Friends of Ten Mile Creek and Little Seneca Reservoir

From: [Lucy McFadden](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: Master Plan of Highways and Transitways – 2024 Technical Update – Public Hearing #2
Date: Wednesday, November 13, 2024 11:55:12 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My mailing address is:
8510 W Howell Rd
Bethesda, MD 20817

On Nov 13, 2024, at 11:42 AM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [V Krishnan](#)
To: [MCP-Chair; Office of Councilmember Balcombe](#)
Subject: KEEP M-83 in the Master Plan!
Date: Wednesday, November 13, 2024 11:47:59 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lake Forest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the Upcounty area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Ms. Vyjoo Krishnan

Summerfield Crossing Resident (Off 355)

From: [V Krishnan](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: KEEP M-83 in the Master Plan!
Date: Wednesday, November 13, 2024 2:41:37 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Address is 12800 Gorman Circle, MD-20841

On Wed, Nov 13, 2024 at 11:48 AM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [Arvind Agrawal](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: PLEASE KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 12:02:42 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Up county including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Up county in general.

Please keep M-83 in the Master Plan.

Thank you

*Arvind Agrawal
Summerfield Crossing Resident (off 355)*



From: [Indira Padmavathi](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 12:07:18 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Indira Vaddiparti
Summerfield Crossing Resident (off 355)

Take care,

Thanks and Best Regards,

--Indira

Our prime purpose in this life is to help others. And if you can't help them, at least

don't hurt them.
~Dalai Lama

From: marneyb3@everyactioncustom.com on behalf of [Marney Bruce](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Wednesday, November 13, 2024 12:17:38 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Marney Bruce
4541 Windsor Ln Bethesda, MD 20814-4724
marneyb3@gmail.com

From: [Ahffan kondeth](#)
To: [MCP-Chair](#)
Subject: Support for the Construction of M-83 and Preservation of the Master Plan
Date: Wednesday, November 13, 2024 12:37:59 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Council Members and Planning Board,

We, the residents of Germantown, Boyds, and Clarksburg, are writing to express our strong support for the construction of the Midcounty Highway Extended (M-83) and urge you not to remove this critical transportation project from the Master Plan of Highways and Transitways. Many of us bought homes in these rapidly growing communities with the expectation that the county would deliver on its transportation infrastructure commitments, which prominently included M-83.

As you know, M-83 has been part of the Clarksburg Master Plan since the 1960s and remains a vital transportation link for our region. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County. The highway is also critical for accessing schools, healthcare facilities, and other necessary services. Without it, the existing road network is overwhelmed, causing significant traffic congestion that impacts the daily lives of thousands of residents.

The opposition to M-83, particularly from organizations such as the TAME Coalition, fails to reflect the realities and needs of the residents of upcounty areas. TAME does not represent the voices of those who live in high-traffic zones like Gaithersburg, nor the growing population of Germantown and Clarksburg. Instead, it pushes a narrow agenda that overlooks the pressing transportation challenges faced by our communities.

Clarksburg, in particular, has seen explosive growth, with its population tripling from 10,000 residents in 2010 to over 30,000 today, and it continues to expand rapidly. Despite this, transportation infrastructure has lagged far behind, severely affecting the quality of life for current and future residents. The completion of M-83 is an essential step toward fulfilling the promises made to our communities and ensuring that we have the infrastructure to support this growth.

Furthermore, the environmental arguments put forward by TAME are misleading and selective. These concerns were not applied to other county-funded projects such as the expansion along Exit 11 of I-270, raising questions about the consistency of their stance. M-83 should not be viewed as an exclusive alternative to other transportation solutions, such as Bus Rapid Transit (BRT). Rather, it should be prioritized as part of the county's broader master plan, alongside other transportation improvements.

For years, the residents of upcounty communities have suffered from insufficient infrastructure while witnessing the construction of new homes and the growth of new

developments. This ongoing neglect adds insult to injury, and it is time that the county finally addresses our needs by moving forward with the construction of M-83.

We strongly urge you to respect the original master plan, recognize the critical role that M-83 plays in the development of Clarksburg, Germantown, and surrounding areas, and ensure that this vital highway is built without further delay.

Thank you for your consideration.

Sincerely,

Ahffan

Residents of Germantown / Clarksburg, MD

From: [Debbie Russell](#)
To: [MCP-Chair](#); councilmember.balcombe@montgomerycountymd.gov
Cc: [Summerfield Crossing](#)
Subject: KEEP M-83 in the Master Plan
Date: Wednesday, November 13, 2024 1:00:07 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg and Germantown residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcounty traffic is hardly sustainable. Md 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Sincerely,

Debbie Russell
Summerfield Crossing Resident (off 355)

From: avanti7700@everyactioncustom.com on behalf of [Jonathan Nowick](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Wednesday, November 13, 2024 1:06:43 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Jonathan Nowick
6602 Rivercrest Ct Bethesda, MD 20816-2178
avanti7700@verizon.net

From: [Wang Family](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 2:13:54 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Hongsheng Wang
21718 Seneca Ayr Drive,
Summerfield Crossing Resident (off 355)

From: [Mads Castro](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 2:49:46 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

From,
Jack and Madeleine Castro
Summerfield Crossing Resident (off 355)

From: [Ashok Subramanian](#)
To: Councilmember.Balcombe@montgomerycountymd.gov; [MCP-Chair](#)
Subject: Support for the Construction of M-83
Date: Wednesday, November 13, 2024 3:07:06 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Subject: Support for the Construction of M-83 and Preservation of the Master Plan

Dear Montgomery County Council Members and Planning Board,

We, the residents of Clarksburg, are writing to express our strong support for the construction of the Midcounty Highway Extended (M-83) and urge you not to remove this critical transportation project from the Master Plan of Highways and Transitways. We are one of the many bought home back in 2007 in these rapidly growing communities with the expectation that the county would deliver on its transportation infrastructure commitments, which prominently included M-83.

As you know, M-83 has been part of the Clarksburg Master Plan since the 1960s and remains a vital transportation link for our region. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County. The highway is also critical for accessing schools, healthcare facilities, and other necessary services. Without it, the existing road network is overwhelmed, causing significant traffic congestion that impacts the daily lives of thousands of residents.

Currently my son is in UMD and it takes 1 hour 15 mins to reach home to visit us like my son there are 100s of students in this area are suffering . Using M83 they should be able to use the new purple line metro and M83 to reach clarksburg in 30 mins

Clarksburg, in particular, has seen explosive growth, with its population tripling from 10,000 residents in 2010 to over 30,000 today, and it continues to expand rapidly. Despite this, transportation infrastructure has lagged far behind, severely affecting the quality of life for current and future residents. The completion of M-83 is an essential step toward fulfilling the promises made to our communities and ensuring that we have the infrastructure to support this growth.

For years, the residents of upcounty communities have suffered from insufficient infrastructure while witnessing the construction of new homes and the growth of new developments. This ongoing neglect adds insult to injury, and it is time that the county finally addresses our needs by moving forward with the construction of M-83.

We strongly urge you to respect the original master plan, recognize the critical role that M-83 plays in the development of Clarksburg, Germantown, and surrounding areas, and ensure that this vital highway is built without further delay.

Thank you for your consideration.

Sincerely,
Ashok subramanian
Clarksburg, MD

Sent from my iPhone

From: [Trish Stefanik](#)
To: [MCP-Chair](#)
Subject: Remove proposed M83 Highway from the Master Plan of Highways & Transitways; Expand Bus Rapid Transit on 355 North
Date: Wednesday, November 13, 2024 6:18:52 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I ask you to eliminate proposed Midcounty Highway Extended/M83 from all Montgomery County Master Plans; and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.

Stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.

Our future is not in more pavement for roads, but in using our existing road space to move more people efficiently and sustainably. So I ask you to take action for our climate and communities and support the people-centric transportation shift.

This issue is important to me, because it will improve my quality of life while also improving climate justice and transit equity. Therefore, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Sincerely,

Patricia Stefanik
11211 Neelsville Church Rd, Germantown, MD 20876

From: [jaydeep](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 6:34:19 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

*Dear Planning Board Members:
M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro and provides a much-needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.
Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.*

Jaydeep Patel
Summerfield Crossing Resident (off 355)

From: [Prakash Vuppala](#)
To: [MCP-Chair](#)
Subject: Support for the Construction of M-83 and Preservation of the Master Plan
Date: Wednesday, November 13, 2024 7:17:17 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Council Members and Planning Board,

We, the residents of Clarksburg, are writing to express our strong support for the construction of the Midcounty Highway Extended (M-83) and urge you not to remove this critical transportation project from the Master Plan of Highways and Transitways. Many of us bought homes in these rapidly growing communities with the expectation that the county would deliver on its transportation infrastructure commitments, which prominently included M-83.

As you know, M-83 has been part of the Clarksburg Master Plan since the 1960s and remains a vital transportation link for our region. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County. The highway is also critical for accessing schools, healthcare facilities, and other necessary services. Without it, the existing road network is overwhelmed, causing significant traffic congestion that impacts the daily lives of thousands of residents.

The opposition to M-83, particularly from organizations such as the TAME Coalition, fails to reflect the realities and needs of the residents of upcounty areas. TAME does not represent the voices of those who live in high-traffic zones like Gaithersburg, nor the growing population of Germantown and Clarksburg.

Clarksburg, in particular, has seen explosive growth, with its population tripling from 10,000 residents in 2010 to over 30,000 today, and it continues to expand rapidly. Despite this, transportation infrastructure has lagged far behind, severely affecting the quality of life for current and future residents. The completion of M-83 is an essential step toward fulfilling the promises made to our communities and ensuring that we have the infrastructure to support this growth.

Furthermore, the environmental arguments put forward by TAME are misleading and selective. M-83 should not be viewed as an exclusive alternative to other transportation solutions, such as Bus Rapid Transit (BRT). Rather, it should be prioritized as part of the county's broader master plan, alongside other transportation improvements.

For years, the residents of upcounty communities have suffered from insufficient infrastructure while witnessing the construction of new homes and the growth of new developments. This ongoing neglect adds insult to injury, and it is time that the county finally addresses our needs by moving forward with the construction of M-83.

We strongly urge you to respect the original master plan, recognize the critical role that M-83 plays in the development of Clarksburg, Germantown, and surrounding areas, and ensure that this vital highway is built without further delay.

Thank you for your consideration.

Sincerely,
Prakash Vuppala
Residents of Germantown / Clarksburg, MD

From: carlotta355@everyactioncustom.com on behalf of [Carlotta Watkins](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Wednesday, November 13, 2024 8:04:48 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

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As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Carlotta Watkins
3144 Gracefield Rd Silver Spring, MD 20904-5877
carlotta355@gmail.com

From: [rikta patel](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 8:29:55 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro and provides a much-needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Rikta Patel
Summerfield Crossing Resident (off 355)

From: [Matt Higham](#)
To: [MCP-Chair](#)
Subject: AGAINST: Midcounty HWY Extension Plan (M-83)
Date: Wednesday, November 13, 2024 9:17:42 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

This comment is intended for the November 14th public hearing about whether to keep the M-83 extension included in the County Plan.

My name is Matthew Higham, and I reside at 17305 Beauvoir Boulevard, Derwood, MD 20855.

The southbound extension of Midcounty Highway (M-83) will reduce precious green space.

Residents of the neighborhoods along the ICC have experienced a dramatic increase in noise as street racing of motorcycles and modified cars has become a constant round-the-clock phenomenon. Extending Midcounty Highway through to the ICC will move such racing directly into those neighborhoods, with the extension coming within 30 yards of houses on each side.

As bad as street racing on Shady Grove Road is now, it will likely increase due to the extension of Midcounty Highway across Shady Grove Road, onto the M-83 extension/ICC access, onto the ICC. This promises to increase the likelihood of accidents at the intersection of M-83 and Shady Grove Road as racers risk running red lights--already an altogether too-frequent occurrence at that intersection.

Currently, the onramp to MD-200/ICC is slightly more than one mile from the current southern end of M-83, just a straight shot down Shady Grove Road. Access to MD-200 is already simple enough without imposing the noise and safety costs of the M-83 extension on the south end of Midcounty Highway.

I therefore request that the proposed extension of M-83 be removed permanently from the M-NCPPC master highway plan.

Matthew Higham

From: [Susan Y](#)
To: [MCP-Chair](#)
Subject: Against Southern Extension of Mid-County Highway for Route 83
Date: Wednesday, November 13, 2024 9:54:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Public Hearing
November 14, 2024, 6:30 PM
M -NCPPC Building (2nd floor auditorium)
2425 Reedie Drive, Wheaton, Maryland 20902

Planning Board Chair Harris and Board Members,

I am writing in opposition to the southern extensions of Mid-County Highway beyond Shady Grove Road to the Inter County Connector, Rt 200. My opposition includes the following:

1. Has there been an updated environmental impact statement? I have lived in Mill Creek Towne North, since 1996. When we bought our house Mill Creek Stream ran behind our house, a beautiful, clean, bubbling stream surrounded by beautiful trees and forested area. When the county sold the land off and developers built up the area across the stream it turned that beautiful area into a barely flowing stream with rancid pools and garbage filled water. The tiny peeper frogs still manage to survive there, but that is all. Lots of mosquitoes. Come on by, I'll show you. The Mid-County extension will destroy the stream that runs through Mill Creek Towne South which still is holding on and the woodlands surrounding it. Also will displace what little wildlife we have left.
2. The Mid-County extension runs exactly parallel to the ICC Rt 200. You'll lesson how many minutes to someone's commute? Five minutes? Right now, if you come off Mid-County, make a right onto Shady Grove, then a right on to the ICC Rt. 200, it is an easy and smooth exit of two right hand turns. Meanwhile hold Redland Local Park and a sliver of a neighborhood with maybe a couple hundred homes between these 2 giant, noisy roads? Again, devastate the park, woodlands, wildlife and environment.
3. Mid-County Highway has a speeding problem already. People drive way above the speed limit and when you slow down to 45 mph to go by Shady Grove Middle School they ride your tail to save two seconds. Shady Grove Road has gotten a little better with the lights. Also have you heard about the local drag races on the ICC Rt 200? We can hear them racing at night in our neighborhood that is not all that close. Also on our street Mill Creek Dr., which runs parallel to Mid-County Hwy, people speed like crazy. Why? To save a minute? I keep meaning to clock them. We have speed bumps but they are worn down. We have a neighborhood of walkers, children, and seniors where the cars blow by us and never slow down. I can't imagine what more traffic, speeders and reckless and careless drivers would be like. How about a study to slow people down? Safety, people, established neighborhoods and wildlife, should get the highest priority.

Thank you for considering my comments.

Susan Yu
17828 Mill Creek Dr.
Derwood MD 20855

h 301 963 5789

From: [Priya Boopathi](#)
To: [MCP-Chair](#)
Cc: Councilmember.Balcombe@montgomerycountymd.gov
Subject: Keep M 83 in Master Plan
Date: Wednesday, November 13, 2024 10:14:18 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Thanks
PRIYA BOOPATHI

From: leta.kopp@everyactioncustom.com on behalf of [Leta Kopp](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Wednesday, November 13, 2024 10:22:36 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

Please protect this precious land by NOT building the highway.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Leta Kopp
3638 Edelmar Ter Silver Spring, MD 20906-1763
leta.kopp@verizon.net

From: [Ellen Higham](#)
To: [MCP-Chair](#)
Subject: AGAINST: Extension of Midcounty Highway (M-83)
Date: Wednesday, November 13, 2024 10:37:03 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

My name is Ellen Higham, and I live at 17305 Beauvoir Blvd, Derwood, MD 20855. I'm writing to oppose the extension of Midcounty Highway (M-83).

The northbound extension from Montgomery Village Avenue up towards Clarksburg, and the southbound extension from Shady Grove Road to the ICC, will reduce valuable green space in the county and ruin habitats for wildlife. I find this destruction to be counterproductive to the intended mission of the M-NCPPC to "protect and steward" natural resources of the county. It will also be detrimental to the neighborhoods located in those areas.

Please remove plans to extend Midcounty Highway to Ridge Road and to MD-200 from the county highway plan.

Sincerely,

Ellen Higham

From: [Vinoth Jagannathan](mailto:Vinoth.Jagannathan@montgomerycountymd.gov)
To: Councilmember.Balcombe@montgomerycountymd.gov; MCP-Chair
Subject: KEEP M83 in the master plan
Date: Wednesday, November 13, 2024 10:53:15 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a **multi-modal direct connection** from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. **Please keep M-83 in the Master Plan.**

Thank you!

Vinoth Jagannathan
Summerfield Crossing Resident (off 355)

--

"Life Always Gets Better"

From: [Santhosh Shetty](#)
To: [MCP-Chair](#)
Cc: santhosh.shetty0815@gmail.com
Subject: Testimony in Support of M-83 Highway Project
Date: Wednesday, November 13, 2024 11:45:05 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chair, Committee Members, and Decision-Makers,

My name is Santhosh Shetty I am a resident of Classburg Maryland. I am writing to express my strong support for the M-83 Highway project, also known as the Midcounty Highway Extension. I believe this project is essential for addressing current and future transportation needs in our community, as well as for enhancing safety, reducing congestion, and promoting economic growth.

I have seen firsthand the challenges our region faces with traffic congestion, particularly along routes like MD 355 and I-270. The completion of M-83 would provide much-needed relief by offering an additional north-south route, improving traffic flow, and reducing travel times for residents and commuters alike.

The benefits of the M-83 Highway project are substantial. By creating an efficient alternative route, the project would:

- **Alleviate congestion** on heavily trafficked roads, reducing travel times and improving the quality of life for residents.
- **Enhance safety** by diverting some of the traffic load from local roads, making them safer for pedestrians, cyclists, and local drivers.
- **Support economic development** by improving access for businesses and facilitating the movement of goods and services throughout the region.
- **Reduce environmental impact** over the long term by lessening idling times and improving traffic efficiency, which can help reduce emissions.

The need for improved infrastructure is critical as our community continues to grow. The M-83 Highway project represents an essential investment in the future of our transportation network and the prosperity of our region. I respectfully urge the committee to move forward with this project and ensure that it receives the support necessary to bring it to fruition.

Thank you for considering my testimony in support of the M-83 Highway project. I appreciate your commitment to our community's needs and to the long-term vision for a more efficient and connected transportation system.

Sincerely,

Santhosh Shetty

santhosh.shetty0815@gmail.com

12614 Granite Rock Road

Clarksburg Maryland

Ph : 2482106402

From: [seema.agrawal](mailto:seema.agrawal@montgomerycountymd.gov)
To: [MCP-Chair](mailto:MCP-Chair@montgomerycountymd.gov)
Cc: Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 8:00:23 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:
M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.
Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

*Seema Agrawal
Summerfield Crossing Resident (off 355)*

From: [Ambarish Purohit](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 8:12:13 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960. It is essential to the development of Upcounty, including the Clarksburg and Germantown areas. M-83 provides a multi-modal, direct connection from Clarksburg to the Shady Grove Metro, meeting critical transportation needs for the region. Additionally, it supports the planned economic revitalization of areas like the former Lakeforest Mall, alongside regular transportation needs. Relying solely on MD 355 to serve Clarksburg and Upcounty traffic is not sustainable. MD 355 frequently experiences significant congestion, making it challenging for local residents to access the road from feeder streets, leading to unnecessary delays, increased air pollution, and lost time and wages for the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents today, with more residential development underway. This rapid growth has outpaced the current transportation infrastructure, which is now critically insufficient. Removing sections of M-83 would negatively impact the quality of life for both current and future residents of Clarksburg and Upcounty. Therefore, I urge you to retain M-83 in the Master Plan.

Thank you for your consideration.

Sincerely,
Ambarish Purohit
Summerfield Crossing Resident (off 355)

From: [Roger Alexander](#)
To: [MCP-Chair](#)
Subject: Master Plan of Highways and Transitways - 2024 Technical Update - Public Hearing #2 (Testimony: Roger Alexander)
Date: Thursday, November 14, 2024 8:24:35 AM
Attachments: [MC Planning Board Testimony 11-14-2024 Roger Alexander DNCA.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MCP-Chair,

Please find attached a copy of the material that I will be presenting to the Board as part of my in-person testimony at the Commission today. Based on the allotted time, a summary of the document will be presented at the hearing.

Thank you.

Regards,

Roger K Alexander
16937 Briardale Road
Rockville, MD 20855
(301) 455-7423
Derwood Neighborhood Community Alliance (DNCA)

Testimony: AGAINST “potential removal of Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways (MPOHT)”

November 14th, 2024.

Montgomery County Planning Board
2425 Reedie Dr, 14th Floor
Wheaton, MD 20902

Roger Alexander, PhD – Profession: Communications Systems Engineer, on behalf of Derwood Neighborhood Community Alliance (DNCA)

Thank you for the opportunity to testify before the Board on the item of the potential removal of Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways (MPOHT).

Background

My wife and I are Derwood residents who have lived at the intersection of Briardale and Shady Grove Road for the past 32 years. We have had firsthand experience of the effects of County transportation and traffic implementation decisions. We have been displaced from our home for the past 11 months due to an accident on Shady Grove Road that forced a car onto our property and into the front corner of the house. The accident created significant structural damage that rendered the house unsafe and required extensive repair and renovation. We hope to be able to finally return home next month.

I am testifying on behalf of a group of Derwood residents, the Derwood Neighborhood Community Alliance (DNCA), concerned about the impact of transportation planning and implementation decisions on the traffic along the Derwood community roads. The DNCA is a subgroup of the Derwood Neighborhood residents, many with decades of residency, situated along the Shady Grove Road corridor from 370 to Midcounty Highway (M-83) who have been working with Councilwoman Luedtke’s Office, State Representatives and the Montgomery County Department of Transportation, Vision Zero Planning, and Police Department, to address issues of traffic and safety along the neighborhood roads.

The removal of the M-83 South Extension from the MPOHT has the potential to exacerbate congestion and safety along Shady Grove Road through the Derwood neighborhood as traffic volumes increase. Shady Grove Road is already considered part of the County’s High Injury Network with significant accident and fatality rates at intersections within the Derwood community. Appropriate development and use of the M-83 South Extension can alleviate some of the unnecessary traffic flows that are occurring through the Derwood community and can thereby improve future neighborhood traffic and safety. A neighborhood-friendly conversion of the M-83 South Extension also provides an opportunity for alignment and integration with the County’s Vision Zero development that is envisaged for the area.

1. DNCA Advocates **AGAINST** Removal of the M-83 ‘South Extension’ from the MPOHT

The DNCA is against removal of the **M-83 South Extension** from the MPOHT but takes no position regarding the removal of the M-83 North Extension from the MPOHT.

Based on the differing communities, environments, transportation impacts, and other considerations, we believe the Planning Board should separately consider removal of the M-83 North and South Extensions. Each assessment should be evaluated on the basis of its respective merits and tradeoffs.

2. DNCA Recommends an Update of Studies used in the MPOHT M-83 Extension Assessment

Current consideration of the removal of M-83 Extensions is based on a number of potentially outdated studies. Current November, 2024 planning recommendations should not be based on so many 2013-cited study assessments.

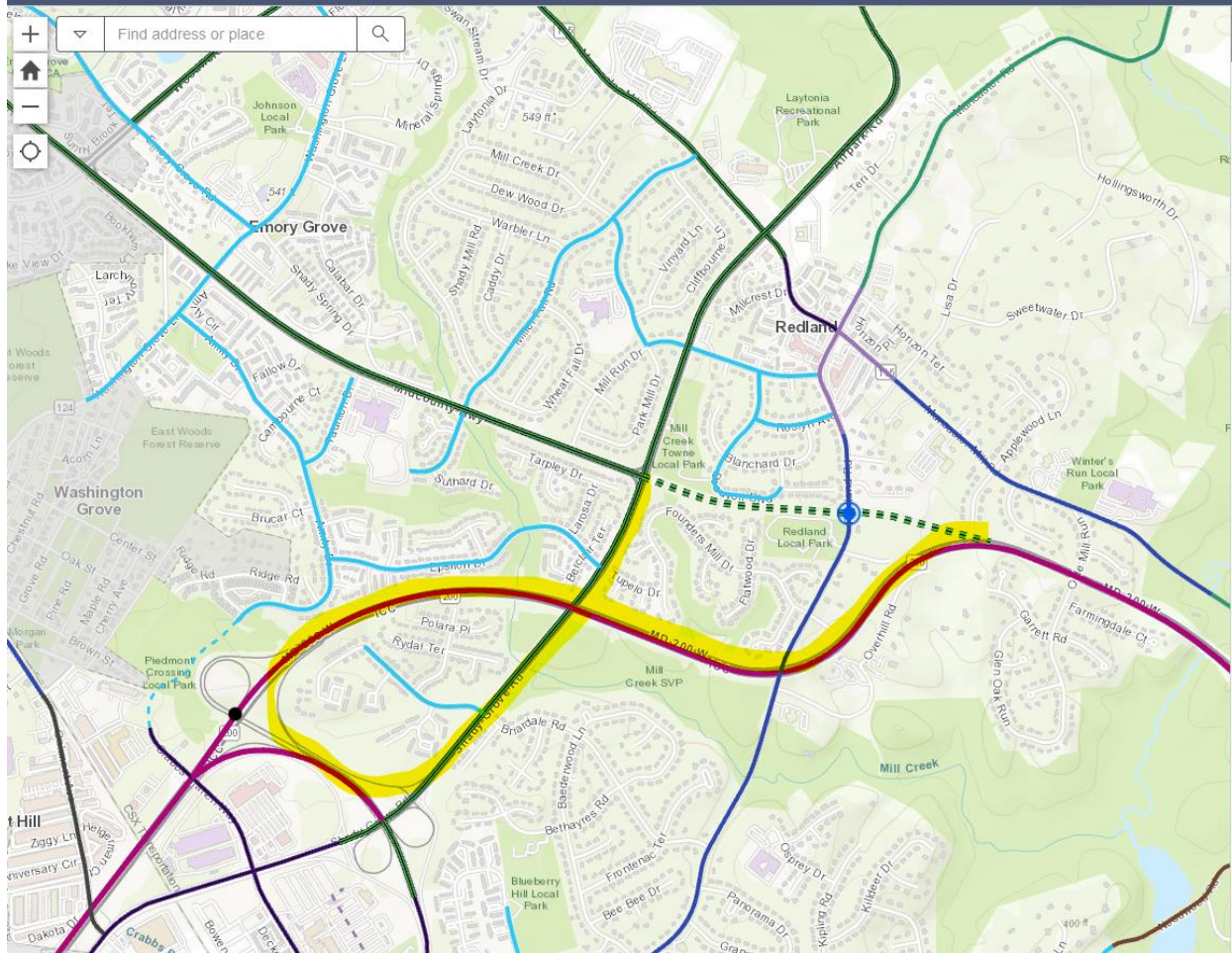
To make effective decisions on the future of the M-83 Extensions, past studies should be revisited to assess their current validity. Given post-COVID changes and in light of changed County priorities and development directives, all studies should be reviewed, including for transportation costs and environmental impacts, with the necessary adjustments made to bring them up to date. Studies should be redone where review shows data projections or assessments are significantly failed and cannot be readily revised with updated information or analysis.

3. DNCA Advocates for M-83 ‘South Extension’ Conversion to a More Limited ICC Exit Connection

The DNCA would like to see a more environmental and neighborhood-friendly conversion of the M-83 South Extension 0.75-mile, right-of-way from the potential 4-6 lanes Highway Extended to a 2-lane lower-speed, ICC exit connection.

Such an ICC exit connection will reduce travel times, distances, and congestion for vehicles accessing and exiting the ICC for communities North, East and to the immediate South of the current M-83 Highway. Without such an exit, current ICC commuters are travelling an additional 6.1 miles roundtrip getting onto and off the ICC. In the process they are needlessly contributing to increased traffic volumes and reducing roadway capacity by looping along Shady Grove Road in both directions through the Derwood community (see example below of the current commuter travel path **highlighted** on the County’s MPOHT weblink map, <https://www.mcatlas.org/mpoht/>). This current traffic diversion is also contributing to reduced road safety on the Shady Grove Road corridor through the Derwood community.

Master Plan of Highways and Transitways



Source: <https://www.mcatlas.org/mpoht/> - **highlight added.**

4. DNCA Advocates for Development of a Neighborhood-Aligned Greenway ICC Exit Connection

The DNCA advocates for development of an M-83 South extension that is converted to a lower-speed (35-mph maximum), 2-lane, greenway exit that incorporates extensions linking the County's Vision Zero Shady Grove Road shared bikeways to the ICC bikeway. Such a more limited mixed-mode development should also include an underpass at Redland Road that eliminates the requirement for an interchange and traffic light at that location.

An underpass design would preserve the neighborhood character of the area and minimize the new roadway's community impact. A more targeted and reduced-footprint roadway design would also avoid impeding the traffic flow along Redland Road and would reduce the potential cost of the currently envisaged MPOHT M-83 South Extension.

Derwood Neighborhood Community Alliance (DNCA)

The DNCA is a subgroup of the Derwood Neighborhood residents, many with decades of residency, situated along the Shady Grove Road corridor from 370 to Midcounty Highway (M-83) who have been working with Councilwoman Luedtke's Office, State Representatives and the Montgomery County Department of Transportation, Vision Zero Planning, and Police Department, to address issues of traffic and safety along the neighborhood roads.

From: [Peter Bankson](#)
To: [MCP-Chair](#)
Subject: Remove proposed M83 Highway from the Master Plan of Highways & Transitways; Expand Bus Rapid Transit on 355 North
Date: Thursday, November 14, 2024 9:03:24 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Planning Board,

I ask you to eliminate proposed Midcounty Highway Extended/M83 from all Montgomery County Master Plans; and continue to invest in Bus Rapid Transit on 355 into Clarksburg and to foster greater stewardship of our forests and streams.

Stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.

Our future is not in more pavement for roads, but in using our existing road space to move more people efficiently and sustainably. So I ask you to take action for our climate and communities and support the people-centric transportation shift.

This issue is important to me, because it will improve my quality of life while also improving climate justice and transit equity. Therefore, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Sincerely,

Peter R. Bankson
Church of the Saviour/Seekers Church
276 Carroll Street NW
Washington, DC 20012

(your name and address)

Good evening members of the Montgomery County Planning Board,

My name is Beth Wolff, and I serve as the president of the Clarksburg Neighbors Alliance, a new grassroots organization committed to advocating for the needs of our community. I am here today to urge you to **wait, and keep M83 in the Transportation Master Plan.**

One of the biggest issues facing Montgomery County, is the availability of affordable housing. Over the past 20 years, Clarksburg has risen to meet this need in a significant way, growing from 3k in 2003 to over 46k.

Unlike older cities and development in Montgomery County, Clarksburg was developed in a way that intentionally integrated socioeconomic levels seamlessly throughout the community, leading to an diverse community. We are 76% minority, 44% first-generation immigrants, and 61% of us speak a language other than English. Our schools are on average 89% minority with 38% FARMS recipients.

This puts our community in a position of particular vulnerability: We need additional support systems, but are still developing the skills to navigate the political system to advocate for itself—especially since many in our community are ineligible to participate in the voting process.

As a result, we face a reoccurring challenge in Clarksburg: **housing developments continue to grow, yet the necessary infrastructure to support them has not kept pace.**

We are continuously told to *WAIT*. Wait on schools. Wait on libraries. Wait on retail. Wait on county services. Wait on amenities. Wait on roads.

In August 2024, our organization conducted a survey of over 550 Clarksburg residents. Transportation emerged as one of the top issues, with even greater concern specifically among residents of Cabin Branch, the recent development near the Clarksburg Outlets that is reaching over 7000 households.

At present, MD 355—a two-lane road in our area—is the only north-south artery through Clarksburg other than 270. It accommodates local traffic. It is the only access point of three schools. And is a regional thoroughfare from Urbana and Frederick to Rockville, Bethesda, and Washington D.C.

Most mornings and afternoons, it is moving at a snails pace. If there's an accident on 270, it slows to a parking lot. If there was an emergency at one of the three schools, it would be near impossible get emergency vehicles to the schools during these critical travel times, let alone allow for panicked parents to retrieve their children.

The construction of M83 would significantly reduce the congestion, safety issues, and environmental impact of the standstill traffic occurring in Clarksburg, specifically along 355.

I understand that there are conceptual plans in place to address congestion on 355 that do not include M83, including a bypass proposed in the Gateway Sector Master Plan. However, the Gateway Sector recommendations won't even be available until Fall of 2025 and the

construction of the proposed bypass might still be years away. **So we are asking you to WAIT, and keep M83 in the Transportation Master Plan— until there is a actual solution in place.**

You've also proposed Bus Rapid Transit (BRT) as a solution. As Clarksburg residents, we are not opposed to BRT. We would welcome it coming to Clarksburg— as it currently does not exist. However, there has been no thoughtful and holistic plan to make it work in Clarksburg:

- How would residents access the BRT since most Clarksburg residence are not with in walking distance to bus stops and others lack sidewalk connection?

- If they drive to a BRT stop, where will they park their cars without designated lots or street parking available?

- How many residents would the construction of parking lots displace?

- How many wet lands would need to be filled since Clarksburg's Ten Mile Creek Watershed is the one of the county's most pristine waterways?

- And how much would it all cost?

- And why, if BRT is your solution, are you also recommending that the number of BRT stops in Clarksburg be reduced from 6 to only 2?

My understand is that the current BRT studies were conducted between 2010 and 2013 when Clarksburg's population was only 25% of its current size and before commuting patterns shifted significantly in a post-COVID world.

I am confident that studies would show that we need BOTH BRT and additional roadways. If we are to take the BRT plan seriously, a new study needs to be developed and completed that compares the impacts of the current traffic patterns, a BRT plan, and a BTR plus M83 plan. **So we are asking you to WAIT, and keep M83 in the Transportation Master Plan — until updated studies are completed.**

Finally, we've learned a lot about building roads that truly serve communities since the original design of M83. It's time for a fresh perspective rooted in the **Strong Towns** approach, which prioritizes people, places, and sustainability over outdated highway models.

Rethinking M83 can relieve traffic congestion while creating human-scaled streets that connect neighborhoods safely, incorporate transit options, and preserve the environment. A 4 lane highway version of M83 doesn't have to be an all or nothing proposition.

We are asking you to WAIT and keep M83 in the Transportation Master Plan — so M83 can be redesigned in a way to address concerns while meeting needs.

You have told us time and time again to wait for our infrastructure, now we are asking you to wait.

Wait until we have accurate and updated data.

Wait until conceptual plans become a reality.

Wait until real solutions with realistic costs and timelines can be compared to M83.

Wait, and keep M83 in the Transportation Master Plan.

Thank you for your time and for considering the needs of the Clarksburg community.

From: gingesivigny@everyactioncustom.com on behalf of [Virginia Sivigny](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 10:03:00 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Virginia Sivigny
6317 Torrence St Burke, VA 22015-3423
gingesivigny@gmail.com

From: revsarahanders@everyactioncustom.com on behalf of [Sarah Anders](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 10:03:02 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Sarah Anders
6 Rock Falls Ct Rockville, MD 20854-5542
revsarahanders@gmail.com

From: revsarahanders@everyactioncustom.com on behalf of [Sarah Anders](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 10:03:06 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Sarah Anders
6 Rock Falls Ct Rockville, MD 20854-5542
revsarahanders@spiritualityinnature.org

From: bobbiefbrown@everyactioncustom.com on behalf of [Barbara Brown](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 10:03:15 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Barbara Brown
7450 Spring Valley Dr Apt 125 Springfield, VA 22150
bobbiefbrown@gmail.com

From: paulinesipe@everyactioncustom.com on behalf of [Pauline Siple](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 10:03:25 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Pauline Siple
6602 Rivercrest Ct Bethesda, MD 20816-2178
paulinesipe@verizon.net

From: [Wenda Kule](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 10:44:30 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear planning board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into MD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

From: [Nancy Brady](#)
To: [MCP-Chair](#)
Subject: M-83 Extension Removal
Date: Thursday, November 14, 2024 10:53:50 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

November 14, 2024

17825 Cliffbourne Ln
Derwood, MD 20855

Artie Harris, Planning Board Chair
Montgomery County Planning Board
2425 Reddie Drive, 14th Floor
Wheaton, MD 20902
mcp-chair@mncppc-mc.org

Re: M-83 Highway plans

Dear Mr. Harris:

I am writing to urge you to direct the Planning Department to include removal of the proposed Midcounty Highway Extended/M83 in the current technical update to the Master Plan of Highways and Transitways (MPOHT). Please also remove the proposed M83 highway from all other master plans in which it appears.

I am a current resident of Mill Creek Towne, living in Derwood for over 16 years. I'm a member of our neighborhood garden club and we participate in a yearly cleanup of the local streams in Mill Creek Towne. Mill Creek is the headwater of Mill Creek Stream, which flows into Rock Creek, and then into the Potomac River. The Potomac River empties into the Chesapeake Bay, then the Atlantic Ocean. If we can keep the headwater clean, it means so much for everything else downstream. If the M-83 plan is implemented, these waters will not be protected, and our neighborhood parklands will be destroyed.

In Derwood, the Midcounty extension, also called M-83, would go from Shady Grove Rd. through the right of way currently between the two parks—south of Mill Creek Park on Shady Grove Rd. following on through to the north side of Redland Park on Redland Rd. The road would be a **4-lane** extension of Midcounty Highway to Redland Rd. with a traffic light there. Then those 4 lanes continue through that light to enter and come off the ICC.

The right of way for this short extension also encroaches into Redland Park. This road would destroy the stand of trees with bird and deer habitat between the parks and encroach upon both Mill Creek Towne and Mill Creek South neighborhoods. Because Shady Grove Rd already provides easy access to the ICC and the Metro station, this very disruptive extension is **not needed**.

Thank you for your assistance in this matter.

Best Regards,

Nancy Brady

--

Nancy

Nancy E. Brady

vogelne927@gmail.com

301-972-1520/h

301-651-6774/cell

<https://www.linkedin.com/in/nancyebrady/>

From: [CHINTAN BHASAR](#)
To: [MCP-Chair](#)
Subject: Support for the Construction of M-83 and Preservation of the Master Plan
Date: Thursday, November 14, 2024 11:05:21 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Council Members and Planning Board,

We, the residents of Germantown, Boyds, and Clarksburg, are writing to express our strong support for the construction of the Midcounty Highway Extended (M-83) and urge you not to remove this critical transportation project from the Master Plan of Highways and Transitways. Many of us bought homes in these rapidly growing communities with the expectation that the county would deliver on its transportation infrastructure commitments, which prominently included M-83.

As you know, M-83 has been part of the Clarksburg Master Plan since the 1960s and remains a vital transportation link for our region. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County. The highway is also critical for accessing schools, healthcare facilities, and other necessary services. Without it, the existing road network is overwhelmed, causing significant traffic congestion that impacts the daily lives of thousands of residents.

The opposition to M-83, particularly from organizations such as the TAME Coalition, fails to reflect the realities and needs of the residents of upcounty areas. TAME does not represent the voices of those who live in high-traffic zones like Gaithersburg, nor the growing population of Germantown and Clarksburg. Instead, it pushes a narrow agenda that overlooks the pressing transportation challenges faced by our communities.

Clarksburg, in particular, has seen explosive growth, with its population tripling from 10,000 residents in 2010 to over 30,000 today, and it continues to expand rapidly. Despite this, transportation infrastructure has lagged far behind, severely affecting the quality of life for current and future residents. The completion of M-83 is an essential step toward fulfilling the promises made to our communities and ensuring that we have the infrastructure to support this growth.

Furthermore, the environmental arguments put forward by TAME are misleading and selective. These concerns were not applied to other county-funded projects such as the expansion along Exit 11 of I-270, raising questions about the consistency of their stance. M-83 should not be viewed as an exclusive alternative to other transportation solutions, such as Bus Rapid Transit (BRT). Rather, it should be prioritized as part of the county's broader master plan, alongside other transportation improvements.

For years, the residents of upcounty communities have suffered from insufficient infrastructure while witnessing the construction of new homes and the growth of new developments. This ongoing neglect adds insult to injury, and it is time that the county finally addresses our needs by moving forward with the construction of M-83.

We strongly urge you to respect the original master plan, recognize the critical role that M-83 plays in the development of Clarksburg, Germantown, and surrounding areas, and ensure that this vital highway is built without further delay.

Thank you for your consideration.

Sincerely,
Chintan Bhavsar

Residents of Germantown / Clarksburg, MD

From: [ANIL ALUKA](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 11:20:47 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

And anyone trying to play climate card, i think it is absolute non sense. A road or building or any component of infrastructure by itself doesn't do anything. All that is just to support the various needs of communities. So those playing a climate card, should not have allowed any developments at all in the first place, everything would have been nice and green with no people. Now all these tens of thousands people are here, they need to travel for their work(High taxes, labor policies discourage businesses to setup locally) to NOVA, DC but there are not much needed roads. Looking back 20 years ago and see where the county was and where it is now, almost same 270, 355, same everything, except more people, crowded roads and higher taxes (in top 5 heavily taxed states.. Congratulations?)

Everytime driving on dulles corridor , beltway around

tysons or any area in NOVA, seeing all those businesses, companies, infrastructure, I wonder why montgomery county and the state itself could not make the same progress.. But the answer is right here with this M-83, something that should have been built by now, but people have to fight to keep in the plan

Anil Kumar

Summerfield Crossing Resident (off 355)

From: [Nat Reid](#)
To: [Coello, Catherine](#)
Cc: [MCP-Chair](#); [Branda, Ilana](#); [schoapm@aol.com](#)
Subject: Re: My name is missing from the MPOHT public hearing list, November 14
Date: Thursday, November 14, 2024 12:30:32 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[final 2024 m-83 testimony.docx](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please find a written copy of my testimony attached. Thank you,

Nat Reid, Director
Dayspring Silent Retreat Center
11301 Neelsville Church Rd.
Germantown, MD 20876
(301)916-1131
www.dayspringretreat.org

On Thu, Nov 14, 2024 at 11:03 AM Nat Reid <office@dayspringretreat.org> wrote:

Thank you for making it possible for me to testify this evening, Catherine. I will testify in person, for three minutes as an individual. I will send a copy of my testimony shortly.

Nat Reid, Director
Dayspring Silent Retreat Center
11301 Neelsville Church Rd.
Germantown, MD 20876
(301)916-1131
www.dayspringretreat.org

On Thu, Nov 14, 2024 at 10:21 AM Coello, Catherine <catherine.coello@mncppc-mc.org> wrote:

Good morning,

I checked our system and do not see an online form from you. However, I can add you to the speakers list. Please note, we have Jim Hall testifying on behalf of the Dayspring Church. Only one representative may speak on behalf of a group, and others testifying in support of that group can testify at an individual capacity. Therefore, you will have 3 minutes to testify as an individual.

May you please indicate if you will be testifying in person or virtually this evening?

Thank you,



Catherine Coello

Administrative Assistant III

Montgomery County Planning Board, Chair's Office

2425 Reddie Dr 14th Floor, Wheaton, MD 20902

catherine.coello@mncppc-mc.org

m: 301.495.4605 | d: 301.495.4608



From: Nat Reid <office@dayspringretreat.org>

Sent: Thursday, November 14, 2024 9:20 AM

To: MCP-Chair <mcp-chair@mncppc-mc.org>; Coello, Catherine <catherine.coello@mncppc-mc.org>; Branda, Ilana <Ilana.Branda@mncppc-mc.org>

Subject: My name is missing from the MPOHT public hearing list, November 14

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Catherine and Ilana,

I signed up in October to testify at the MPOHT public hearing on November 14. My name is not on the list. Please add my name to testify; I signed up early, before the deadline.

Please confirm that I will be able to testify.

Nat Reid

Director, Dayspring Silent Retreat Center

Nat Reid, Director

Dayspring Silent Retreat Center

11301 Neelsville Church Rd.

Germantown, MD 20876

(301)916-1131

www.dayspringretreat.org

Testimony for the public hearing on Thursday, November 14, 2024, to consider whether the unbuilt sections of Midcounty Highway Extended should be removed from the Master Plan of Highways and Transitways

My name is Nat Reid, and I have been the director of Dayspring Silent Retreat Center for almost 21 years, and a resident of Montgomery County for that time.

Dayspring was purchased by an ecumenical church in DC called the Church of the Saviour in 1953. At that time, 355 was a two-lane road, and Neelsville Church Rd. was a dirt road. They bought the land to start a retreat center, a place for prayer and reflection, for silence and solitude. They built the silent retreat center on the most remote corner of the property to insulate it from surrounding roads and future development, so that people could feel a sense of being surrounded by nature. Wilderness is one of the essential settings where divine encounters occur in all religions and wisdom traditions. Today, the North Germantown Greenway Stream Valley Park borders the retreat area, and preserves the sense of being surrounded by nature even as the population of the surrounding area has boomed. M-83 would cut across the corner of the retreat area, and of course would run through the Stream Valley Park, shattering the peace of the retreat center forever.

Dayspring is now owned by seven churches, each of which has a weekend retreat once a year. We also offer about 12 weekend retreats per year which are open to the public, as well as a variety of day retreats. All are welcome to attend these retreats, and most of them are full with waiting lists. We welcome *all* who want to experience silent retreat, and most retreats have people from various religions as well as non-religious people. Other churches, meditation groups, yoga groups, etc. also rent the center for silent retreats.

New people discover Dayspring every month and are amazed that it exists. It roots and grounds them in the Spirit through the land, spiritual community, and sacred silence. And the fruits of that are manifest both in healing in individual lives, and in ministries and non-profits which have grown out of people's experience here. Here is a line from an email I received recently: "I've been home for a few hours and I'm still feeling such inner peace like I've never known before. Thank you so much for making it possible for me to attend." We hear testimony like that at every retreat.

There are many reasons why I believe M-83 should be taken out of the Master Plan once and for all, but tonight I speak for the thousands of people who love Dayspring, who have been deeply touched by their time there, and wish to see this rare and beautiful silent retreat center in the heart of Montgomery County protected. Thank you for your attention.

Written and submitted by Nat Reid, Director of Dayspring Silent Retreat Center and Montgomery County, MD resident

From: jennycoral22@everyactioncustom.com on behalf of [Jennifer Coral](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 12:46:25 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Jennifer Coral
5607 Ruatan St Berwyn Heights, MD 20740-4311
jennycoral22@hotmail.com

From: [Carol Smouse](#)
To: [MCP-Chair](#)
Subject: Moco presentation tonight
Date: Thursday, November 14, 2024 12:59:20 PM
Attachments: [Support Removal of the M83.docx](#)
[M83 Mid County Highway Extension.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please see my attached notes I want to present. I would like to show some pics using PowerPoint slides as I read this. I am still editing to cut and make more precise. Before I did any cuts it took me 10 minutes to read through it.

Thank you
Carol Smouse
301.956.0089

Carol Smouse
11511 Aberstraw Way
Germantown, MD 20876

Why I Support Removal of the M83-Midcounty Highway Extended from the Master Plan

I support removing the Midcounty Highway (M-83) planned extension for several reasons. There has already been too much loss of green space in the county, and it has had a harsh impact on the quality of life here. We already have 2 north-south routes within 1.5 miles of the proposed road that can be utilized to get to the same place, it is not needed. And at a cost of almost \$2 Billion dollars, residents do not want the increased taxes to build and maintain this highway, taxes that are already too high in Montgomery County.

I have been a life-long resident here for nearly 65 years. I was raised in Rockville, moved to Gaithersburg as a young adult, and purchased a home in Germantown in 1987. It was still very much a farming area when I moved here, we could hear cows mooing in the morning. But that did not last long. Montgomery County has been on a building frenzy for the past 30 plus years, our once agricultural county barely has any farmland left.

The quality of life has seriously deteriorated with all this construction, pollution and increased traffic. My home is covered in tire and exhaust particulates from I-270, Rt. 355 and Rt. 118. Black soot-like particles have covered the vinyl siding of my house and cannot be removed. I only wonder what it is doing to my lungs and health. I am subjected to constant vibrations of all the traffic passing along the roads surrounding me, so much so, that I must routinely retighten the screws in my door handles and frequently must rehang pictures, the nails holding them have jiggled out because of these vibrations. Experts tell us that constant vibrations are damaging to our health, such as those caused by constant streams of traffic and the rumblings of heavy trucks.

Interstate I-270 is less than one mile to the west of my home and runs parallel to Rt. 355. The proposed M-83 would also run almost parallel to Rt. 355 on the East side of my neighborhood, and Middlebrook Road at the end of Brandermill will be widened. The result will be that the Brandermill Community will be boxed in by highways. Sandwiched in a swath of land between 12-lane Interstate-270 + the 5-lane Maryland Route 355 on our west, and a 4 to 6-lane M83 highway on the east. Brandermill community will be turned into a half-mile-wide meridian strip between major highways, with all the resulting pollution, particulates, noise and vibrations doubled in amounts that are currently raining down on our homes now, coming into our windows and lungs, and shaking our very bones.

People need to see trees; it is proven to improve mental health to spend time in the woods. I mourn the loss of wildlife, streams, wetlands, and trees that have been decimated for all

this “growth”. Green space which provides improved air quality, provides wetlands for filtering water before it reaches our Chesapeake Bay, provides soft surfaces to absorb the rumblings and noise of traffic and construction, provides recreational uses, gives a home to wildlife, and provides healthy recreation for the residents that live here.

I took Environmental Science at Montgomery College Germantown in the 1980’s, and on a field trip to the woods behind the college my class found a Fox Grape vine as thick as a tree, indicating that it was well over 100 years old. But those woods are gone now, they were torn out to extend Observation Drive from Middlebrook Rd. to Germantown Rd. (Rt. 118) near the globe water tower.

There used to be a persimmon tree along Rt. 355 near Middlebrook Road that the opossums and skunks would come visit in the fall for ripe persimmons, but I haven’t seen an opossum or smelled a skunk in more than 20 years. When I realized it had been so long since I had smelled a skunk, I researched and found that Montgomery County animal services hasn’t picked up a roadkill skunk in all that time. I am no biologist, but the lack of roadkill means that skunks probably don’t exist around here anymore.

When they tore down the wooded trailer park between the college and the Cider Barrel, the big woodpecker that I could hear pecking a new nest every spring stopped coming. And when they built The Elms apartment complex, all the wild animals disappeared entirely.

Despite all the development and loss of wildlife habitat, there is still green space in my neighborhood. Our lovely pool, basketball, tennis and pickleball courts back to a small finger of woods with a little creek. A trail connects us along the woods and across a stream to Clear Spring Park, which connects to the Seneca Greenway. Because these woods are connected and are not isolated from each other, they maintain a small population of fox, deer, racoons, and even an occasional coyote or bear wandering through. Walking my dog one night this July, I saw a fox and then a big green Lunar Moth, only the second time in my life ever seeing one. There are Baltimore orioles, falcons, northern flickers, yellow bellowed sap suckers, hairy and downy woodpeckers, bats (mosquitos eaters) and a flock of blue jays that make their home there. There has even been an occasional beaver that has cut trees down near the pond at Clear Spring.

This proposed highway would cut right through this green space that my neighborhood uses for recreation, relaxation, and provides a buffer from the traffic and congestion of all the suburban sprawl around us. It would destroy a streambed and wetlands, decrease our property values and make it an undesirable and unhealthy place to live here.

In addition to the dirt, noise and traffic problems caused by development, we have been forced to pay a surcharge on our water bills for developing the water infrastructure of all

these new developments approved by the County Council for up county and the Clarksburg area. That is on top of the already higher water bills we have always paid due to being charged for the development of the water infrastructure in our own neighborhood. My property taxes keep going up with all this development, and I do not want my taxes increased even more to pay the almost 2 billion-dollar price tag for this road.

I have seen Clarksburg residents say they bought their houses with this M83/Master Plan in mind, but my position is that they purchased their homes WITHOUT the M83 existing, so it is NO change in their lives to continue living without it. There are already 2 existing major north-south routes that are parallel to this planned route that can be used, simply drive south on either I-270 or Rt. 355 to Montgomery Village Avenue, and it is a short 1.5 miles from I-270 to the Mid-County Highway. Also, Brink Road to Watkins Mill Road to Montgomery Village Ave to the Mid County Highway is another option.

On the other hand, homeowners (like me) who bought their houses in neighborhoods (like mine) backing to this green space purchased our homes BECAUSE of this greenspace and access the access it gives us to hiking trails and parks. Once developed, it will never be undeveloped, it will be permanent. Our access to this area will be spoiled, our home values will plummet, the pollution we will be exposed to will increase, the wildlife, forests and wetlands will suffer.

It is not like there are no roads connecting these areas to Clarksburg. And if M83 is a toll road, then only the wealthier residents will use it, impacting poorer communities it goes through for their benefit. If residents of Clarksburg did not like their commute, they should have bought their homes somewhere else and should not expect long-time residents to happily destroy our communities for a few minutes of convenience for them. Our taxes are already too high. It is a waste of money to build another route on top of all the routes already available.

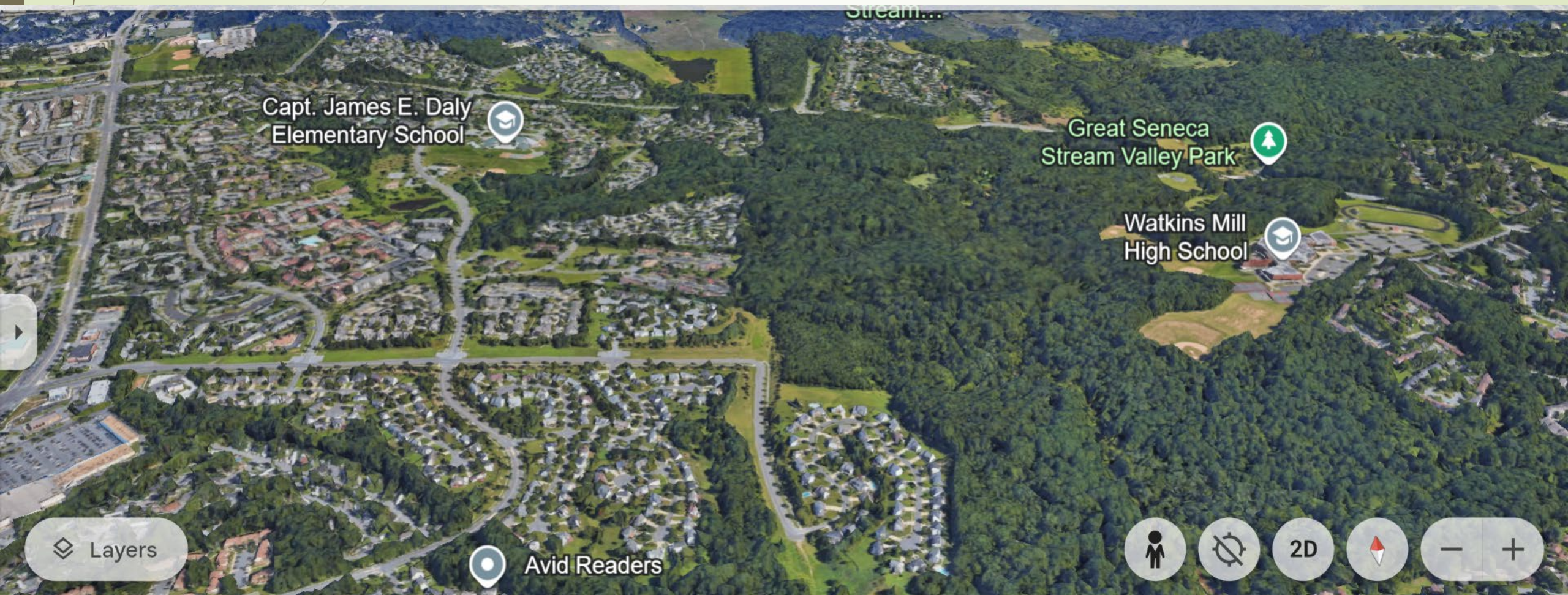
Thank you -

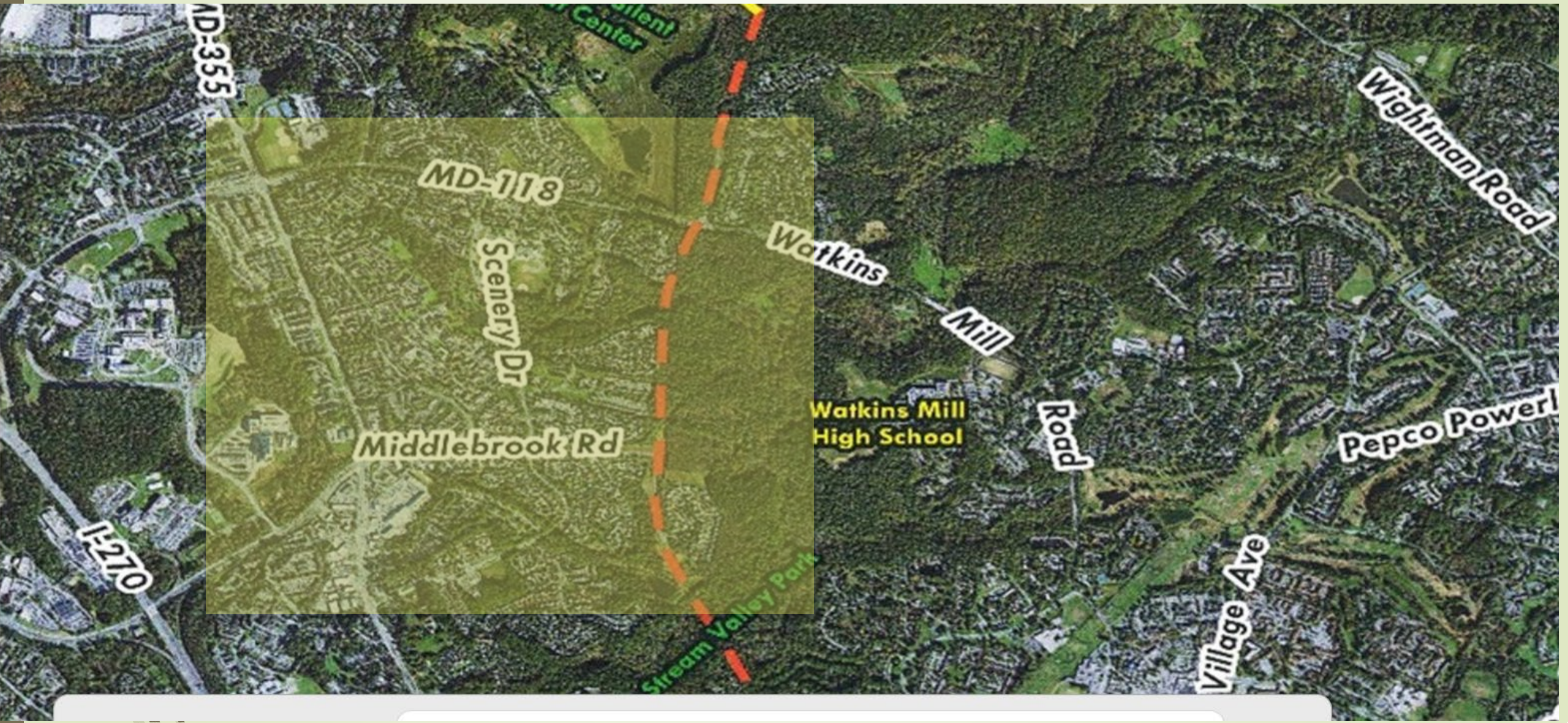


M83 Mid County Highway Extension

Support for Removal from the Montgomery County Master Plan

M83 Impact to Brandermill Community





MD-355

MD-118

Scenery Dr

Middlebrook Rd

Watkins

Mill

Road

Watkins Mill High School

Village Ave

Wightman Road

Pepco Power

I-270

Silent Center

Stream Valley Park

Impact to the Brandermill Community



Brandermill Community Pool and Recreation Area



Clear Spring Park



At the end of Brandermill Drive –
All to be paved over for the M83



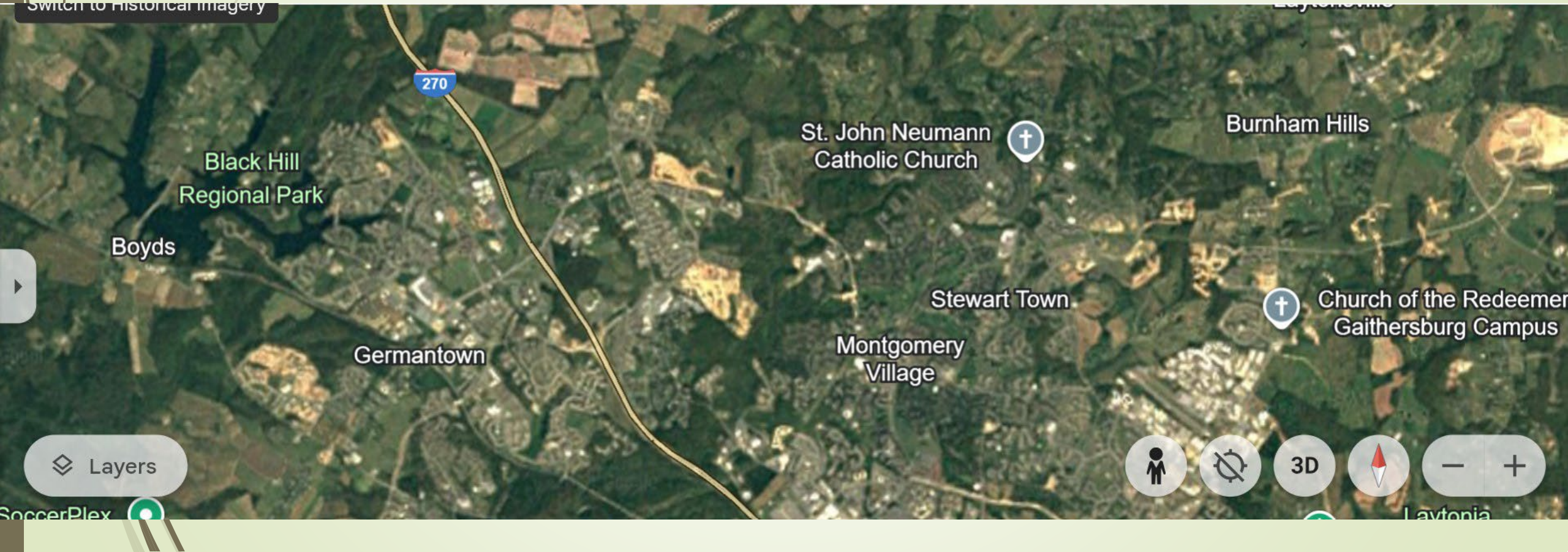




Loss of Green Space in the Germantown / Up County Area



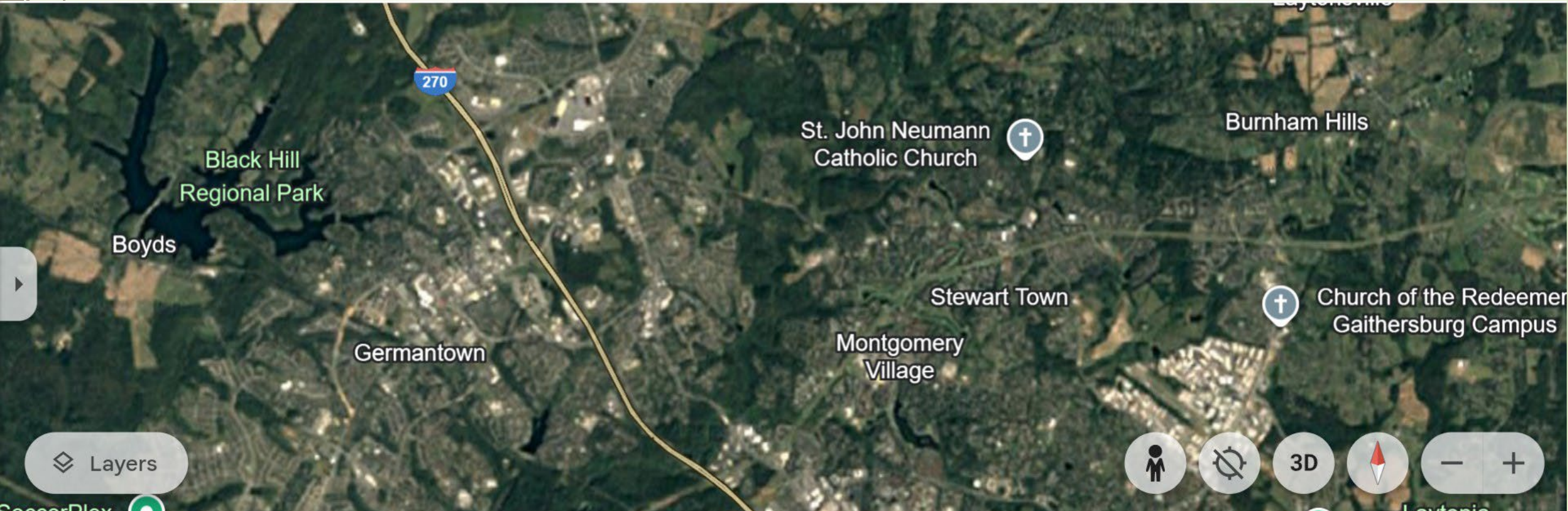
Loss of Green Space in the Germantown / Up County Area



Loss of Green Space in the Germantown / Up County Area



Loss of Green Space in the Germantown / Up County Area



Loss of Green Space in the Germantown / Up County Area





Carol Smouse
11511 Aberstraw Way
Germantown, MD 20876

I support removing the Midcounty Highway (M-83) planned extension because there has already been too much loss of green space in the county. We already have 2 north-south routes within 1.5 miles of the proposed road that can be utilized to get to the same place, so it is not needed. And at a cost of almost \$2 Billion dollars, residents do not want the increased taxes to build and maintain this highway.

I have been a life-long resident here for nearly 65 years. My home in Brandermill is covered in tire and exhaust particulates, black soot-like particles on the vinyl siding of my house. We have constant vibrations from all the traffic, I must retighten the screws in my door handles and rehang pictures because they jiggle out.

Interstate I-270 and Rt. 355 are to the west of our neighborhood, the proposed M-83 would run almost parallel to Rt. 355 on the East side of my neighborhood. The result will be that the Brandermill will be turned into a half-mile-wide median strip between major highways, with all the resulting pollution, particulates, noise and vibrations doubled in amounts that are currently raining down on our homes now.

Despite all the development and loss of wildlife habitat, there is still green space in my neighborhood. The Brandermill Recreation area backs to a small finger of woods with a little creek. A trail connects us along the woods and across a stream to Clear Spring Park, which connects to the Seneca Greenway. Because these woods are connected and are not isolated from each other, they maintain a small population of fox, deer, racoon, and even an occasional bear wandering through. There are Baltimore orioles, falcons, northern flickers, yellow bellowed sap suckers, hairy and downy woodpeckers, bats (mosquitos eaters) even an occasional beaver at the pond at Clear Spring.

This proposed highway would cut right through this green space that my neighborhood uses for recreation, relaxation, and provides a buffer from the traffic and congestion all around us. It would destroy a streambed and wetlands, decrease our property values and make it an undesirable and unhealthy place to live.

Clarksburg residents say they bought homes with the M83/Master Plan in mind, but they purchased their homes WITHOUT the M83 existing, so it is NO change to continue living without it. On the other hand, homeowners who bought their houses in Brandermill backing to this green space purchased our homes BECAUSE of this greenspace and access the access it gives us to hiking trails and parks. Once developed, it will never be undeveloped,

it will be permanent. Our access to this area will be spoiled, our home values will plummet, the pollution we will be exposed to will increase, and wildlife will disappear.

Other routes already exist and if M83 is a toll road, only the wealthier residents will use it, impacting poorer communities it goes through for their benefit, they should not expect long-time residents to happily destroy our communities for a few minutes of convenience for them. Our taxes are already too high. It is a waste of money to build another route on top of all the routes already available.

Thank you -

From: [Denesh Malaveetil](mailto:Denesh.Malaveetil@montgomerycountymd.gov)
To: [MCP-Chair](mailto:MCP-Chair@montgomerycountymd.gov)
Cc: Councilmember.Albornoz@montgomerycountymd.gov; [Office of Councilmember Balcombe](mailto:Office.of.Councilmember.Balcombe@montgomerycountymd.gov); Councilmember.Fani-Gonzalez@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov; Councilmember.Jawando@montgomerycountymd.gov; Councilmember.Katz@montgomerycountymd.gov; Councilmember.Luedtke@montgomerycountymd.gov; Councilmember.Mink@montgomerycountymd.gov; Councilmember.Sayles@montgomerycountymd.gov; Councilmember.Stewart@montgomerycountymd.gov
Subject: Keep M-83 on the Master Plan
Date: Thursday, November 14, 2024 3:58:22 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Clarksburg. It provides a multimodal (auto, bus, bike) direct connection from Clarksburg to Shady Grove Metro and ICC (200). The M-83 right of way could be considered for extending the Red Line from Shady Grove Metro to Clarksburg, providing a viable solution to the ever-growing traffic in Upcounty. The M-83 right of way could also be used to route the proposed Monorail from Frederick to Clarksburg, Shady Grove Metro, Bethesda Metro and over the bridge to Tysons Corner.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents. It continues to grow at a rapid pace. The existing transportation infrastructure is sorely lacking. Removing key sections of M-83 will render it useless and adversely impact the quality of life for current and future residents of Clarksburg and UpCounty. Safety experts have cited that M-83 should be included in a safety evacuation plan in case of emergency. Removing M-83 would also adversely impact the future economic growth of the county.

Please keep M-83 on the Master Plan.

Kind Regards

Denesh Malaveetil
21836 Woodcock Way
Clarksburg, MD 20871
(571) 236-1426
denesh.malaveetil@gmail.com

To: Mr. Artie Harris, Chair, Montgomery County Planning Board

Testimony from: Marion Edey, 10019 Menlo Ave. Silver Spring MD 20910

Testimony Re: Master Plan of Highways and Transitways, 2024 Technical Update, Hearing #2

Date: November 14, 2024

I urge you please to remove the proposed Midcounty Highway extended/M83 from the Master Plan of highways and Transitways (MPOHT).

If the County is sincere in upholding its previous climate and transportation policies, there is no way you can justify keeping M-83 in your master plan.

Montgomery County's 2021 Climate Action Plan recommends that we expand public transit, limit major road construction, and retain and increase our tree canopy. The County's 2024 draft Hazard Mitigation plan says we "need to prioritize development which de-emphasizes a car-centric lifestyle". We are gradually moving away from this lifestyle. Young people don't drive nearly as much as their parents did. The proposed highway M-83 is a relic of our car addicted past, and will perpetuate our dependence on fossil fuels.

It is much better to invest our money in rapid bus and rail transit along route 355 and the I-270 corridor. We should extend the Red Line Metrorail to Germantown, expand service on the (MARC) Brunswick Line, create places where people can "park and ride", and increase affordable housing in areas served by rapid transit.

The proposed M-83 highway would also destroy or degrade forests, streams and wetlands in Germantown, Gaithersburg and Montgomery

Village. It will fragment wildlife habitat. It will damage five popular public parks, and impact 100 acres of bio-diverse interior forest.

This highway would also bisect three upcounty communities which have diverse, lower income populations who depend a lot on public transit. They will suffer disproportionately from the noise of M-83 construction and the toxic air pollution from diesel and gasoline exhaust. They will suffer too from the loss of tree cover we so badly need in the time of climate change, and the loss of parks and green space they need for space and walks in nature.

The damage to stream valleys and riparian areas would likely be even greater than estimated, given Maryland's insane mitigation policies, which allow companies to "mitigate" the damage done in one watershed by tearing apart another stream valley somewhere else. The other stream thus targeted may not be as degraded and not in need of such an intervention. But in this way, the damage done by any new highway is compounded.

The Planning Board must ask itself what constituency do you wish to serve? Will it be the people who actually live here, or commuters from elsewhere and the construction companies which profit from building highways, whether needed or not? Your decision will let us know.

Marion Edey

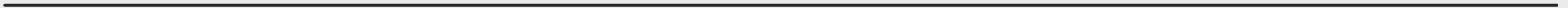
10019 Menlo Avenue, silver spring, MD 20910

301-589-2208

edeymarion@gmail.com

m.edey@comcast.net

**Resident of
Gaithersburg,
Germantown &
Clarksburg**



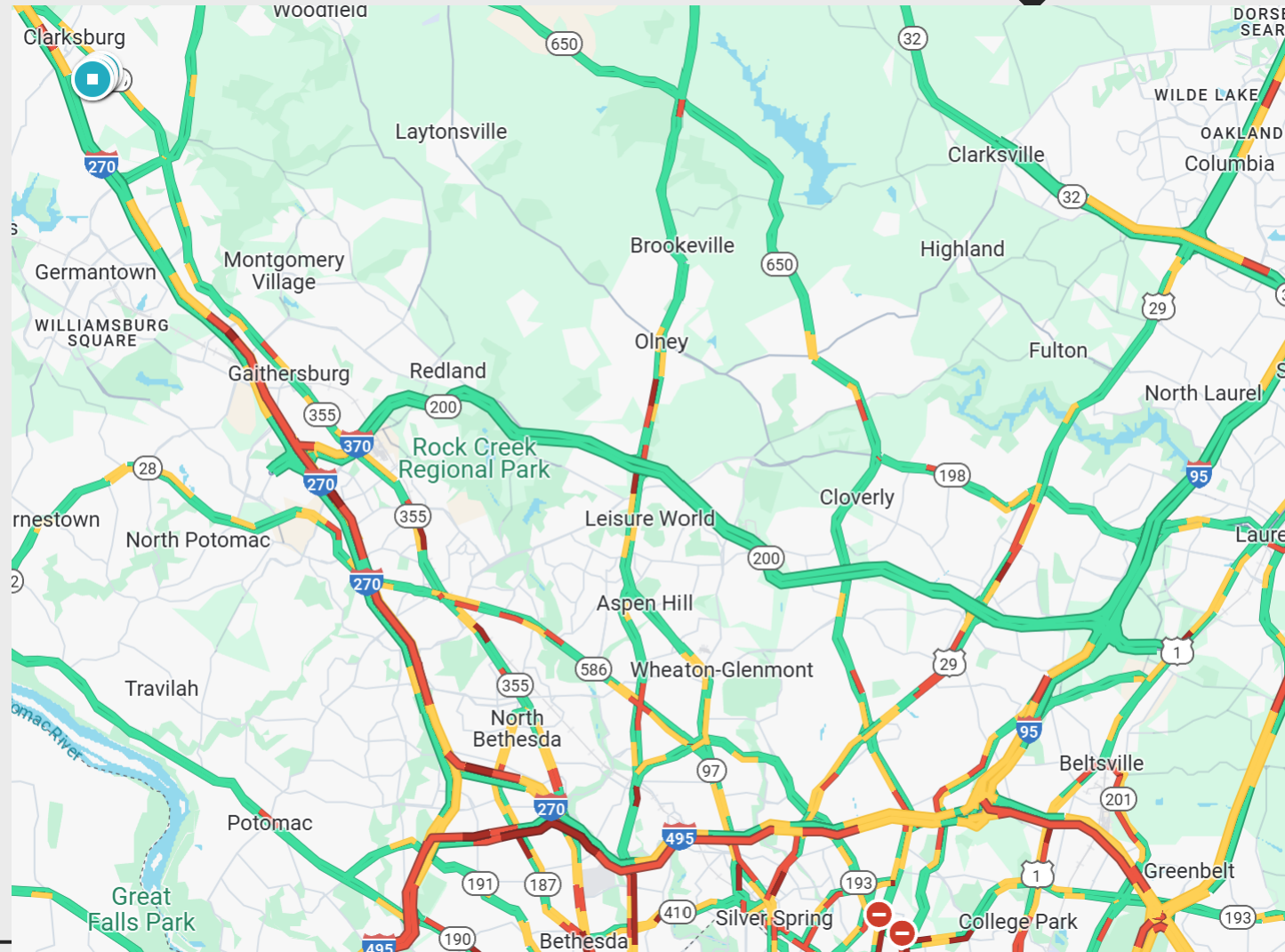
not there in-
person ?

11/14/2024 AT 530 PM



Please host a county hearing on M-83
in the community where it belongs !!

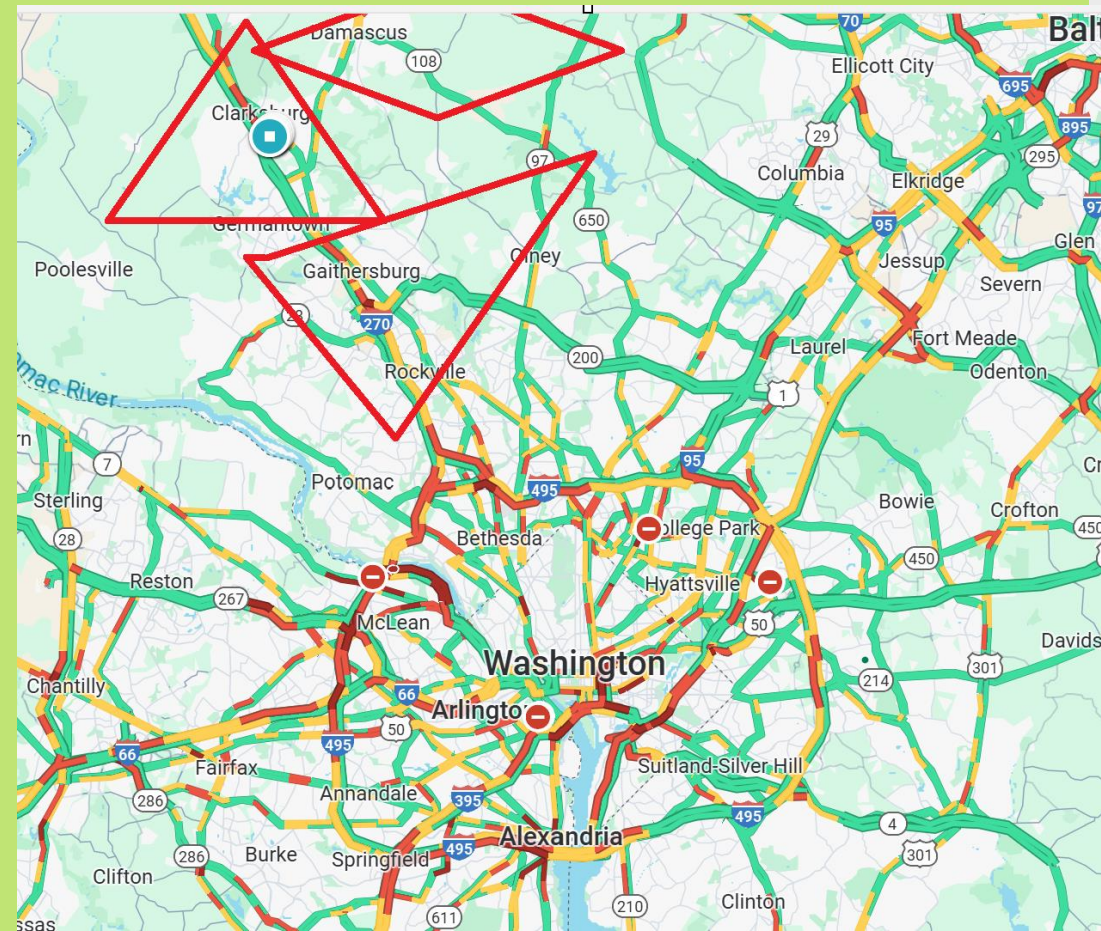
200 Mid county Highway is beautiful,
but we can't get there !!



Pain Points



1. No Improvement Since 2005
2. Work-life IMBALANCE
3. Shopping in Frederick ?!
4. Mid-County Hwy a Road to Nowhere !
5. Misinformation, left County Divided & Broken!!



Up County Status co ..for the past 20 Years Germantown, Clarksburg, Boyds, Damascus ...



No useful commuting options



1 hr Bus ride to Shady Grove ?!

Biggest Employer in DC but no commuting options

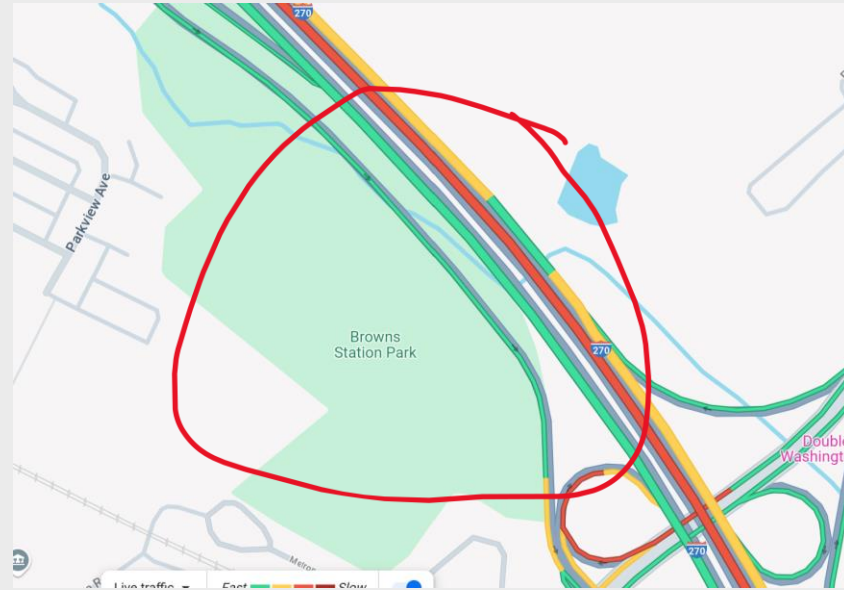
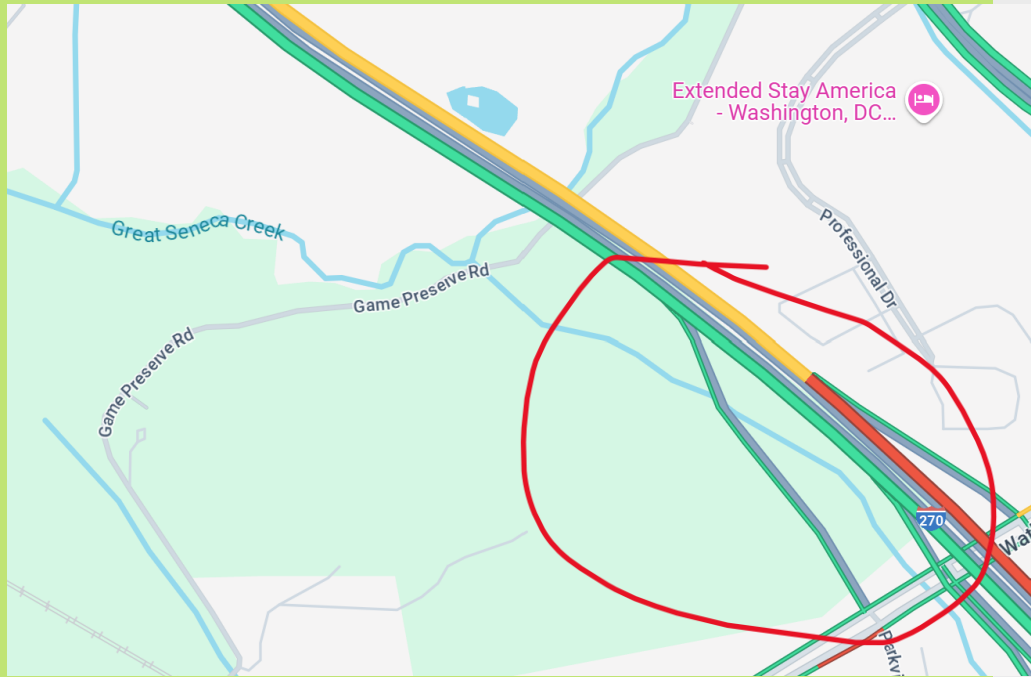


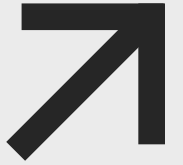
Mid-County Hwy a Road to Nowhere !



Northern Virginia Connected Airports, Roads and Metro

Roads were built safely ...





Build M-83
Connect Communities
Thank you!



From: [Paritosh Tyagi](#)
To: [MCP-Chair](#)
Cc: Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 6:18:35 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

Thanks

Paritosh Tyagi
Summerfield Crossing Resident

From: [Chuck Thompson](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 6:47:20 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. I have lived in Summerfield Crossing for 16 years and see first hand what the development of Clarksburg and surrounding areas have had on transportation. What used to take me 10 minutes to drive to now takes at least 20 and getting from Germantown to Shady Grove Rd is now a nightmare. There has been a population explosion in upcounty and absolutely no improvements in infrastructure. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 40,000 residents now, with more construction of homes ongoing. It continues to grow at a rapid pace. The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future residents of Clarksburg in particular and Upcounty in general. Please keep M-83 in the Master Plan.

*Charles Thompson
Summerfield Crossing Resident (off355)*

From: athan317@everyactioncustom.com on behalf of [Tobi Athanas](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 7:01:28 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

Montgomery County has already allow much development of our beautiful open spaces. If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems. We need to work even harder now to protect our environments, given the in coming administration.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Tobi Athanas
15209 Turkey Foot Rd Gaithersburg, MD 20878-3600
athan317@aol.com

From: dissplay3@everyactioncustom.com on behalf of [sylvia diss](#)
To: [MCP-Chair](#)
Subject: Please remove M-83 from the Master Plan of Highways and Transitways
Date: Thursday, November 14, 2024 7:40:09 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Chair Artie Harris,

I am writing to ask you to remove M-83 from the county's Master Plan of Highways and Transitways.

If built, the outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for our county at a time when we need to be investing in sustainable transportation—not more roads—to combat climate change and protect delicate ecosystems.

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

As long as M-83 remains in the Master Plan of Highways and Transitways, it is at risk of being built by a future county administration, and is a distraction from moving forward decisively with forward-thinking investments in sustainable transit to address transportation needs upcounty.

It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
sylvia diss
10326 Lloyd Rd Potomac, MD 20854-1949
dissplay3@gmail.com

From: [Rajesh Boddepalli](#)
To: [MCP-Chair](#)
Subject: Support for the Construction of M-83 and Preservation of the Master Plan
Date: Thursday, November 14, 2024 8:31:17 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Montgomery County Council Members and Planning Board,

We, the residents of Germantown, Boyds, and Clarksburg, are writing to express our strong support for the construction of the Midcounty Highway Extended (M-83) and urge you not to remove this critical transportation project from the Master Plan of Highways and Transitways. Many of us bought homes in these rapidly growing communities with the expectation that the county would deliver on its transportation infrastructure commitments, which prominently included M-83.

As you know, M-83 has been part of the Clarksburg Master Plan since the 1960s and remains a vital transportation link for our region. The highway is essential for providing direct access to economic centers such as Rockville, Gaithersburg, the Intercounty Connector (ICC), and other key zones that contribute to the economic vitality of Montgomery County. The highway is also critical for accessing schools, healthcare facilities, and other necessary services. Without it, the existing road network is overwhelmed, causing significant traffic congestion that impacts the daily lives of thousands of residents.

The opposition to M-83, particularly from organizations such as the TAME Coalition, fails to reflect the realities and needs of the residents of upcounty areas. TAME does not represent the voices of those who live in high-traffic zones like Gaithersburg, nor the growing population of Germantown and Clarksburg. Instead, it pushes a narrow agenda that overlooks the pressing transportation challenges faced by our communities.

Clarksburg, in particular, has seen explosive growth, with its population tripling from 10,000 residents in 2010 to over 30,000 today, and it continues to expand rapidly. Despite this, transportation infrastructure has lagged far behind, severely affecting the quality of life for current and future residents. The completion of M-83 is an essential step toward fulfilling the promises made to our communities and ensuring that we have the infrastructure to support this growth.

Furthermore, the environmental arguments put forward by TAME are misleading and selective. These concerns were not applied to other county-funded projects such as the expansion along Exit 11 of I-270, raising questions about the consistency of their stance. M-83 should not be viewed as an exclusive alternative to other transportation solutions, such as Bus Rapid Transit (BRT). Rather, it should be prioritized as part of the county's broader master plan, alongside other transportation improvements.

For years, the residents of upcounty communities have suffered from insufficient infrastructure while witnessing the construction of new homes and the growth of new developments. This ongoing neglect adds insult to injury, and it is time that the county finally addresses our needs by moving forward with the construction of M-83.

We strongly urge you to respect the original master plan, recognize the critical role that M-83 plays in the development of Clarksburg, Germantown, and surrounding areas, and ensure that this vital highway is built without further delay.

Thank you for your consideration.

Warm Regards,
Rajesh Boddepalli
Residents of Clarksburg, MD

From: [Nikki Aguilera](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: M-83
Date: Thursday, November 14, 2024 8:33:43 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members,

I am writing to express an urgent request to keep M-83 in the Clarksburg Master Plan. Since its inclusion in 1960, M-83 has been essential to the development of Upcounty, particularly for the Clarksburg and Germantown areas. This multi-modal, direct connection from Clarksburg to the Shady Grove Metro is vital to meeting the transportation needs of our rapidly growing region. Beyond addressing daily transportation demands, M-83 supports the planned economic revitalization of key areas, such as the former Lakeforest Mall.

Relying solely on MD 355 to serve Clarksburg and Upcounty traffic is unsustainable. MD 355 experiences frequent congestion, making it difficult for residents to access the road from feeder streets, leading to increased delays, air pollution, and lost time and wages. The challenges on MD 355 will only intensify as Clarksburg grows. Since 2010, Clarksburg's population has quadrupled from 10,000 to over 40,000 residents, and more development is underway. This growth has outpaced our current transportation infrastructure, which is now critically insufficient.

Removing sections of M-83 would directly impact the quality of life for Clarksburg and Upcounty residents, both now and in the future. I urge you to retain M-83 in the Master Plan to ensure the region has a sustainable infrastructure that meets our needs.

Thank you for your consideration.

Sincerely,
Nikole Aguilera
Summerfield Crossing Resident (off MD 355)

Nikole Aguilera - REALTOR®
c: 301-300-9793 o: 202-670-4733



nikaguilera@gmail.com

[267 Kentlands Blvd #325 Gaithersburg, MD 20878](#)

Specializing in helping you make 'The Wright Move' with all your real estate needs.

From: [Kanchana Aluka](#)
To: [MCP-Chair](#); Councilmember.Balcombe@montgomerycountymd.gov
Subject: KEEP M83 in the master plan
Date: Thursday, November 14, 2024 8:33:44 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Upcounty including Clarksburg, Germantown area residents. It provides a multi-modal direct connection from Clarksburg to Shady Grove Metro, and provides a much needed support to the traffic needs for the area. It is also vital for the development of the planned economic centers in the now defunct Lakeforest Mall area, in addition to regular transportation needs. Having only MD 355 to support Clarksburg and upcountry traffic is hardly sustainable. MD 355 is routinely backed up and local residents cannot even enter into mD 355 from the streets that feed into 355, causing needless delays, air pollution and lost time and wages to the people in the area.

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*Kanchana Aluka
Summerfield Crossing Resident (off 355)*