

ID: 1
Pablo Collins

Attachment B: Written Testimony

Submission to the 2024 Technical Update to the Montgomery County

Master Plan of Highways and Transitways

By

**Pablo Collins
4820 Leland St
Chevy Chase, MD 20815**

Attachment B: Written Testimony

The 4800 block of Leland St, referred to hereafter as The Block was egregiously miscategorized as a Downtown Street in the Master Plan approved by the Planning Board in 2023. The street classification system put forth in the Master Plan is quite clear and under this classification system, the 4800 block of Leland should be classified as a Neighborhood Street

Even as the Bethesda core has developed into a thriving residential and commercial center, The Block of is little changed from the initial development of the Sacks Subdivision in the 1930s. It was and continues to be a narrow residential street of closely spaced single-family homes. While a number of homes have been razed and rebuilt, the majority of homes are original to the subdivision, though most have been extensively remodeled. Following are the details of The Block, running from Bradley Blvd to Woodmont St.

Street Facts

- *Length* – 1,170 feet, Bradley Blvd. to Woodmont St, with a dead-end spur to the east.
- *Width* – 36 Ft, with 4 ft buffer and 4ft sidewalk on each side
- *Landscaping* – numerous mature trees and shrubs
- *Legal Parking places* – 17 – zone restricted
- *Speed Limit* – 25 MPH, often exceeded
- *Transit Activity* – None
- *Lane Marker* - Double yellow line, a type of marker generally reserved for roads carrying a minimum of 4000 vehicles per day, rural highways, urban collectors and arterials.
- *Traffic Restrictions* – No through trucks over 10,000 Lbs.
No entry, from Woodmont to Bradley, 4-7 PM Mon-Friday, un-enforced)
- *Traffic Calming Devices* – 5 traffic calming islands, one at each end of the block, 3 mid-block with landscaping, and 6 curbside islands, each approximately 20 Ft long.
- *Number of driveways* - 35 plus access to the spur at the east end of the block.
- *Number of homes* - 35 single family homes, plus 3 on the dead-end spur. Lots range in size from 5300 sq ft to 10,000sq ft., with most on the smaller size. Most homes are set within 30 ft of the sidewalk.
- *Pedestrian activity* – This is a major pedestrian connector to the center of Bethesda and Metro for residents of Kenwood Forest and neighborhoods to the West. For residents in the vicinity of Wisconsin Ave. and Woodmont St. it offers easy access to the Safeway and The Bradley Shopping Center at Bradley and Arlington. Opening of the Purple Line and the southern entrance to Bethesda Metro are likely to draw more pedestrians.
- *Bicycling* - Numerous bicycle commuters and recreational cyclers use The Block on a regular basis. The Woodmont end of The Block connects to the Crescent trail and the dedicated bike lanes on Woodmont. The County’s Bicycle Master Plan rates the Block as “low stress”, appropriate for most adults. While that may be true when there is no traffic, the turns, traffic calming devices and narrowness of the lanes can be very stressful when there is continuous traffic.

One important criterion to be considered, and not addressed in the County’s street classification system are building setbacks from the sidewalk and more importantly, the active traffic lanes. In the 4800 Block of Leland, front doors are generally between 35-40 Feet from the street, which in some cases means 35-40 feet to the active traffic lane. This is an ever-present danger to families with small children and certainly a far cry from the idyllic Neighborhood Street pictured in the classification sketches.

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Classification

Though the Block borders the downtown district, it shares none of the characteristics of Downtown Streets as described in the Master Plan.

B. Downtown Streets

Downtown Streets are also found in bustling, mixed-use and commercial areas; however, the building heights tend to be lower than on Downtown Boulevards. Downtown Streets are often the side streets in busy commercial areas that connect to Downtown Boulevards. Because of the density of shops and other destinations located on these streets, pedestrian and bicycle volumes are high. Buildings are oriented close to the street, and on-street parking is currently common. Downtown Streets are typically located in areas that have specific design requirements for finishes, materials, furnishings and lighting.

- FZ** Frontage Zone
- SB** Street Buffer
- SW** Sidewalk
- P** Parking Lane
- PB** Pedestrian-Bike Buffer
- TV** Travel Lane
- BL** Bike Lane

Key Features:

- » **Development intensity:** Moderate- or high-intensity, mixed-use development
- » **Pedestrian and bicycle activity:** High
- » **Vehicle activity:** Moderate
- » **Transit service:** Moderate or frequent
- » **On-street parking:** Provided on some block faces
- » **Other key features:** Loading zones for deliveries, street trees, street furniture, wayfinding, and other streetscape features

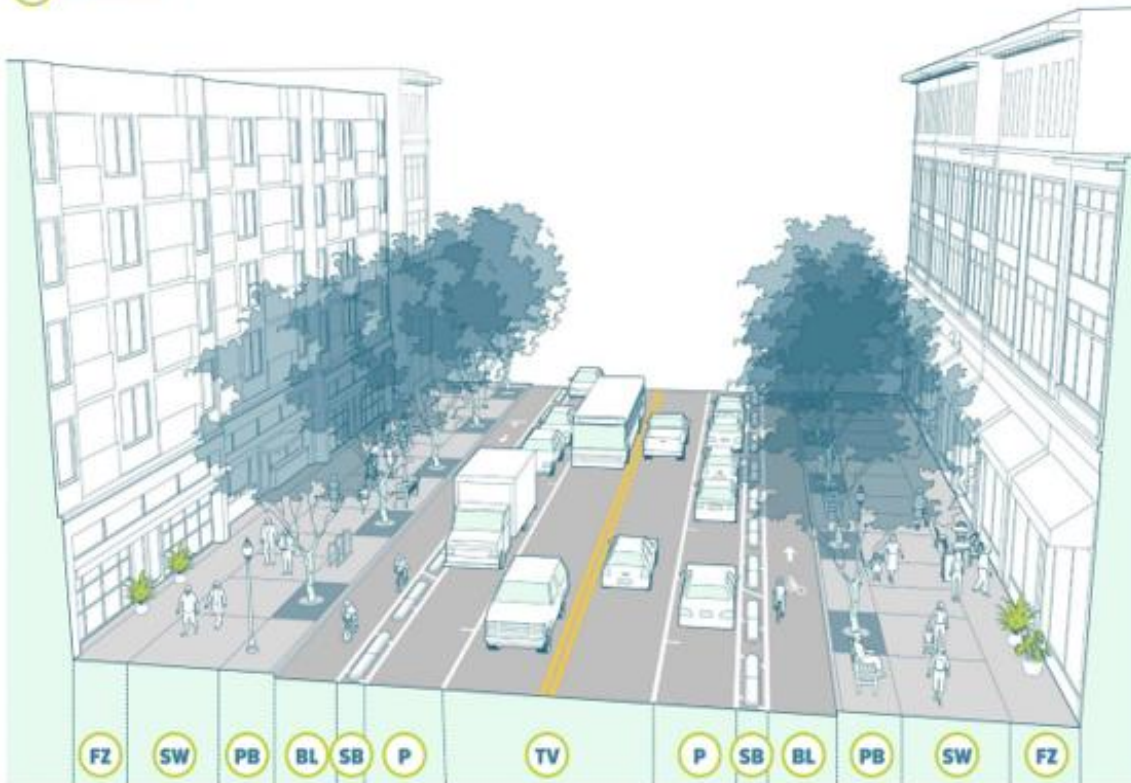


Figure 2-20. Downtown Street

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Nor does The Block fit the County’s characterization of a neighborhood connector:

F. Neighborhood Connectors

Neighborhood Connectors are residential through streets. While the land uses are predominately medium- or low-intensity residential development, some businesses may be present. Development is typically set back from the street. These streets have longer block lengths and often serve longer-distance travel compared to Neighborhood Streets and Neighborhood Yield Streets. Neighborhood Connectors are important connections for motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Neighborhood Connectors should focus on reducing vehicle speeds, implementing safe crossings, and providing street lighting, sidewalks and bikeways.

Key Features:

- » **Development intensity:** Moderate- to low-intensity development, primarily residential
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Moderate volume of personal vehicles
- » **Transit service:** Moderate to frequent
- » **On-street parking:** Provided in some locations, where feasible
- » **Other key features:** Moderate frequency of driveways, street trees



Figure 2-48. Neighborhood Connector

The Block has little in common with other “neighborhood connectors in the area. Bradley Blvd between Wisconsin and Connecticut has a golf course on one side and the homes on the opposite side are on much larger lots and set back from the street. Brookville Rd, between East-West Highway and Western Avenue is much longer, home lots are larger and are generally set far back from the street.

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The street classification which best describes The Block is Neighborhood St.

MONTGOMERY COUNTY COMPLETE STREETS

G. Neighborhood Streets

Neighborhood Streets serve predominantly residential areas with low volumes of motor vehicle traffic. Pedestrian and bicycle activity are common along these streets. Neighborhood streets should have sidewalks on both sides of the street, though in retrofit applications, a sidewalk on one side of the street may be an interim objective. In existing neighborhoods with limited right-of-way, most, but not all, Neighborhood Streets in Montgomery County offer on-street parking. Design for Neighborhood Streets should focus on encouraging slow speeds, pedestrian safety, healthy street trees, and well-defined routes to nearby parks, transit, and schools.

- MB** Maintenance Buffer
- SW** Sidewalk
- SB** Street Buffer
- P** Parking Lane
- TV** Travel Lane

Key Features:

- » **Development intensity:** Moderate- to low-intensity residential development
- » **Pedestrian and bicycle activity:** Moderate
- » **Vehicle activity:** Low volumes of personal vehicles
- » **Transit service:** Typically, limited or none
- » **On-street parking:** Varies/ context-dependent
- » **Other key features:** Frequent curb cuts/driveways, street trees



Figure 2-55. Neighborhood Street

Following are four pictures of the Block which, because they were taken in winter, do not show the full extent of the landscaping. In comparison to Leland Street, the above depiction of a neighborhood street looks like a luxury blvd. On the Block, houses and driveways are close, together, and closer to the street. Pedestrians on the sidewalk are much closer to traffic due to the narrowness of the street and the limited number of parking spaces.

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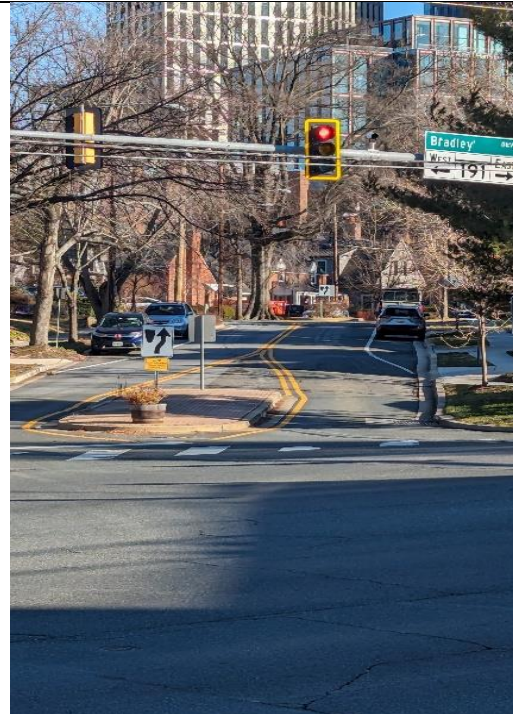
Entry From Woodmont



Mid-Block Facing East



Mid-block Facing West



Entry at Bradley

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The Block meets all the characteristics of a neighborhood street but one – automobile traffic. Does this traffic exist solely because the Block is a convenient shortcut, or is the traffic a consequence of street closures and other traffic restrictions in the neighborhood, in effect forcing traffic on to Leland that previously may have taken a different route?

There are many causes, and multiple government agencies that have had a hand in directing traffic down a quiet neighborhood street.

The Maryland Department of Transportation is responsible for Bradley Blvd, one of two major gateways to Bethesda from the west funneling traffic from the northern and western parts of the county and Virginia into Bethesda. In order to speed traffic flow MDOT concluded that drivers could be encouraged to skip the intersection of Bradley and Wisconsin by sending them down a narrow residential street, Leland Street. In order to facilitate the flow of traffic down the Block, MDOT installed a left turn lane from Bradley to Leland, drawing in cars and trucks, including many that exceed the weight limit.

Maryland Park and Planning as part of its effort to improve safety at the intersection of the Crescent Trail and Little Falls Parkway, gave primacy to cyclists and pedestrians narrowed the Parkway to two lanes. While it has certainly made for a safer crossing, it has effectively pushed more traffic onto Hillendale St. and Leland St.

Montgomery County has played a very significant role pushing traffic onto the 4800 block of Leland St. by closing off many other streets in the area to through traffic. There are only two major streets serving the Bethesda core that intersect Bradley Blvd -- Wisconsin Ave and Arlington Road, both of which have their own traffic woes. Furthermore, the county has made it very difficult to traverse between Wisconsin and Arlington.

Bethesda Ave is the only street that directly connects Wisconsin Ave. to Arlington Blvd. It is, however, a poor route choice much of the day due to congestion. Traffic does not flow, hampered by cars rotating in and out of the street parking places, drivers looking for parking places, and vehicles illegally double parked (blocking an entire traffic lane) as they do business with stores and restaurants between Woodmont St. and Arlington Road.

Elm St. is blocked between Woodmont and Wisconsin due to construction of buildings on Wisconsin and the Purple Line construction. It is not clear that this will ever reopen.

Hampden Lane is effectively closed between East Ln and Wisconsin Ave due to ongoing construction along Wisconsin. While one lane is technically open west bound from Wisconsin, it is through the midst of construction. Even without construction, Hampden Ln. is not an effective route from Wisconsin to Arlington as there is no traffic signal at Arlington. A long wait for an opening in traffic on Arlington discourages use of this route. Drivers who venture through the construction zone may be more inclined to take a left on Woodmont.

Montgomery Ln. does not know which direction it goes, one way or the other. From the intersection with Woodmont, Montgomery Lane is one way to the west and one way to the east.

While the county has limited the number of east-west routes between Arlington and Wisconsin, it has put up a virtual barrier to prevent travel to the west of Arlington Road, depending on the time of day.

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In order to prevent traffic through the Edgemoor neighborhood, the county is keeping it corralled in the downtown sector with only a limited number of exit points.

Woodmont Street Southbound from the Norfolk Triangle, however, remains relatively unimpeded. Vehicles, whether starting in the Norfolk Triangle or Metro Center can easily avoid traffic on Wisconsin and Arlington Road by proceeding South on Woodmont. This route, however, does not connect directly to Bradley Blvd, but connects indirectly via Leland St. In other words, the county is basically funneling southbound traffic onto one block of Leland St. It is also not uncommon for vehicles southbound on Wisconsin take a right on Bethesda Ave, a left on Woodmont, and a right on Leland in order to reach Bradley. The 4800 block of Leland Street is theoretically closed to through traffic westbound from Woodmont to Bradley from the hours of 4 to 7, Monday through Friday. The restriction is neither honored or enforced.

If one doubts the burden on Leland Street, one only needs to see how Google Maps funnels traffic onto the street. If one is coming from Northern Montgomery County, Downtown DC, or Virginia and sets the new Camille Apartments at 7000 Wisconsin as its destination, depending on the time of day, one is likely to be routed via the 4800 block of Leland St.

Conclusion

The 4800 Block of Leland is for all intents and purposes a Neighborhood Street – it has all the characteristics of a Neighborhood Street except for the traffic volume pushed upon it by policy and lack of enforcement of the existing restrictions. A quiet Neighborhood Street is exactly what it is on weekends, at night, and even during the middle of the day. The majority of the traffic comes during the morning and evening rush hour. Were the existing turn restrictions and weight limits enforced, traffic would likely drop 20-30%.

The Block should not be classified as a Downtown Street or Neighborhood Connector to suit the needs of traffic planners. To do so would undermine the validity of the recently adopted Master Plan of Highways and Transitways. If the street classifications put forth in the Transportation Plan are to have any credibility the county has no choice but to classify the 4800 block Leland as a Neighborhood Street.

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Pablo Collins
Submission to
Montgomery County Planning Department
Master Plan of Highways and Transitways – Technical Review

Earlier in the review of the Master Plan of Highways and Transitways I submitted a lengthy document challenging the designation of the 4800 block of Leland between Bradley Blvd and Woodmont St. as a Downtown Street. In that submission I argued that based on the criteria set forth in the Plan itself that the 4800 block of Leland was improperly classified.

Today I ask whether the Plan is credible or legitimate if it purposefully ignores its own guidelines in assigning street classifications. Classifications must make common sense; they must pass the laugh test. Following are pictures taken on a Sunday morning of three Bethesda “downtown” streets

These pictures of three “downtown” streets; two busy commercial thoroughfares and one wholly residential street. Is this credible? Does it make sense? Does it pass the laugh test?



Woodmont at Montgomery



Bethesda Ave. at Woodmont



4800 block of Leland St

ID: 2

Darnestown Civic Association

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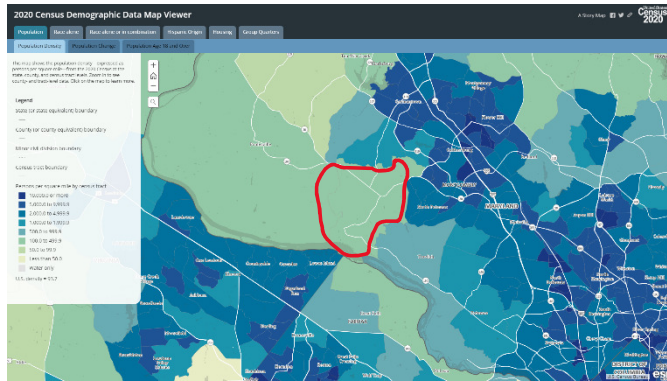
Master Plan of Highways and Transitways – 2024 Technical Update – Planning Board Public Hearing

Overview followed by Detailed Road Segment Analysis

Country area road classifications are limited to two choices while context is wide ranging along the routes and highly variable. There are many situations where the standards don't match up well and where the classification type would need to switch multiple times along relatively short segments of road. Given these characteristics there needs to be a great deal of context granularity and segmentation along Country area road types. The density gradients along Country area road classifications are wide by multiples and step change rapidly, like the transitions into the Downtowns.

We ask you to instruct the Upcounty staff and Countywide staff to work with County Area Communities and our partners at MC DOT and MD SHA to further clarify and refine Country Area road types. When we work collaboratively our journey to safer mobility is most effective.

Darnestown has one of the lowest population density sets of Census Block Groups in the county, with mostly no public water and sewer service. Mostly no sidewalks and no shoulders.



We have appended a copy of our Rustic Roads Functional Master Plan Update - Planning Board Public Hearing testimony submitted on 12/8/2022 as it contains more background on our community for those who wish to get to know us better.

The following commentary is offered for the MPOHT 2024 Technical Update for the ten road segments in Darnestown and one road segment not far from our eastern boundary. Some of our suggestions have been included in the public hearing draft and some have not.

Thank you.

Scott Plumer

Staff Assistant for Research and Strategic Projects

Darnestown Civic Association Executive Board and Committees

Participant Vision Zero Darnestown, a project of the Darnestown Civic Association's Roads Task Force.

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MPOHT 2409 DCA.docx

September 12, 2024

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1.

River Rd (MD 190) from Seneca Creek to Esworthy Rd

Classification Changes

Street River Rd (MD 190)

From Seneca Creek

To Esworthy Rd

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street River Rd (MD 190)

From Seneca Creek

To Esworthy Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments

- Long stretch of road with different contexts
 - Seneca Creek to Seneca Road
 - Lots of drop-off shoulders or no shoulders
 - High bicycle use
 - Suggest 30 mph
 - Seneca to Violettes Lock Road
 - Westbound approach to dead end MD 190 stop sign at MD112
 - Turn onto Rustic Road at Violettes Lock Road
 - Entrance to regional and international recreational facility (Bretton Woods)
 - Extensive crash history
 - Suggest 35 mph
 - Violettes Lock Road to Esworthy
 - People regularly travel at 60 mph plus, current posted is 50 mph
 - Multiple roadside parking lots for park access
 - Trail Crossings, one marked, one not marked
 - Agree with target speed of 40 mph for this segment

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2.

Esworthy Rd from River Rd to Seneca Rd

Classification Changes

Street Esworthy Rd

From River Rd

To Seneca Rd

Issue Assign Target Speed

Existing Classification Country Road

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Esworthy Rd

From River Rd

To Seneca Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 70

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph
- MCDOT speed studies indicated speeding issues high enough to warrant speed humps
- MCPD currently implementing speed cameras
- Residents concerned about aggressive driving for decades
- Difficult Muddy Branch Greenway Trail transition up from creek, across road at bottom of two hills, and then trail proceeds along road with no shoulder until heading back into park
- Suggest Target Speed 30 mph

Attachment B: Written Testimony

3.

Seneca Rd from River Rd to Darnestown Rd

Classification Changes

Street Seneca Rd

From River Rd

To Darnestown Rd

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Seneca Rd

From River Rd

To Darnestown Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Multiple Segments
 - 190 Junction to Exceptional Rustic Berryville Road
 - At MD 190 stop sign, end of MD112
 - Extensive crash history
 - No Shoulders
 - Difficult transition for drivers turning off exceptional rustic roads
 - Suggest 35 mph
 - Exceptional Rustic Berryville Road to Esworthy Road
 - Summer Camp
 - No Shoulders
 - Limited sight lines and grades,
 - Suggest 40 mph
 - Esworthy Road to Mockingbird Drive
 - Driveway counts increase
 - Multiple larger subdivision neighborhood streets
 - Suggest 35 mph
 - From Mockingbird Drive to MD 28 Junction
 - Rural Community Civic and Commercial Core - places of worship, parks, retail, schools
 - Current speed 30 mph, suggest 25 mph

Attachment B: Written Testimony

4.

Spring Meadows Dr from Darnestown Rd to Seneca Rd

Classification Changes

Street Spring Meadows Dr

From Darnestown Rd

To Seneca Rd

Issue Assign Target Speed

Existing Classification Country Road

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Spring Meadows Dr

From Darnestown Rd

To Seneca Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 70

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Neighborhood street
- Speed humps installed
- No Thru Street posted
- Current posted 25 mph
- No shoulders, so sidewalks
- Darnestown Swim and Racket Club located midway along the route
- Suggest removal from MPOHT

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5.

Germantown Rd from Darnestown Rd to Great Seneca Creek (Southern Branch)

Classification Changes

Street Germantown Rd

From Darnestown Rd

To Great Seneca Creek (Southern Branch)

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Germantown Rd

From Darnestown Rd

To Great Seneca Creek (Southern Branch)

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 120

Existing Lanes 2

Planned Lanes 2 to 4

Traffic Lanes 2 to 4

Designated Transit Lanes 0

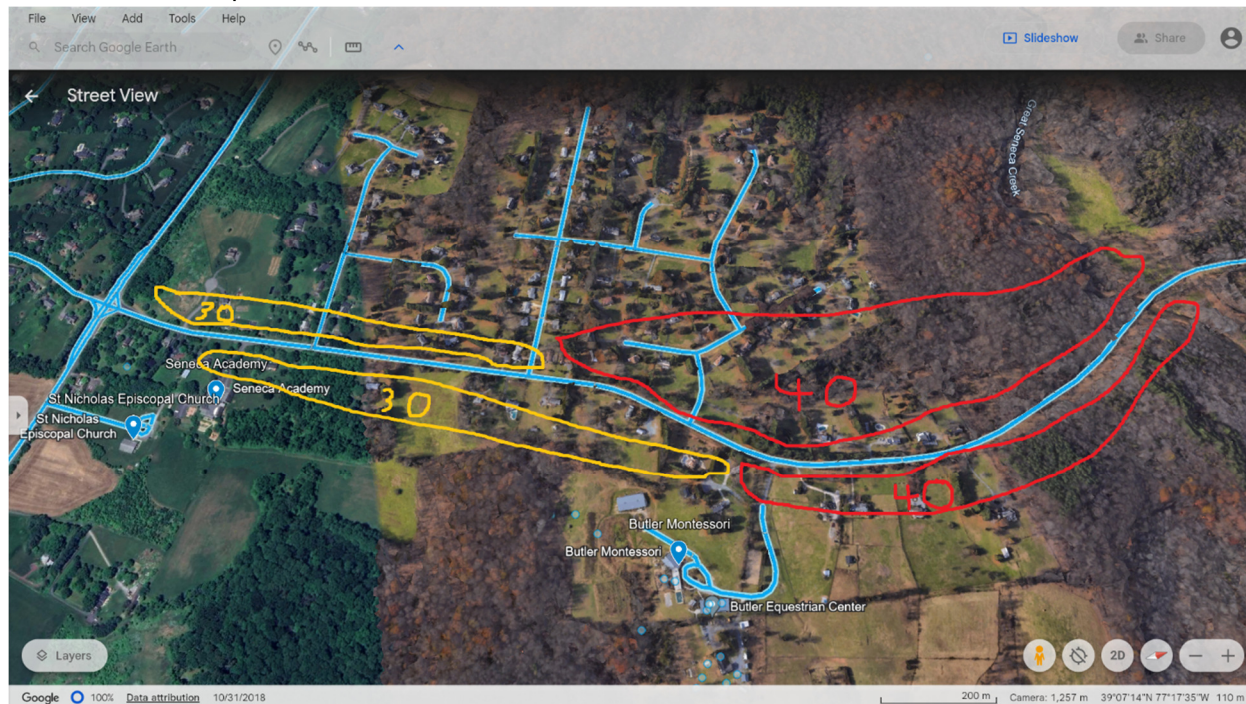
Transitway Name (if applicable)

Comments:

- Currently two distinct segments not one
 - 30 mph from Darnestown RD to just before downslope to Seneca Creek
 - Two schools and an alternative entrance to a place of worship
 - Current speed camera in each direction
 - No shoulder
 - 40 mph downslope to Seneca Creek
 - No Shoulder
 - Multiple off-road parking spots for park access and a trail crossing
 - More off-road parking for park access and a trail crossing just after Seneca Creek bridge as well
- Suggest Target Speed 30 mph for entire length

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Current MD 118 Speeds



Attachment B: Written Testimony

6.

Riffle Ford Rd from Great Seneca Creek to 700' north of Woodsboro Dr

Classification Changes

Street Riffle Ford Rd

From Great Seneca Creek

To 700' north of Woodsboro Dr

Issue Assign Target Speed

Existing Classification Boulevard

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Riffle Ford Rd

From Great Seneca Creek

To 700' north of Woodsboro Dr

Most Recent Master Plan Great Seneca Science Corridor

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 4

Traffic Lanes 4

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Agree with 35 mph

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7.

Riffle Ford Rd from 700' north of Woodsboro Dr to 220' east of Hallman Ct

Classification Changes

Street Riffle Ford Rd

From 700' north of Woodsboro Dr

To 220' east of Hallman Ct

Issue Assign Target Speed

Existing Classification Boulevard

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Riffle Ford Rd

From 700' north of Woodsboro Dr

To 220' east of Hallman Ct

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 4

Traffic Lanes 4

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Parts of the segment are current posted 30 mph
- Neighborhood entrances
- Entertainment venue entrance (Smokey Glen Farm)
- Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124
- Suggest 30 mph

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8.

Riffle Ford Rd from 220' east of Hallman Ct to Darnestown Rd (MD28)

Classification Changes

Street Riffle Ford Rd

From 220' east of Hallman Ct

To Darnestown Rd (MD28)

Issue Assign Target Speed

Existing Classification Boulevard

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Riffle Ford Rd

From 220' east of Hallman Ct

To Darnestown Rd (MD28)

Most Recent Master Plan Great Seneca Science Corridor

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 4

Traffic Lanes 4

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph
- Walkshed to Suburban Civic and Commercial Core at MD 28 and MD 124
- Road ends at junction
- Limited sight lines
- Suggest 30 mph

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9.

Darnestown Rd from Whites Ferry Rd to Suburban Boundary

Classification Changes

Street Darnestown Rd

From Whites Ferry Rd

To Suburban Boundary

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Darnestown Rd

From Whites Ferry Rd

To Suburban Boundary

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 120

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Huge context changes, segment too long
 - Suggest Three Segments
 - Whites Ferry Rd to Germantown Road
 - Park Entrance
 - Shoulder Parking
 - Entertainment Venue Entrance (Windridge Winery)
 - Two Rustic Road Terminations
 - High Injury Network segment
 - Agree with 40 mph with a change to 30 mph just before intersection at Germantown Road
 - Germantown Road to Darnestown Local Park
 - Suggest 30 mph, Planning Predictive Analysis suggested 35 mph
 - Darnestown Local Park to Turkey Foot Road (at new mistakenly designated suburban boundary)
 - Rural Community Civic and Commercial Core – places of worship, two local parks, retail, schools
 - Speed camera
 - At Turkey Foot Rustic Road a place of worship, early-school, elementary school in the southwest intersection quadrant, crosswalk, bus stops
 - Current speed 30 mph, suggest 25 mph

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10.

Darnestown Rd from Suburban Boundary to Riffle Ford Rd

Classification Changes

Street Darnestown Rd

From Suburban Boundary

To Riffle Ford Rd

Issue Assign Target Speed

Existing Classification Area Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 35

Characteristics

Street Darnestown Rd

From Suburban Boundary

To Riffle Ford Rd

Most Recent Master Plan 2018 MPOHT Technical Update

Planned Right-of-Way (ROW) 120

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph to just west of Chestnut Oak Drive, then 40 mph to Riffle Ford Road
- High Injury Network segment
- Speed camera
- Shared shoulder use and passing of left turning vehicles creates hazardous conditions
 - Shoulders used for biking, walking, and rolling
- Suggest 30 mph

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11.

Travilah Rd from Dufief Mill Rd to River Rd

Classification Changes

Street Travilah Rd

From Dufief Mill Rd

To River Rd

Issue Assign Target Speed

Existing Classification Country Connector

Recommended Classification No Change

Existing Target Speed None Assigned

Recommended Target Speed 40

Characteristics

Street Travilah Rd

From Dufief Mill Rd

To River Rd

Most Recent Master Plan Potomac

Planned Right-of-Way (ROW) 80

Existing Lanes 2

Planned Lanes 2

Traffic Lanes 2

Designated Transit Lanes 0

Transitway Name (if applicable)

Comments:

- Current posted 30 mph
- Speed camera
- Roundabout
- Lots of community entrances and driveways
- Suggest 30 mph

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Scott Plumer

Staff Assistant for Research and Strategic Projects

Darnestown Civic Association Executive Board and Committees

Participant Vision Zero Darnestown, a project of the Darnestown Civic Association's Roads Task Force.

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For the record, Scott Plumer, Darnestown Civic Association.

Thank you for the opportunity to introduce you to the rural community of Darnestown and our rustic roads.

The DCA, as we are known, has been involved in the rustic roads program since its inception. We have 6 rustic roads in Darnestown and 11 more in the immediate area. Darnestown residents have often served on the RRAC, including the role of Chair and Engineer.

In 2019, the DCA formed a Roads Task Force and in 2020 the Roads Task Force began a project called Vision Zero Darnestown. We are dedicated to eliminate vehicle involved death and severe injury while increasing safe, healthy, equitable mobility for all. We have contributed to the Complete Streets Design Guide, Vision Zero programs, Growth and Infrastructure Plan, and other transportation planning initiatives. During a Transportation Summit in January 2020 I had the pleasure to sit at a work group table with Acting Director Stern. As you have seen in reviewing the Public Hearing Draft, the Darnestown community worked with Planning in 2020 on rustic road initiatives.

Darnestown has four state roads: MD-190, MD-112, MD-28, and MD-118. Three of those state roads terminate in Darnestown, each terminating at an intersection with another state road. Our main junction is at the termination of MD-112 on MD-28. Many of our Rustic roads terminate on those state roads.

Just outside of Darnestown on the eastern and western edges, four additional state roads, MD-107 and MD-117 are to our west, and MD-124 and MD-119 to the east, all terminate on MD-28.

The Seneca Historic District, Maryland's largest, starts in Darnestown and extends west into the Agricultural Reserve. Darnestown has nine historic sites named in "Places of the Past 10th Anniversary Edition, "The Tradition of Gardez Bien in Montgomery County, Maryland". Our original post office was founded in 1803.



Darnestown Places Noted in
“Places of the Past 10th Anniversary Edition”
“The Tradition of **Gardez Bien** in Montgomery County, Maryland”

- o Pleasant Hills
- o Montanverde
- o Rileys Lock House
- o Seneca Aqueduct
- o Samuel Thomas Magruder Farm
- o Dufief Mill Site
- o Darnestown Presbyterian Church
- o Black Rock Mill
- o Seneca Baptist Church

Darnestown’s perimeter is approximately eight-five percent defined by waterways. Those waterways are inside of some of the nine county, state, and federal parks in Darnestown. Our main junction is said to be near where two indigenous trails met. We span Thrive Montgomery 2050’s newly defined Rural Areas and Agricultural Reserve area, and the too large, Limited Growth area.

Darnestown Public Parks

- o Seneca Landing Special Park
- o Callithea Farm Special Park
- o Blockhouse Point Park and Conservation Area
- o Berryville Neighborhood Conservation Area
- o Darnestown Local Park
- o Darnestown Heritage Park
- o Muddy Branch Park, Seneca State Park, and C&O Canal National Historical Park all have elements in Darnestown

Darnestown is a historic, rustic, rural, heritage, heirloom community precariously positioned across two of Thrive’s areas, on the outside edge of the sewer envelope, and surrounded by delicate green spaces. Our three main complete

Attachment B: Written Testimony



census block groups have population densities of around five-hundred people per square mile, that is lower than one person per acre.

Respecting the heritage of our place and people, along with a strong sense of stewardship for the land, is a hallmark of our community.

We wholeheartedly support the rustic roads program and are dedicated to working with you to continue to broaden and strengthen the program.

It's a pleasure to be with you today. In 1979 and 1980 I interned in the Planning Department's Special Projects Division, led by a man named Drew Detrick and among the people who were working there were two planners who were instrumental in the Preservation of Agriculture and Rural Open Space functional master plan approved in October 1980. Those planners were Robert Hnat and Jeff Zyontz.

The DCA has a long history of collaborating with the Planning Board and the Planning staff. We look forward to working with the new leadership. The staff we have worked with are exceptionally caring, highly skilled, and responsive. We would like to thank each, and all of the staff for the work they do, to make our lives better each and every day.

We ran into some challenges these past few months, and our civics work was consumed by a couple of imperatives. First was the addition to the water and sewer plan aka the Ten Year Water Supply and Sewage Systems Plan (TYCWSSSP), of a county-wide policy, which would allow a sewer extension to a proposed one hundred and thirty-five seat dining facility, on a two-acre residential lot, with access via a rustic road. These actions were done against the recommendations of the County Executive, executive staff, planning staff, the Planning Board, and the County Council central staff. The second major imperative was the new general plan. We were also challenged by a few family related imperatives.

We have a few Darnestown specific items we would like to submit. Those items may point to language changes in the plan regarding things like bicycle safety and our MCPS elementary school which is located on one of our rustic roads.



Attachment B: Written Testimony



We hope to submit more detailed public testimony and urge the Board to accept the staff suggestion of keeping the formal record open, and ask for that extension to carry into December, and are now delighted to have the new December 9th date. Thank you for your time and attention.

Supplemental Testimony

The section of River Road from just west of the bridge over Seneca Creek to the junction of MD-190 River Road and MD-112 Seneca Road needs bikeable shoulders. During fair weather days the heavy bicycle traffic faces steady conflicts with vehicles along the steep grades and blind corners. We have these issues throughout Darnestown but especially so along roads with long stretches of no shoulders and higher posted speed limits. The heritage area between the MD-190 and MD-112 junction and over the creek into the heart of the Seneca Historic District is one such area and definitely needs a safer, more comfortable bicycle experience.

The walk and bicycle experience on many of our rustic roads can suddenly change from peaceful openness to dangerous close-in conflict by unprepared vehicle operators. Perhaps better and standardized signage at major ingress and egress points on all our rustic roads needs to be more emphatic than the standard bicycle “right to use the full lane” signage. Perhaps: “Blind Spots, Pedestrians, Bicycles, beautiful vistas, and rustic interests ahead – please drive slowly and enjoy!” <Fines and points tripled.>

We are concerned about our Rustic Roads that terminate on state roads, especially those with high speed limits. The transitions can be difficult, sight limited, and often on grade. One of those terminations is Turkey Foot Road and MD-28 Darnestown Road. Although the speed limit on MD-28 is 30 mph at that point, our elementary school is on Turkey Foot Road adjacent with the operating historic Darnestown Presbyterian Church which occupies a corner of the termination intersection. Turkey Foot Road at the elementary school begins the eastern edge of our rural community civic and commercial core walkshed and

Attachment B: Written Testimony



needs reduced conflicts along Turkey Foot through to its termination on MD-28 Darnestown Road including safe egress onto MD-28.

In the summer of 2021, the Darnestown Civic Association's Roads Task Force performed a community survey. Two questions were about rustic roads. The questions and the responses are attached.

To summarize, we offer three points of concern we would like to see addressed and queued for follow up work.

- 1) Walk and bicycle safety
- 2) Rustic road terminations on higher speed and volume state roads
- 3) Safe routes to school on rustic roads

Our community character is centered on rural, rustic, heritage, natural green open space. Rustic Roads are an integral part of our community.

Thank you.

Attachment B: Written Testimony

9. 9. What do you enjoy most about the Rustic Roads in Darnestown? Please choose no more than 3. *



Check all that apply.

- Access to a destination, farmlands or hunting
- Biking
- Birdwatching
- Horseback riding
- Hiking
- Inspiration for painting, writing, music, and art
- Leisurely drive
- Observing historical land and natural scenery
- Walking & jogging

Other: _____

10. 10. What concerns do you have for our Rustic Roads? *

Check all that apply.

- Need more "Share The Road" signage
- Clean up of debris and fallen trees
- Restoration of bridges & pedestrian pathways
- Road surface repairs and pavement markings
- Protecting the agricultural reserve
- Safeguards for historical areas
- Parking near recreational areas
- No concerns

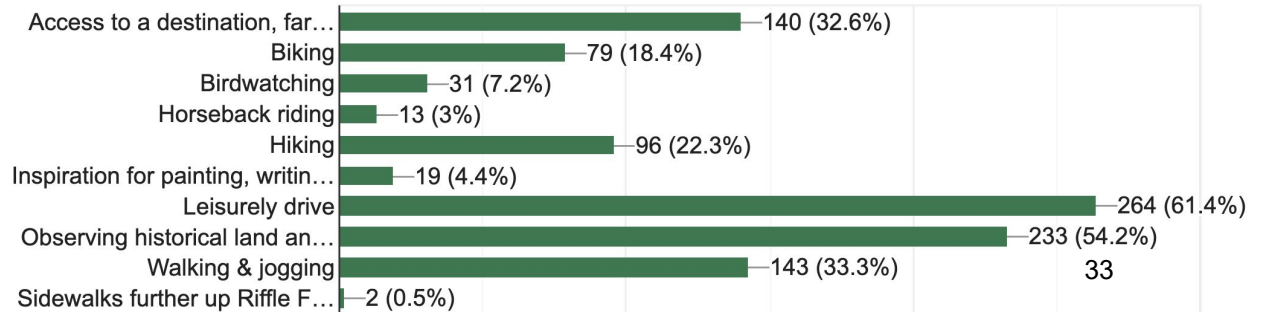
Other: _____

9. What do you enjoy most about the Rustic Roads?

61.4% - Leisurely drive

54.2% - Observing historical land and natural scenery

33.3% - Walking and jogging

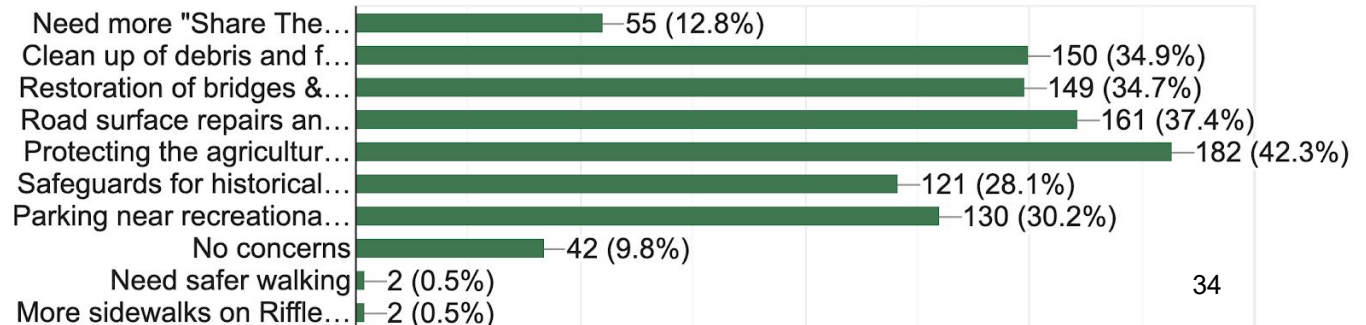


10. What concerns do you have for our Rustic Roads?

42.3% - Protecting the agricultural reserve

37.4% - Road surface repair and pavement markings

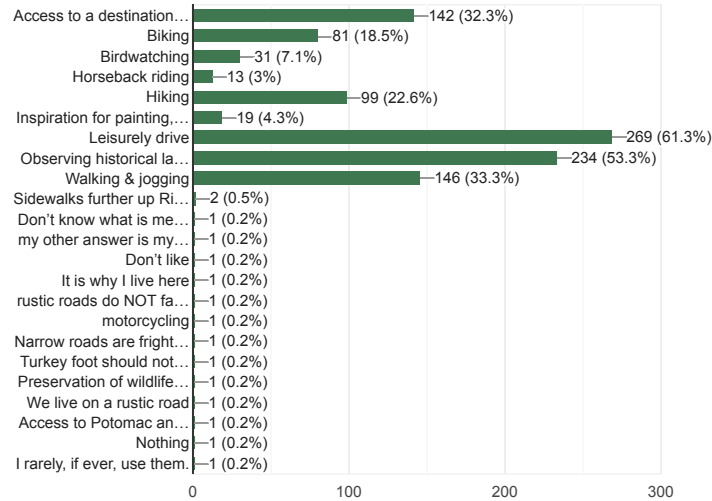
34.9% - Clean up debris from fallen trees



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9. What do you enjoy most about the Rustic Roads in Darnestown? Please choose no more than 3.

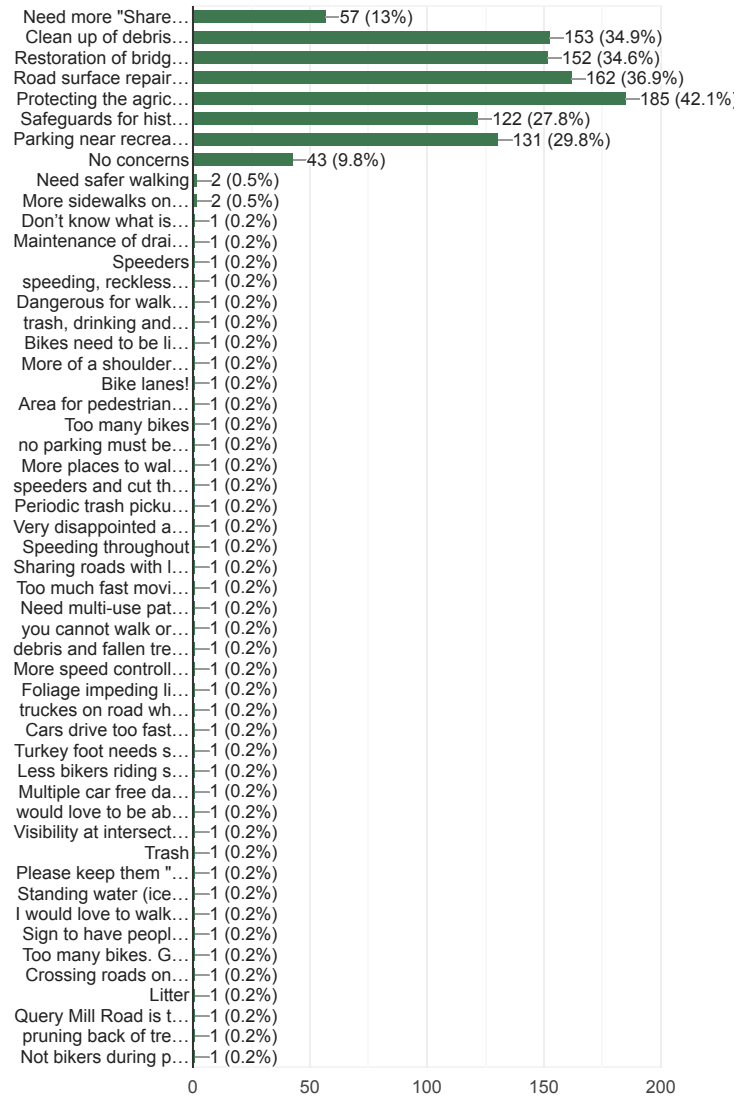
439 responses



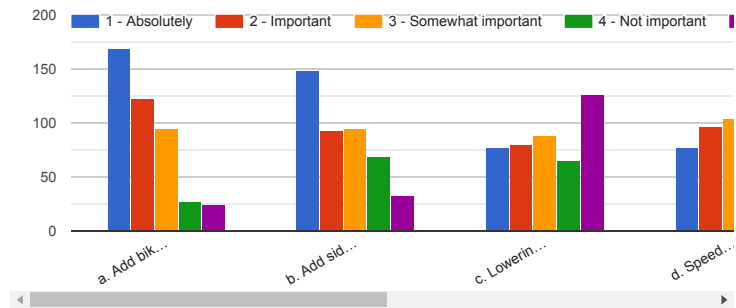
Attachment B: Written Testimony

10. What concerns do you have for our Rustic Roads?

439 responses



11. How would you rank these items concerning roads?



Attachment B: Written Testimony

Spoken 240912

Thank you. For the record my name is Scott Plumer. I am representing the Darnestown Civic Association.

We wish to thank Chair Harris, Vice Chair Pedoeem, and the rest of the board for allowing us to testify today. We also wish to thank Director Sartori and the entire Montgomery Planning staff for their exceptional work, which we enjoy every day, as we live our lives in Montgomery County.

We have worked with Sofia, Andrew, David and others since the early days of the Complete Streets Design Guide work effort. The MPOHT work is best in class community collaboration.

We need your direct support. It is a long journey from target speeds to posted speeds to observed speeds. Context based design standards are best when they are informed of current conditions. Although most of your work on standards appears to apply to new construction, most severe injuries and deaths appear to occur in currently built places.

Target speeds are a reference point. In practice, it is more useful from a safety perspective if they are context sensitive. With your support we can start in a good place with a safe systems approach to target speeds.

We have stepped through the roads in our community, pavement marking by pavement marking, and sign by sign. We have submitted a detailed response to the draft update for each MPOHT road segment in our community. Some of our suggested changes have

Attachment B: Written Testimony

been incorporated in the draft. Many of them have not. We also call for more granularity in some segments.

Getting people to slow down, pay attention, and be courteous is incredibly difficult. Each time we miss an opportunity to provide a behavioral cue to make safer choices, we endanger everyone on the road. Speed limit targets are an integral part of a complex design set of controls. We know you will ensure each and every segment, and each and every target speed is given due consideration.

The work we do here is vital to Vision Zero. Our objective is safe, equitable mobility.

To give you an idea of the incongruences we see in the draft, I am going to quickly walk you through a few segments.

We start at Darnestown Road MD 28 westbound at Quince Orchard Road MD 124. The intersection is loaded; an MCPS high school, a library, and three corners of retail. I call these areas Civic and Commercial Cores. Posted speed on MD 28 is 30, draft target speed higher at 40. From there to just before the MD 28 junction with Riffle Ford Road where it then narrows from a four-lane road into a two-lane road, the posted speed increases from 30 to 40. Yes, just before an intersection and the road narrowing to two lanes, the posted speed increases. Just after the intersection the draft target speed is lowered to 35. 35 is a welcome reduction, as the road enters one, of the two, high injury network segments in Darnestown.

From here, we proceed past a few residential neighborhood intersections to the start of our civic and commercial core. The posted speed here is 30, with a speed camera, draft target speed,

Attachment B: Written Testimony

higher at 35. Just down the hill is an intersection of long-standing, and utmost concern for our community. So concerning in fact, we were approached earlier in the year by the principal of the elementary school, director of the early school, and director of a church, all located at the intersection's southwest quadrant and they were joined by a pastor at another church, and the CEO of yet another church and school, and asked us to write a letter to our elected representatives about the dangerous condition of the intersection. Posted speed 30, draft target speed, higher at 40.

The draft target speed is then higher at 40, all the way through the civic and commercial core. Details, are in our written testimony.

One more example. On Germantown Road MD 118 headed east from Darnestown Road towards Germantown the posted speed is 30 with a speed camera, and two schools, draft target speed, higher at 40. Again, details, are in our written testimony.

You can see how easy it is to get target speeds, and posted speeds wrong, especially on segments which transition through steep density gradients. We should do our best to get as many target speeds and segments correct as possible, even if it means creating more segments. When it is impractical to do so, we should specify the lower speed as the target, not the higher speed.

Moving on from target speeds, and in addition to our written testimony, we have two additional items. We request a high resolution full view MPOHT Mapbook be made available, so we can zoom in and see detail for a wider area as an alternative to stepping through specific Mapbook pages one at a time.

Attachment B: Written Testimony

Lastly, as this Technical Update continues to codify the county's Country Area, we want to be on the record with concerns over parts of Darnestown being changed from Country to Suburban. We ask you to instruct staff to review how these areas became reclassified, and to work with the community and our Councilmembers to ensure these actions are in concert with community needs, our master plan, other countywide plans, and the new general plan.

Thank you for your time and attention.

Scott Plumer

Staff Assistant for Research and Strategic Projects

Darnestown Civic Association Executive Board and Committees

Participant Vision Zero Darnestown, a project of the Darnestown Civic Association's Roads Task Force

14100G Darnestown Road Darnestown MD 20874

scott.plumer@verizon.net



Participant Vision Zero Darnestown, a project of the Darnestown Civic Association's Roads Task Force. We intend to eliminate vehicle involved death and severe injury while increasing safe, healthy, equitable mobility for all.

PLEASE

Slow Down Put the Phone Down Be Courteous Be Visible

ID: 23

MC Department of Transportation (MCDOT)

Attachment B: Written Testimony



Marc Elrich
County Executive


Christopher R. Conklin
Director

DEPARTMENT OF TRANSPORTATION

MEMORANDUM

September 12, 2024

TO: Artie Harris, Chair
Montgomery Planning Board

FROM: Haley Peckett, Deputy Director for Transportation Policy
Department of Transportation (MCDOT) 
Haley Peckett (Sep 12, 2024 14:30 EDT)

SUBJECT: Master Plan of Highways and Transitways
Public Hearing Draft – MCDOT Comments

Thank you for the opportunity to review the July 2024 Public Hearing Draft of the Master Plan of Highways and Transitways (MPOHT). We appreciate the efforts throughout this process to obtain feedback on the proposed changes. We offer the following comments:

- 1) **M-83:** We recommend the removal of the extension of M-83 (Midcounty Highway) between Montgomery Village Avenue and Ridge Road. We believe our ongoing investments in transit along MD 355, as well as other Corridor Connectors identified in the I-270 Corridor Forward Plan, all represent a more sustainable path forward for connecting the Clarksburg, Germantown, and Gaithersburg areas.
- 2) **GROWTH CORRIDORS:** We support the intent of Growth Corridors to benefit transit ridership with more urban street layouts and denser blocks. However, Growth Corridors also risk penalizing upstream transit riders as their buses must stop at more of these denser intersections.

We strongly urge that the application of these corridors be limited in length to areas where BRT stations are within overlapping walksheds. Where BRT stations are more distant, in lieu of classifying a full corridor as a Growth Corridor street type, we suggest selectively apply Town Center classifications around station areas. This may allow urban

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Attachment B: Written Testimony

Master Plan of Highways and Transitways
Public Hearing Draft – MCDOT Comments
September 12, 2024
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design and land use around BRT stations while reducing the impedances between activity centers.

The Growth Corridor street types must also not be put into effect unless corresponding land use densities have been approved. The additional densities are necessary to justify the operational impacts of the more urban street design, and we expect both to be implemented concurrently.

- 3) **OLD COLUMBIA PIKE:** Consider reducing the number of planned lanes along Old Columbia Pike between Stewart Lane and Tech Road from 4 lanes to 2 lanes. The four lanes were planned by the White Oak Science Gateway Plan, and at the time we noted the impracticality of such widening. Since that time, Thrive Montgomery 2050 has deprioritized widening roads to four lanes, and our ongoing CIP project is unlikely to move forward with a four-lane alternative.
- 4) **RAILWAY ROW:** Consider including rights-of-way along the CSX and Red Line corridors in the Appendix (p86). It can be difficult to assess right-of-way needs on developments alongside these corridors due to the inconsistent availability of this information. Centralizing the right-of-way requirements in this document will assist with gradually implementing long-term master planned efforts such as third tracking the Brunswick Line and extending the Red Line to Germantown.
- 5) **BRT COMMENTS:** Detailed comments on the transit elements are as follows:
 - a. **MD 355 North** (p121) – We have an ongoing Facility Planning study looking at adding a reversible BRT lane along MD 355 north of Ridge Road. This draft MPOHT, however, shows all stations along MD 355 being eliminated in favor of a pair of stations along Snowden Farm Parkway. It may be premature to eliminate these stations before the Facility Planning study is completed.
 - b. **MD 355 North** (p121) – The station at Stringtown Rd / St. Clair Rd is currently expected to be a potential infill station. Removing it may make it difficult to add in the future.
 - c. **New Hampshire** (p118-119) – The FDA-Lockwood Connector may be in one of several alignments:
 - One alignment is as shown, between the commercial and residential properties but aligning with FDA behind their secured area.
 - Another alignment would align opposite FDA’s loop road.

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September 12, 2024
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- A third alignment might align with Michelson Road’s north-south segment. We are grateful to see this connection included in the master plan, but the narrative on p118 should note these other options. Our ongoing design work with the New Hampshire BRT is currently evaluating the options.
- d. **US 29 (p124)** – We do not currently expect a station at FDA as part of the US 29 BRT corridor. However, such a station *is* likely as part of the New Hampshire BRT corridor. Consider removing the Lockwood-FDA Connector and the FDA Station from the US 29 portion of this Plan but include them in a newly added pair of pages for the New Hampshire BRT. What’s currently shown on p124 risks giving the impression that the US 29 BRT will directly serve FDA’s frontage.

cc: Corey Pitts, MCDOT
Andrew Bossi, MCDOT
Claire Iseli, CEX
Meredith Wellington, CEX
Dale Tibbitts, CEX
Kara Olsen-Salazar, DGS
Sofia Aldrich, Montgomery Planning

Attachment B: Written Testimony



Marc Elrich
County Executive

Christopher R. Conklin
Director

DEPARTMENT OF TRANSPORTATION


MEMORANDUM

December 23, 2024

TO: Artie Harris, Chair
Montgomery Planning Board

FROM: Haley Peckett, Deputy Director for Transportation Policy
Department of Transportation (MCDOT)

SUBJECT: Master Plan of Highways and Transitways
Public Hearing Draft – MCDOT Comments


Haley Peckett (Dec 23, 2024 11:44 EST)

Thank you for the additional public process considering the M-83 (Midcounty Highway) corridor as part of the update to the Master Plan of Highways and Transitways (MPOHT). We wanted to expand upon our previous comments regarding this corridor:

- 1) **EXTENT:** We recommend the removal of both segments of M-83: the northern span between Montgomery Village Avenue and Ridge Road, as well as the southern span from Shady Grove Road to the Intercounty Connector (MD 200).

We believe our ongoing investments in transit along MD 355, as well as other Corridor Connectors identified in the I-270 Corridor Forward Plan, all represent a more sustainable path forward for connecting the Clarksburg, Germantown, and Gaithersburg areas.

The inclusion of the M-83 corridor does not reflect the road network vision as established by Thrive Montgomery 2050, which seeks to reduce the mileage of roadways such as M-83 in favor of streets that are more conducive toward walking, biking, and transit. Eliminating the corridor will also reduce substantial environmental impacts on trees, wetlands, contiguous forests, and parkland.

Office of the Director

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- 2) **BIKEWAY:** Eliminating M-83 from the MPOHT will not affect the master-planned bikeway, which is included in the separate Bicycle Master Plan (published in 2018). However, if M-83 is eliminated, it may be prudent to consider a future update to the Bicycle Master Plan focused on the bikeway. MCDOT believes there would be value in an alternative designation, such as an Off-Street Trail, which could be substantially implemented by Park & Planning and, therefore, ease the management of environmental impacts while allowing greater flexibility in design.
- 3) **ROW:** Substantial portions of the M-83 corridor’s rights-of-way have already been acquired, largely via dedication or reservation. From a cursory review, it appears that many of these rights-of-way have been acquired for *public use* rather than explicitly for a highway. As the bikeway would remain in the Bicycle Master Plan even with the removal of M-83, many of the rights-of-way may be unaffected by the removal of M-83 from the MPOHT. A more detailed review of each plat would be required to confirm the precise impacts for each acquired property. Also, per the previous comment, a future update to the Bicycle Master Plan might identify a narrower right-of-way which could allow for returning excess rights-of-way to their respective property owners.

We appreciate your continued consideration of this issue. Thank you for Montgomery Planning’s partnership in this process as we continue working together to enhance the multimodal transportation network in the Upcounty area.

cc: Corey Pitts, MCDOT
Andrew Bossi, MCDOT
Claire Iseli, CEX
Meredith Wellington, CEX
Dale Tibbitts, CEX
Kara Olsen-Salazar, DGS
Sofia Aldrich, Montgomery Planning

ID: 31

Greater Colesville Citizens Association

Attachment B: Written Testimony

**Greater Colesville Citizens Association
PO Box 4087
Colesville, MD 20914
September 12, 2024**

Montgomery County Planning Board
Attn: Artie Harris, Chair
2425 Reddie Drive
Wheaton, MD 20902

Re: MPOHT

Dear Chairman Harris:

The Great Coleville Citizens Association desires safe and timely automobile, pedestrian, and bicycle travel. We agree with reduced speed in downtowns and towns with higher density of development (and more walking, biking and vehicle turns) but not on the roads between these areas. Rather, we believe that reduced speeds between higher density areas will just cause people to ignore speed limits and increase reckless driving. People need to get to a destination in reasonable time, but reducing the speed in these less dense areas will substantially increase the travel time, if those speed limits are obeyed. Reduced speed limits will also increase congestion, since reduced speed means reduced road capacity. We point to the experience in DC where the number of accidents has increased under Vision Zero.

To address Vision Zero, existing speed limits in less-developed areas need to be maintained and enforcement needs to be increased, especially for reckless driving: weaving between lanes, tailgating and driving much faster than most other drivers. Also, dangerous road conditions need to be addressed via road design changes. Road congestion needs to be reduced to increase visibility and negate the need to speed. Improved transit use is the best tool for minimizing congestion, but funding for it is severely limited. The Planning Board needs to encourage the council to increase such funding for transit.

The draft master plan makes reference to downtown and town center boundaries but does not specify where the boundaries are identified. The plan needs to identify where these locations are defined. We understand that downtowns/towns are defined by Bicycle/Pedestrian Priority Areas (BiPPAs) – tiers 1-4 and already funded in the CIP.

Our comments focus only on East County.

The designation of road categories sometimes doesn't match how resident perceive them and how they are used.

- We agree with the designation of **boulevard** (multi lane) for New Hampshire Ave, MD 198, Randolph Rd, East Randolph Rd, Cherry Hill Rd, Fairland Rd, US 29 (south of New Hampshire Ave), and Powder Mill Rd.

Attachment B: Written Testimony

- We agree with the designation of **area connector (longer travel distance and higher volume than neighborhood connector)**: Bonifant Rd, Briggs Chaney Rd (east of Old Columbia Pike), Greencastle Rd, and Kemp Mill to name a few.
- We agree with the designation of **neighborhood connector**: Stonegate Dr, Cannon Rd, Tamarack Rd, Serpentine Way, Calverton Blvd, and Gracefield Rd to name a few.
- We **disagree** with the designation of **neighborhood connector**, where it should be area connector: Notley Rd, Good Hope Rd, Briggs Chaney (west of Old Columbia Pike) and Peach Orchard Rd
- We **disagree** with the designation of **area connector**, where it should be designated as boulevard: Arcola Ave, Ashton Rd, Briggs Chaney Rd, Fairland Rd, Layhill Rd.
- We **disagree** with the designation of boulevard, where it should be neighborhood connector: Gracefield Service Rd (provides only access to Riderwood Village).

We disagree with lowering the speeds on the following roads

- Neighborhood Connectors that are relatively wide should retain the existing 25 mph speed limit and not be lowered to 20 mph. These roads and their existing speed limits are
 - Cannon Rd: 25
 - Galway Rd: 25
 - Good Hope: 30 (should be area connector)
 - Jackson Rd: 25
 - Locksley Ln: 25
 - Notley Rd (New Hampshire Ave to Bonifant Rd only): 30 (should be area connector)
 - Peach Orchard Rd: 30 (should be area connector)
 - Serpentine Way: 30
 - Shaw Ave: 25
 - Springlock Rd, 25
 - Stonegate Dr. Not posted, but wide with stripe down the road.
 - Tamarack Rd (E Randolph to Fairland): 25
- Area Connectors: The existing speed limits should not be lowered to 25. These roads and their existing speed limits are
 - Arcola - east of Georgia: 30 (should be Boulevard)
 - Ashton Rd/ MD 108: 30 (should be Boulevard)
 - Bonifant Rd: 35
 - Briggs Chaney: 35. Two listings: Delete the Cloverly to Paint Branch item since Paint Branch is almost at New Hampshire Ave. It is already covered by NH to Cloverly Town Center entry. (should be a Boulevard)
 - Burtonsville Blvd (This road is not on road signs. If the entry refers to the US29 Access ramp then it would not have a posted speed limit). If it is north of MD198, it is called Old Columbia Pike on road signs or 198 Business Road in Master Plan. (This road is also included in tables 11 and 12).
 - Dr Bird Rd: 40 (should be a county connector)

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- Ednor Rd: 35 (should be a county connector)
- Fairland Rd: 35 between US29 and Old Columbia Pike: 35; between Old Columbia Pike and E Randolph Rd: 40 (should be a Boulevard)
- Kemp Mill Rd: 30
- Layhill Rd between Hathaway Dr & Glenallan Ave: 40. This road is also included in Table 11.
- New Hampshire Ave: see below
- Norwood Rd: 40 (should be a county connector). This road is also included in Table 11.
- Olney/Sandy Spring Rd: Norwood Rd to Dominion Rd: 35. Dr Bird Blvd needs to be removed from this description as it is a different location not on MD108.
- The existing speed limits should not be lowered to 35 (Table 12). The roads and their existing speed limits are:
 - US29 between Burnt Mills and New Hampshire Ave. The speed limit changes to transition drivers from freeway speed and suburban speeds: 40 just north of Burnt Mills Town Center and 45 north of Burnt Mill Ave.
 - US29 between Burnt Mills Town Center and Timberwood Ave: 40.
 - NH Ave
 - Oaklawn Dr to 835' south of Lockwood: 40
 - Colesville Town Center to 685' north of Lockwood: 40
 - Colesville Park and Ride to ICC: 45
 - ICC to Norwood Rd: 45
 - Norwood Rd to Briggs Chaney Rd: 45
 - Bryant Nursery Rd to MD 198: 45
 - Norwood Rd: NH to Ednor/Layhill: 40 (should be county connector north of MD198.)
 - E Randolph: Old Columbia Pike to NH: 40
 - Randolph
 - NH to Locksley Ln: 40
 - Locksley Ln to Tivoli Lake Blvd westbound: 45
 - Tivoli Lake Blvd to Middlevale Ln westbound: 40
 - Kemp Mill to Locksley Ln eastbound: 45
 - Kemp Mill to Middlevale Ln eastbound 40
 - Spencerville Rd: three segments from Old Columbia Pike to New Hampshire Ave: 40

Transitways. GCCA agrees with deleting the corridor on the ICC. We support adding the connection to Castle Blvd since it exists. We also support the proposed connection from Lockwood to the Federal Research Center, which DOT is now studying. We also agree with the BRT station changes along US29, except the one shown at Sligo Creek Pkwy which doesn't exist and needs to be removed. (In Figure 19, Westover ES is misplaced – it is not along US29)

Thank you for considering our recommendations.

Sincerely

Attachment B: Written Testimony

Daniel L. Wilhelm

GCCA President

ID: 101

Willco and affiliate (Washington Science Joint Venture)

Attachment B: Written Testimony



September 5, 2024

Phillip A. Hummel
phummel@milesstockbridge.com
301.517.4814

Artie Harris, Chair and

Commissioners of the Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
2425 Reedie Drive, 14th Floor
Wheaton, Maryland 20902

**Re: Master Plan of Highways and Transitways (2024 Technical Update)
Public Hearing Testimony**

Dear Chair Harris and Commissioners of the Montgomery County Planning Board:

Our firm represents Willco, which through its affiliate (Washington Science Joint Venture), owns an approximately 22-acre property commonly known as the Washington Science Center (the “Property”). The Property is subject to the recommendations of the 2018 White Flint 2 Sector Plan (the “WF 2 Sector Plan”) and is generally bounded by Josiah Henson Parkway to the north, Towne Road to the east, Executive Boulevard to the south, and the 6101 Executive Boulevard office building to the west. Willco has recently submitted a development application for a project known as Rose Village, which will transform the Property with a principally residential project containing a significant amount of affordable housing, a new network of streets, and attractive open spaces.¹

Willco submits this written testimony to request the segment of Josiah Henson Parkway (previously known as Montrose Parkway) from East Jefferson Street to Towne Road be reclassified from “Parkway” to “Downtown Boulevard” as part of the 2024 Technical Update to Montgomery County’s Master Plan of Highways and Transitways (the “Draft Master Plan”).

¹ A portion of the Rose Village project uses the County’s new Mixed-Income Housing Community plan process, which streamlines development review for applications that include a certain amount of housing affordable to those earning 60% or less of Area Median Income. See 3.3.4.A of the Zoning Ordinance.

Attachment B: Written Testimony

Montgomery County Planning Board

September 5, 2024

Page 2 of 4



Willco's Request to Reclassify Josiah Henson Parkway from Parkway to Downtown Boulevard

Willco believes there is significant and compelling justification to reclassify this portion of Josiah Henson Parkway, which, in part, abuts the Property:

- The existing and planned function for Josiah Henson Parkway is inconsistent with the County Code's definition for a "Parkway." Under Section 49-31(c)(3) of the County Code, a "Parkway" is "a road meant exclusively for through movement of vehicles at a moderate speed. Access must be *limited* to grade-separated interchanges and at grade intersections. Any truck with more than four wheels must not use a Parkway, except in an emergency or if the truck is engaged in Parkway maintenance." (Emphasis added). In contrast, the WF 2 Sector Plan and implementing design guidelines envision infill and urban development along this segment of Josiah Henson Parkway for the Wilgus property and the Rose Village project with a new internal grid of streets, an enhanced pedestrian environment within close proximity to transit facilities, and a bicycle "breezeway" on the north side of the road.
 - This discrepancy is confirmed in the Draft Master Plan, which includes "Parkways" within the "Highway" street function for moderate to high vehicular travel speeds and pedestrian/bike facilities limited to sidepaths only. Draft Master Plan, pg. 15.
- According to the technical appendices included with the Draft Master Plan, there are only *two other roads in Montgomery County that are currently classified as "parkways"*: Cabin John Parkway and Clara Barton Parkway.
 - Cabin John Parkway is a controlled-access roadway connecting Clara Barton Parkway to Interstate 495 (Capital Beltway). It does not accommodate pedestrians/cyclists and has a top posted speed limit of 55 miles per hour.
 - Clara Barton Parkway is a controlled-access roadway connecting MacArthur Boulevard to the District of Columbia boundary. Similar to Cabin John Parkway, Clara Barton Parkway does not accommodate pedestrians or bicycles and has a top posted speed limit of 50 miles per hour. A significant portion of Clara Barton Parkway has no shoulder.
 - Unlike Rose Village and the recently approved redevelopment of the Wilgus property abutting Josiah Henson Parkway, no new infill urban development with new pedestrian/bike facilities are envisioned in the areas surrounding Cabin John Parkway and Clara Barton Parkway.
- The abutting segment of Josiah Henson Parkway to the east between Towne Road and Rockville Pike is *already classified as a "Downtown Boulevard."* This portion of Josiah Henson Parkway has the same number of lanes as the portion between East Jefferson Street and Towne Road with the same target speed (35

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Montgomery County Planning Board

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miles per hour), presently includes a sidepath, and has a significantly wider right-of-way (300 feet vs. 130 feet).

- The “Montrose Parkway East” project extending Josiah Henson Parkway as a four-lane parkway from its current terminus to Veirs Mill Road has been effectively eliminated. The most recent expenditures were included “to evaluate *alternatives* that address safety concerns regarding the railroad crossing and general traffic flow in a smaller, less costly manner,” with no funds scheduled beyond FY 2022. Montrose Parkway East (P500717), pg. 15-1 (Emphasis added). Thus, it is unlikely that there will ever be a continuous divided parkway linking Montrose Road with Veirs Mill Road through Rock Creek Park.

Willco requests the segment of Josiah Henson Parkway between East Jefferson Street and Towne Road be reclassified as a “Downtown Boulevard”:

- Section 49-31(c)(4) of the County Code defines a “Downtown Boulevard” as a “road in a downtown area that serves a high volume of vehicles, pedestrians, bicyclists, or transit users. Access to abutting properties is allowed but not preferable.” This classification reflects the goals and objectives of the WF 2 Sector Plan and implementing guidelines to accommodate new infill development on the Property and neighboring properties, provide important street network linkages, strengthen connections with the abutting Pike & Rose development and nearby public transit facilities, incorporate enhanced pedestrian areas with wider sidewalks and other amenities, include improved bicycle infrastructure, and activate surrounding areas.
- A “Downtown Boulevard” classification also recognizes current transportation planning policy (including Thrive Montgomery 2050, the Complete Street Design Guideline, and Vision Zero) to rebalance priorities from accommodating vehicular traffic at high speeds to promoting non-auto modes of traffic. This involves creating new neighborhoods through compact infill development that incorporates a fine-grained grid network of streets, encourages safe walking, biking, rolling, and transit, facilitates human interaction, and fosters a sense of place.
 - Reclassification also acknowledges the existence of *five* signalized intersections along the one-mile segment of Josiah Henson Parkway from Montrose Road to Towne Road, which is inconsistent with the function of a “Parkway” as defined in the County Code.
- Reclassifying this segment of Josiah Henson Parkway is also harmonious with recently approved and proposed development applications in the surrounding area, such as the redevelopment of the Wilgus property with new residential uses, a new public park along Josiah Henson Parkway, a new breezeway along the north side of Josiah Henson Parkway, and two new north/south roads linking Montrose Road with Josiah Henson Parkway (Northpark Drive and

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Streamline Drive). This also includes Willco's Rose Village project incorporating a significant amount of affordable housing, a new north/south roadway connecting Josiah Henson Parkway with Executive Boulevard, a new road network enhancing linkages with the Pike & Rose neighborhood, and extensive new pedestrian/bicycle infrastructure. The new housing along this portion of Josiah Henson Parkway will generally be around 1/2 mile of the planned north entrance to the North Bethesda Metrorail station on Rockville Pike, thereby offering convenient walking and rolling access.

Conclusion

Reclassifying Josiah Henson Parkway between East Jefferson Street and Towne Road from "Parkway" to "Downtown Boulevard" as part of the technical update to the Master Plan of Highways and Transitways is needed to confirm consistency with recent public policies and the anticipated development of abutting properties. This includes adopted master plans and design guidelines, the introduction of new residential development and amenities for non-auto modes of transportation along this segment of Josiah Henson Parkway, and the reprioritization of pedestrian and cyclist safety over high-speed vehicular travel.

Thank you for consideration of our comments.

Very truly yours,

MILES & STOCKBRIDGE P.C.

A handwritten signature in black ink that reads 'Phillip A. Hummel'.

Phillip A. Hummel, Esq.

cc: Bob Mazzuca, Willco
Nancy Randall, Wells + Associates
Ian Duke, VIKA
Sofia Aldrich, Montgomery Planning
David Anspacher, Montgomery Planning
Emily Tettelbaum, Montgomery Planning

ID: 102

Greater Goshen Civic Association

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris and members of the Planning Board:

The Greater Goshen Civic Association represents 5000 residents along the Brink Road/Wightman Corridor.

Our community has no paid staff or lobbyists promoting our cause as other surrounding areas do and as a result are living with an increasingly dangerous road due to the County's long held policy of handing out building permits without providing infrastructure, which is being proposed again.

A poweppoint presentation for UCAB that MCDOT was present for several years ago highlighted the increasing problems and increasing danger that has resulted in very little being resolved.

Attached are two slides from the presentation that hopefully will stress the severity of the situation.

A. The upcounty road system is already under siege and removal of ANY road from the Masterplan would further deteriorate the situation. We are against ANY planned road being removed from the Upcounty Master Plan.

B. Brink Road is a 35MPH road with an astounding greater amount of accidents on it compared to the two similar surrounding roads (see attached slide). Raising it to 40 MPH is creating an even larger death wish.

C. The county owns all the land at the Wildcat intersection, which MCDOT is redesigning for a 3rd time. We have requested a roundabout there for the safety of the residents and cemetery visitors as well as Butler's Orchard patrons similar to other roundabouts on neighboring roads but have been denied.

D. We have been on the list for speed cameras yet no one can tell us when they will be installed, even if they'll be installed. There is constant drag racing at all hours with no policing. There has been ONE speeding ticket given out on Brink in the past several years, yet constant accidents.

E. The three way stop at Wightman and Brink needs a traffic light WITH cameras.

F. Tractor trailers and large trucks need to be restricted on this road. The State Highway Administration did a brief study (two hours) on this road and ticketed 35 trucks due to dangerous noncompliance. They know that commercial drivers are avoiding weigh stations on 270 and 70 and using Brink/Wightman as the cut through. The restriction request was denied by MCDOT because we do not have "enough population" in our area like Watkins Mill does.

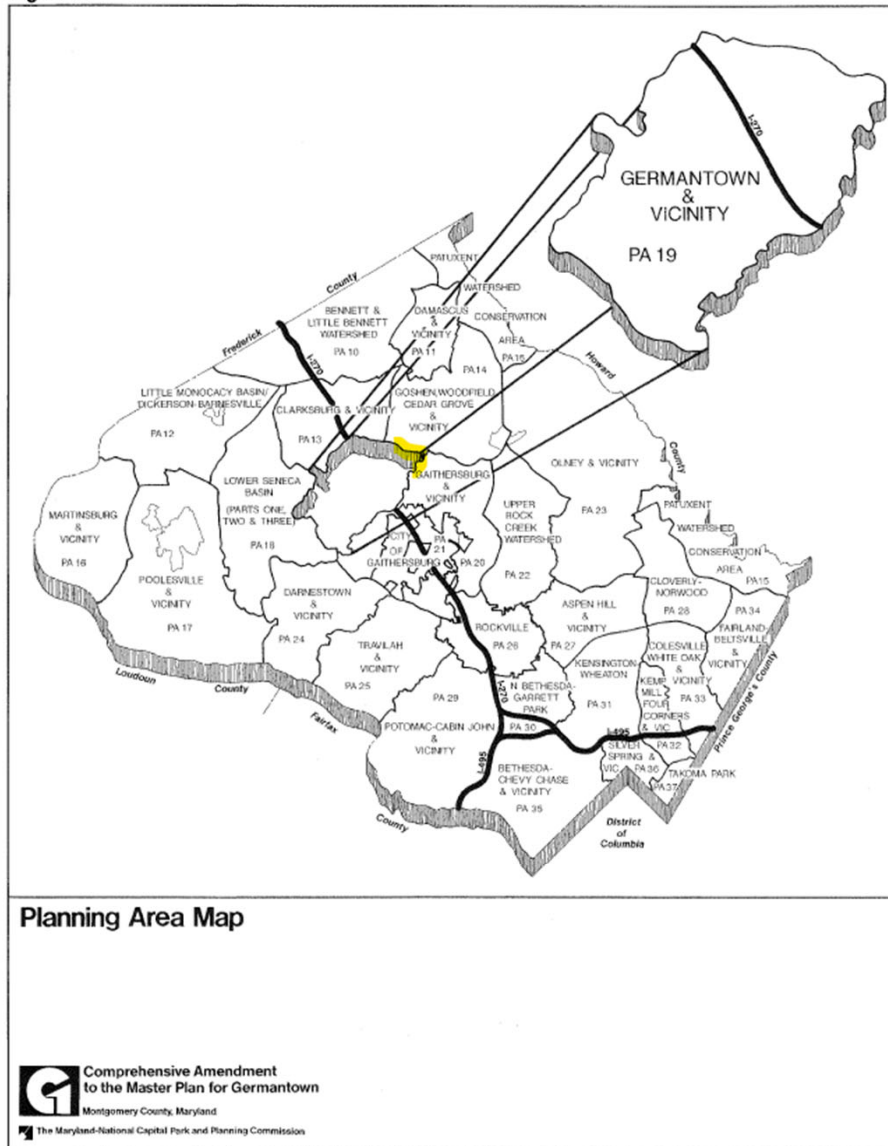
We are happy to send you the entire powerpoint presentation if requested.

Our historic community needs have been asking for resolutions for the last 7 years. Now is the time to correct the severe damage that has been done.

The Greater Goshen Civic Association

Goshen Community is meshed between two Master Plans. The Germantown and Gaithersburg Master Plans. Brink Road and Wightman Road are the dividing lines. It is no wonder that it has been an area on the outskirts and out of sight by Montgomery County's Planners, although this area has taken the overflow of up-county construction that it was never intended to take – mainly because the road infrastructure in these plans were vanguarded.

Figure 2



Brink Road was never intended to be an inter county connector. The Master Plan officiated new highways to carry the additional traffic from residences built in Montgomery Village, Germantown, and Clarksburg, but with the disastrous decision of the County Council to stop the implementation of these roads, our community roads have now become over-exhausted with traffic which has done just the opposite of securing peace and safety for our community.

Local Road Comparisons

Traffic Management and Safety Items	Brink/Wildcat Rd to Wightman/Warfield Rd	Apple Ridge/ Watkins Mills Rd to Shakespeare Blvd	Goshen Rd to Stewartown Park
Mileage area	2.0	1.8	1.7
Speed limit	35	35	30/35
Construction Traffic?	YES	NOT ALLOWED	NOT ALLOWED
Shoulders?	.2 mi Wightman	MOST	SOME
Sidewalks?	NO	YES	SOME
Roundabouts?	0	1	0
Bicycle lanes	0	YES	NO
Turn lanes	NO*	YES	YES
Park Entrances	2	1	1
Park Parking?	NO	YES	YES
Snow Emergency Route?	YES	NO	YES

*MDOT added a through lane that can be used as turn lane at Wildcat on Brink – many accidents have occurred because it was a bad design according to staff at MCDOT.

ID: 111

Montgomery County Sierra Club

Attachment B: Written Testimony

From: Karen Metchis, Executive Committee Member, Montgomery County Sierra Club
To: Mr. Artie Harris, Chair, Montgomery County Planning Board
Re: Master Plan of Highways and Transitways - Testimony
Date: September 12, 2024

Hearing Date: September 12, 2024

I am Karen Metchis, speaking on behalf of the Montgomery County Sierra Club. Thank you for the opportunity to testify today.

We ask you to remove the proposed Midcounty Highway Extended/M83 in the technical update to the Master Plan of Highways and Transitways.

In 2017, the County Council passed Resolution 18-957-Transportation Solutions for Northwest Montgomery County.

The Resolution directed the Planning Department not to assume any additional road capacity for the northern extension of M83 when calculating the land use / transportation balance in future master plans.

As such, the existence of M83 in the MPOHT is a relic of the past, and therefore *technically* this should be included in this technical update. This can be achieved efficiently now.

As long as M83 remains part of this master plan, future Councils could revive it.

Should this highway ever be built, it would destroy or degrade forests, streams and wetlands in Germantown, Gaithersburg and Montgomery Village. It would cause severe fragmentation of valuable wildlife habitat; and damage five popular public parks, 100 acres of bio-diverse interior forest, and the Seneca Creek Greenway Trail.

If we are serious about prioritizing efforts to curb climate change, then we must make every effort - including updating our plans and policies to reflect the reality of climate change.

- We must reduce vehicle miles traveled, not build more highways - especially since the transportation sector is the single largest contributor of greenhouse gases.
- We must retain our forests rather than removing them - as would happen with the construction of M83, resulting in loss of their many ecosystem services including carbon sequestration, cooling the planet, filtering our water, and many other social and environmental benefits.

Now is the time to do this simple fix. Remove M83 in the Master Plan of Highways and Transportation and let's get serious about controlling climate change.

Thank you on behalf of the Sierra Club, our members, and supporters.

Attachment B: Written Testimony



April 3, 2024

Montgomery County Sierra Club
P.O. Box 4024
Rockville, MD 20849

The Honorable Andrew Friedson,
President, Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear Council President Friedson and Council Members,

We are 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.

The Council passed Resolution 18-957 in October 2017, called “Transportation Solutions for Northwest Montgomery County.” It directed the Montgomery County Planning Board not to assume additional road capacity from the northern extension of Midcounty Highway when calculating the land use - transportation balance in future master plans. Since the Council decided to stop including this highway in the master plans seven years ago, the removal of M83 from the Master Plan of Highways and Transitways should be one of the technical amendments which the Planning Department is making now. Now is the time.

The climate crisis is an emergency which deserves our highest priority. The transportation sector is the single largest contributor of greenhouse gases (GHGs). Hybrid and electric vehicles are part of the solution, but this alone will not be near enough. We must also reduce the Vehicles Miles Traveled, and that means we must cancel planned highways like M83 and invest instead in rapid transit and walkable communities for people of all abilities and income levels. In addition, highways such as M83 involve extensive removal of carbon-sequestering trees and forests, which is counter-productive and harmful in a number of ways.

Montgomery County’s 2021 Climate Action Plan recommends that we expand public transit, limit major new road construction, and retain and increase our tree canopy. The County’s 2024 draft Hazard Mitigation plan says “Montgomery County will need to prioritize development which de-emphasizes a car-centric lifestyle.” Cancelling the proposed M83 is in accordance with these goals.

The proposed M83 Midcounty Highway Extended is a planned 5 mile highway which does not now exist. It is a relic of a fossil-fueled car-centric past we must leave behind. Proposed M83 highway would destroy or degrade forests, streams and wetlands in Germantown, Gaithersburg and Montgomery Village. It would cause severe fragmentation of valuable wildlife habitat, and damage five popular public parks, 100 acres of bio-diverse interior forest, and the Seneca Creek Greenway Trail.

Attachment B: Written Testimony

The proposed M83 highway would also bisect three upcounty communities which are Equity Focus Areas, with diverse, lower income populations who depend a lot on public transit. These communities also depend on the public green spaces for clean air, peace and quiet, and walks in nature. The people here would suffer disproportionately from the noise of M83 construction and the toxic air pollution from diesel and gasoline exhaust. They may suffer even more from the loss of the forest cover we need to cool our cities as climate change makes them hotter.

There are better ways to meet the transportation needs of upcounty communities and promote the shift away from cars to a system centered on people. These include: improved Ride-On bus service; Bus Rapid Transit on Route 355; enhancing use of existing roadways; extending the Red Line Metrorail to Germantown; expanding service on the (MARC) Brunswick Line; and increasing affordable housing in neighborhoods served by rapid transit.

Some officials have told us to fall back, claiming that “M83 is dormant.” But the fact is, that as long as the proposed highway remains in master plans, it can be built at any time. **So we ask you to act now – this year – to fully remove the proposed M83 Highway from all master plans which now list it. The Master Plan of Highways and Transitways is undergoing revision this year, and we are told by experts that this is the most effective and efficient vehicle for the permanent cancellation of proposed highway M83.**

We ask for a written reply to this request. We would welcome a chance to sit down with Council Members and staff, to discuss this further. Thank you.

Sincerely,



Darian Unger
Chair, Montgomery County Sierra Club
DWUnger@Howard.edu

Attachment B: Written Testimony

Hello,

Here enclosed is my testimony for this Thursday's, 11/14/2024 Meeting on the Master Plan of Highways and Transitways on behalf of the Montgomery County Sierra Club.

I will be testifying in person.

Thank you very much for your time,

Alex Stavitsky-Zeineddin, Sierra Club Montgomery County executive committee member

112 Kent Square Road

Gaithersburg, MD 20878

Attachment B: Written Testimony

From: Alex Stavitsky-Zeineddin, Executive Committee Member, Montgomery County Sierra Club
To: Mr. Artie Harris, Chair, Montgomery County Planning Board
Re: Master Plan of Highways and Transitways – Testimony to Remove M 83
Date: November 12, 2024

Hearing Date: November 14th, 2024

Hello, I am Alex Stavitsky-Zeineddin, speaking on behalf of the Montgomery County Sierra Club. Thank you for the opportunity to testify today.

Sierra Club is urging you to remove the proposed Midcounty Highway Extended M83 in the technical update to the Master Plan of Highways and Transitways.

In 2017, the County Council passed Resolution 18-957-Transportation Solutions for Northwest Montgomery County.

The Resolution directed the Planning Department not to assume any additional road capacity for the northern extension of M83 when calculating the land use / transportation balance in future master plans.

As long as M83 remains part of this master plan, future Councils could revive it.

If this highway is built, it would destroy or degrade old forests, streams and wetlands in Germantown, Gaithersburg, and Montgomery Village. This will pollute our drinking water even more. It would cause severe fragmentation of valuable wildlife habitat; and damage five popular public parks, 100 acres of bio-diverse interior forest, and the Seneca Creek Greenway Trail.

If we are serious about prioritizing efforts to curb climate change, then we must make every effort - including updating our plans and policies to reflect the reality of climate change. Eradicating this necessary natural habitat and forest will affect all of Montgomery County.

- We must reduce vehicle miles traveled, not build more highways - the transportation sector is the single largest contributor of greenhouse gases. We can do this by improving the ride-on bus service; rapid bus transit on Route 355; enhancing use of existing roadways; extending the Red Line Metrorail to Germantown; expanding service on the (MARC) Brunswick Line.
- It is essential for the health of all Montgomery County residents to keep forests rather than remove them - as would happen with the construction of M83, resulting in loss of their many ecosystem services including carbon sequestration, cooling all of Montgomery County, filtering the water we all drink.

Now is the time to change the way Montgomery County deals with growth. Remove M83 in the Master Plan of Highways and Transportation and let's get serious about controlling climate change.

Thank you on behalf of the Sierra Club, our members, and supporters.

ID: 112
Christel Bivens

Attachment B: Written Testimony

To Whom It May Concern:

It has come to my attention this afternoon that the County's Master Plan of Highways and Transitways is currently being updated, with a Planning Board public hearing on September 12, 2024, followed by the Plan's transmittal to the County Council in the fall. I would like this letter to serve as my testimony on this subject.

As a resident of Germantown for almost 30 years, across from the Great Seneca Valley Stream Park (Brink and Blunt Rd), I have experienced the exponential increase of traffic down my once rural community road (Brink Road) due to the increased development from Montgomery Village, Clarksburg, and surrounding communities because M-83 was not built according to the plan. Upon purchasing my property, I pulled the Montgomery County MD Master Plan because I spied a Blue sign designating property near my home as a future Interconnector. I spoke to a few planning board employees and asked if I should be concerned about the additional traffic from all the proposed development in Montgomery Village and Clarksburg, the answer given is that the Master Plan dictated an intercounty connector as an extension of the current intercounty connector (that was being built at the time despite opposition), that would be implemented in tandem with the additional development and that I, "need not be worried about additional traffic from development due to M-83 as it was part of the master plan". THIS I could live with. I also saw that the designated property had already been acquired by the county and I saw where the highway would be built. I did my due diligence and was satisfied that the purchase of my home was going to be my "forever home".

I am an avid community integrator. I currently serve on the UpCounty Citizens Advisory Board as the Chair. I seek the concerns of my community and communities around me to foster information and transparency for resolutions with the County officials. I have been told that this Master Plan update is the prime instrument for removing M83 highway from County land use plans. This most certainly can NOT happen. The lacking road infrastructure which was supposed to be built to ACCOMMODATE the new development in Clarksburg and surrounding areas has not been attended to by Planners but instead put on the back burner, forgotten. Forgotten with little thought to what traffic has defaulted and migrated to community roads that were never designed to carry this traffic safely or effectively. Additionally, the planning department as of recent has approved another 60,000 units being developed within a 5-mile radius of my residence/community. The planning department knows that the traffic in Upcounty is severe because the road infrastructure has not been put in place. Specifically, M-83.

Over the past 30 years, I watched my once quite rural community road (Brink Rd) turn into one of the most highly traveled roads that have increased traffic pollution, critical accidents, noise pollution, loss of life in a traffic accident, and damage to personal property due to accidents. Police Commanders in District 4, 5, & 6 agree that this is one of the more dangerous and heavily accident-prone roads in Up County. I have personally fronted discussions with MCDOT and successfully reduced the speed limit on Brink Rd to make this road safer from 40pmh to 35pmh but without enforcement and moving excessive traffic to better road systems, accidents and safety issues are paramount.

So, why is Brink Rd and Wightman Rd overrun with traffic? M-83 was never built. The only road that connects Montgomery Village to Germantown and Clarksburg is Brink Rd out of default. This was NOT THE PLAN in the Master Plan. M-83 was supposed to be the infrastructure put in place *in which* to develop. Montgomery County planning allowed all this development without the infrastructure in place and made Brink Rd the new intercounty connector. The repercussion of this decision means that the

Attachment B: Written Testimony

Planning Department forced traffic safety into our hands each day we egress in and out of our driveways and crossroads to access Brink Rd. The speeds on this road, by MCDOT research, show that most speeds are in excess of 45 mph when the speed limit is only 35 and the number of accidents on this through-way is one of the highest accident-prone areas in Up MOCO. All because M-83 was not built and because the planning department did not take our safety as a primary concern. Brink Rd is on the cusp of the Germantown and Gaithersburg Master Plan and absolutely no thought has been given to this road but it has by default become the primary road used to get cross county. A road that was NEVER designed to house this much traffic nor specified a safe road due to the curves, hilly topography, no shoulders, no turn lanes, two-lane road without curbs, a bridge, and a heavily pedestrian-crossed road at the Great Seneca Valley Stream Park.

While I understand TAME and the Village are the biggest advocates for taking M-83 off the books of the Master Plan and they have the money and advocacy to support it and I am only one person, I urge you to recommend BUILDING and KEEPING the MidCounty Highway Extended ("M-83) in the current Master Plan of Highways and Transitways, 20224 Technical update during your deliberations and discussions and final vote transmittal to the Montgomery County Council.

The proposed M83 highway would remove defaulted traffic from secondary roads that were never intended to capacitate this level of traffic. M83 was designed to implement a safe traffic pattern at high level of egress between the current intercounty connector and UpCounty. UpCounty infrastructure has been a second thought for Montgomery County planners, and we are now under duress from not having this primary road infrastructure in place. The climate, pollution to our community environment, and noise pollution have taken away our once peaceful enjoyment and our pursuit of happiness.

M83 highway's retention in the Master Plan of Highways and Transitways invites its future construction which will:

- Decrease the level of accidents on the default use of Brink Road while also decreasing the severity of the accidents due to the topography that does not promote higher speed traffic and turns and the volume of traffic
- It would use the property that has already been set aside by the county and communicated to all residents near this land without taking over other property that was never intended to be part of the road right away.
- Take advantage of turn lanes already built in Clarksburg/Germantown to gain access to M-83 where traffic currently is diverted down Brink Rd.
- Reduce the destruction of significant natural resources and habitats—woodlands, floodplains, wetlands, stream systems, forested slopes, residential property--that are critical for climate resilience and quality of life for County residents – by reducing traffic over a dilapidating bridge and allowing safe pedestrian egress in Great Seneca Valley Stream Park rather than diminishing the natural resources available to us currently due to dangerous traffic
- Increase traffic flow similarly and consistently to the current intercounty connector services, understanding that the planning board will again place their best efforts to reduce the severity of existing parks as they did on the current intercounty connector

Attachment B: Written Testimony

· Increase in air quality and excessive pollution that community residents have had to endure since M-83 has not been built in the Goshen area.

The Montgomery County Council's 2017 Resolution (No. 18-957, Transportation Solutions for Northwest Montgomery County) prohibits the use of the proposed M83 highway in Master Plans, land development projects, and for addressing future roadway capacity needs and regional traffic movements. The 2017 Resolution nullifies and negates M83's utility in land use planning. The next logical step is to remove M83 from the Master Plan of Highways and Transitways.

I am not opposed to realistic alternatives to the proposed M83 highway and would encourage using my position with UCAB to gain community insight and progress in identifying those alternatives using the land set aside. But alternative Bus Rapid Transit on MD 355 to Clarksburg and MARC train service and road enhancements alone will not solve the significant problems due to default traffic patterns that have evolved to take the traffic that M-83 would have alleviated off secondary roads. Alternates proposed destruction to our communities, and properties, increased pollution, and destruction to Great Seneca Valley Stream Park.

yet we have been burdened with a lack of planning and building of the infrastructure in the Master Plan we all bought into when buying our properties. M83 road system needs to be built. Period. It can't be taken off the books. Don't kid the residents and drivers or yourselves – it simply will not be enough unless this interconnector is built.

Instead of doing away with the M83 highway, please focus on the people who have been burdened by the lack of planning and building of the road infrastructure, and who continue to endure the default traffic migration that would otherwise used M-83. The delay in building this road (or the concept of even taking it away) has already made our lives and community lacking in peace and safety, landscape-dissenting, escalated pollution (both with climate and noise) which are against transportation policies set, for back communities that are not front and center with 270 and 355, but yet take the burden of displaced traffic.

Building new infrastructure and transportation systems congruently with public transportation on main arteries is the essence of smart growth and sound planning for our future. Future planning should not occur without this important road built or more lives and damage to property will occur with unsafe traffic migration onto our community roads. Please fulfill your role as planning LEADERS for Montgomery County and endorse the building of the M83 highway in the Master Plan of Highways and Transitways.

Sincerely,

Christel Bivens

21026 Blunt Road
Germantown, MD 20876
240-988-0819
cbivens@gmail.com

ID: 115
Jill Groce

Attachment B: Written Testimony

Subject: M-83

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

I live about 100 ft from the M-83 route, in Walker's Choice/Normandie II. A family next door plays joyfully with their children in that space. Another neighbor sits on her porch chatting with her extended family. The woods is thick; the deer and rabbits and groundhogs live happily there. Please get this monstrosity out of the planning documents. Thank you.

— Jill Groce

ID: 116
Ann Smith

Attachment B: Written Testimony

Subject: Removal of Snowden Farm Parkway Extended (MID COUNTY HIGHWAY EXTENDED, M-83 9A)

Good Afternoon;

My name is Ann Smith. Today I write to you as an individual whose concern is the technical update to the Master plan of highways and transit. I submitted a letter during the 2018 technical update as well. Today I speak only about the removal of Snowden Farm Parkway Extended as any road, not just a boulevard.

The removal of Snowden Far Boulevard Extended will help the Montgomery County Department of Transportation. The prior director chose the 9-A alternative from the mid county corridor study of alternatives because no better alternative was provided. There are over twenty alternatives that could have been reviewed, eleven were chosen, with a final review of four. None included transit. The application to the USACE expired, and there has been no build.

US Army Corp of Engineers can only permit the Least Environmentally Damaging Practicable Alternative (LEDPA) and a permit cannot be issued if a Practicable Alternative exists that would have less adverse impacts on the aquatic ecosystem" 404(b)1

To be practicable, a huge amount of mitigation credits would be used thus preventing other projects. To be practicable, it should not have significant environmental consequences to wildlife and PEOPLE. This specific policy at issue, the continuation of the 9-A alternative in the MPOHT has caused adversity among local areas of Montgomery County. Regional Disparity creates inequalities between different regions within an area. To name just one, "Inter regional income equality is at its highest point in a century"(Kenny * Storper 2020). The reduction of geographic area from the four alternatives in the ARDS study to the Preferred Alternative Concept Mitigation plan eliminated the dilution of income, racial, land-mass and financial equivalences, and places 9A in the area most negatively affected by this road. Mitigations that have been done, their credits can only be used for one project.

A resolution to have future master plans not include 9A in development made sense because most of the Right of Way in this Extension is Parkland. A technical Update of MPOHT in 2018 was necessary to create consistency of roads, but this MPOHT technical update is issued its previous technical update as precedent. A Boulevard was not reviewed in the mid county corridor study, and it has a larger footprint.

I believe that the Department of Transportation at this time would benefit from the removal of this road extension completely. The difficulty to make a practicable alternative out of the Most environmentally damaging alternative, and have it approved by the EPA is difficult because LEDPA was not chosen., Mitigation credits can be used elsewhere.. NEPA review and Regional Disparity are not improved by this proposed road. The county DOT has multiple options open to them than ever before.

Sincerely,

Ann Smith

Attachment B: Written Testimony

I great Seneca Stream as a utility that is more important than another road in moco. Enclosed is a map of it & also a recent study being done by the army corp of engineers in Baltimore. Please consider this ad a positive reason for removing the remaining sections of a poorly perceived road running up hill & parallel to our largest stream & a great water source.



Attachment B: Written Testimony

Ann Smith
November 17, 2024
Individual Resident of Stedwick Homes Corporation MV

Dear MCP-Chair and Planning Board:

Removal of the Remaining M-83 will help the Montgomery County Department of transportation(MCDOT), and all residents of Clarksburg, Gaithersburg and Germantown.

In the Prior Army Corp of Engineers application, the MCDOT chosen Alternative 9A of the mid-county corridor study was not the Least Environmental Damaging Practicable Alternative; interagency disagreements were written concerning proposed actions that pointed-out unsatisfactory environmental effects. 9A area in the preferred alternative concept mitigation revealed that the people most affected had the smallest land mass, smallest incomes, highest minority and were the least likely to benefit from another road in their congested area. Blohm Park was used as a concept of mitigation, not mentioning other significant mitigation point requirements. Transit was not included in the study . The Clarksburg Master Plan required transit.

The supplement to the Environmental Impact Statement was required because there was substantial significance of adverse effects. The supplemental study had two with, and one without the M-83. Scenario 1 without the M-83 had similar efficiencies in improved capacity to one other alternative in the supplement, and was less environmentally damaging and practicable alternative. Scenario 1 has been pursued with transit on Md 355. A few intersections have been upgraded since 2017 when the Resolution was initiated for future master plans not to include the M83 in development of new/updated local master plans. Now the request to remove the 9A from the master plan of highways and transit ways is being discussed. The cost prohibitive nature of 9A and Transit prevents Scenario 2 & 3 of the Supplemental Study

Attachment B: Written Testimony

In a report from the TAME Coalition there were 20+ options from a present or prior CIP within the area East of I-270! The two Eastern Road Arterials currently exist (MD 355 & MD 115) which run parallel to I270 to the East! There is no need for a third parallel road. Just south of the mid-county corridor study Md 200 and Route 124 could connect via Muncaster Mill, go past the Montgomery County Airport & relieve some clarksburg traffic. The new Stewardtown road extended could meet Middlebrook road with only one bridge. Both of these intersection improvements could be included. In the research for intersection improvements.: Bridge improvements should be considered. Three new bridges for 9A is not realistic when the area has at least five existing bridges that need upgrades. Better existing bridges are infrastructure improvements we can do to help drivers.

I believe the Scenario1 of the Supplemental report with careful intersection, bridge, and transit improvements will help the county as we improve capacity within our budget and constraints in the coming years. I am excited about the input from the school system to identify the most critical components of each area. We may even be able to get grant and federal assistance with this well conceived plan to move forward. Montgomery county department of transportations' work over the years does lead to removal of M-83 in favor of transit on 355 with intersection improvements throughout the eastern corridor, while keeping MD355 and MD 115 the eastern connectors.

Attachment B: Written Testimony

This is an old testimony, fyi

Still relevant, but before the chosen alternative or supplemental study.

Ann Smith

PS. I am no longer on the board for SCWP

--

M-83 Public Hearing for M-NCPPC-Nov.21, 2013

Dear Chairwoman Carrier and Commissioners:

I want to promote intergenerational ecologic and economic planning that work together. That is why I am supporting TAME Coalition. They don't want to push the damage that would be caused by the proposed M-83 highway onto anyone else, whether it be our children or our neighbors downstream.

I feel that our county's infrastructure is in jeopardy. We do not have to keep this highway plan that will cost well over \$350 million. We do need money that should continue improving infrastructure. Right now the average daily consumption for the WSSC is 70 gallons of water per person daily. If the current county population grows as predicted by 2025 Montgomery County will need 160 million gallons every day! We will not be able to provide for that population without excellent planning.

What impacts our water quality is impervious surface runoff. My home and work is located near Great Seneca Creek. Scientists, like myself, have solid evidence that the amount of water runoff into any creek is proportional to the amount of pavement in that area. Increased pavement runoff translates into flooding risks and water quality risks. The index of biological integrity (IBI) is a measure of stream health, and that health is determined by the amount of water that absorbs into the ground. Tree roots absorb water, and the trees also act as sound and pollution buffers between neighborhoods. A stream requires a large buffer. If the proposed M83 highway is not developed, the current buffer will remain unpaved. We will be able to keep the index of biological integrity at the level it is now (See Pie Graph attached).

As one of nine watershed groups in Montgomery County, Seneca Creek Watershed Partners, of which I am president, is diligently working with private landowners to promote rain gardens and rain barrel programs. These programs are all being developed by Montgomery County DEP to slow runoff. We are trying to support

Attachment B: Written Testimony

the county by educating the public about reducing impervious surface area and runoff, and only ask that you model this by not adding impervious surfaces to the parklands. While each individual we reach can take small steps toward reducing runoff, you, the Planning Board, can have a major impact in an area that affects many individuals by not granting right-of-way for M-83 through the parkland. Seneca Creek Watershed Partners would like to wholeheartedly promote the county as an example to its residents of sustainable water management practices, so that we can feel we are all working together.

I have looked at a lot of agendas that the Montgomery County Planning Board has worked on, and I have attended several recent public hearings. I notice that a lot of decisions on development are somewhat small scale. I also see a lot of zoning codes being altered. You have a lot of control over the pace and patterns of development, and I urge you to implement big changes to our infrastructure that will truly improve the quality of life for generations to come. Water is a vital component of quality of life, and nothing will be gained by making infrastructure changes that lower its quality. It is true that the people in Clarksburg need a town center desperately. They are already in direct line with the existing stores at Neelsville Shopping Center in Germantown, but need a super-fast transit system to get there. Gaithersburg has Lake Forest shopping mall that is not well utilized; many apartment dwellers and homeowners already use public transit to get there. Perhaps we could provide better access to these areas that are already paved!

I hope today you will see that the TAME Coalition is one group trying to lead the county in a good direction. Please consider their smart growth proposals. There are a lot of lives at stake when the future is not considered properly. Ecologic and economic planning need to work together. What was acceptable for development in the 60's, is not acceptable for this generation in 2013.

Ann Smith, President

Seneca Creek Watershed Partners

Attachment B: Written Testimony

Attachment B: Written Testimony

Attachment B: Written Testimony

Jan 9, 2025 Public Hearing for MPOHT Technical Update

Ann Smith
10760 Wayridge Drive Montgomery Village, Md.

Dear MCP-Chair;

The proposed location of this now-nonexistent M83 boulevard is where our drinking water is sourced. It was the one of eleven Alternatives from the Mid County Corridor Study required Water of the US permit through the USACE and MDE. A public hearing was in 2013. The application expired for a preferred Alternative 9A (m83) because it had an unmet requirement that it be the LEDPA and did not resolve NEPA equality issues. Please remove M-83 from the MPOHT technical update.

In the 1960's, planners drew M-83 along a steep hill parallel to Great Seneca Creek, cutting through wetlands, meadows and an interior forest. At that time, many roads in Montgomery County did the same: Sligo Creek Parkway, Beach Drive, and Davis Mill Road. However today (2025) road plans such as these have been shown to have detrimental effects to the streams, rivers and Chesapeake Bay.

The Department of Transportation has laid the groundwork for "Complete Streets" with transit and other transportation throughout the county without this damage. Complete streets reduce auto sprawl; M-83 promotes it. By resolution, the M83 can no longer be considered for development calculations. This makes sense because its location is in parks, and open space dedications. All the existing East county connectors (Routes 27,115,355,124,270,108) have been minimized and create terrible traffic jams thus creating pressure to build this non existing Road M-83.

However The Complete Streets plan by MCDOT does embrace right of way, transit, sidewalks and safety. Complete streets deliver more equitable

Attachment B: Written Testimony

opportunities. Complete streets must be taken seriously and fully implemented in this area so that people will drive less because it's both safe and convenient to walk, bike and/or ride transit. Currently, the capacity to move people is impaired for all.

Even complete streets being built have approved amendments that shrink their capacity. For example, area connector Stewardtown Road, currently under construction, is **supposed** to have transit, which has inexplicably been removed from the design. Squeezing in this road without transit reduces it to something other than a complete street.. An unsafe bike path on Watkins Mill Road forces riders into dangerous intersections. This Road is supposed to be a boulevard, but it has been diminished. These two examples have a road definition in theory, but in action they are structurally constricted.

In conclusion, I believe The Complete Streets need to be applied as defined to reduce stress on existing roads. We need to heed results from agencies whose laws indicated that M-83 (Alt 9A) is not practicable. Thus the mid county corridor study defaulted to the no- build alternative, and the Complete Streets has replaced it for our path forward. Please remove the M-83 from the Technical MPOHT.

Attachment B: Written Testimony

Ann Smith
10760 Wayridge Drive
20886

The question to remove the M83 or not Influences the people adjacent to the proposed road. Isn't there supposed to be written notification to them? isn't this supposed to be also written in Spanish?

Attachment B: Written Testimony

Postponing? Are you doing a count?
What is the procedural process for this?

ID: 117

Dayspring Church Earth Ministry

Attachment B: Written Testimony

Montgomery County Planning Board
Public Hearing for
Master Plan of Highways and Transitways
September 12, 2024

Good evening, my name is Alexandra Nelligan and I am speaking on behalf of Dayspring Church. Dayspring is a retreat center in Germantown located on 206 acres of land, holding a rich mosaic of woodlands, meadows, ponds, and stream valleys. I grew up running around this land, playing in the creek with my sisters and peers, and learning about nature and my connection to the Earth. I've attended many silent retreats here, and have had the deep pleasure of getting to witness countless people coming from all across the county, state, and beyond to retreat to a place of solitude and rest that is available at Dayspring. It always brings me great joy to hear the impact that this land has on folks. They share that they didn't realize how important it was for them to have time in nature, and that they didn't realize places like this still existed in the area - looking forward to returning many more times to take care of their health.

For the past five years, I've been working with young children with various special needs, and bringing them out into nature has been pivotal for their well being. It's challenging finding places with plenty of space for them to run around and play and explore, away from the sounds and smells of traffic or perfectly manicured neighborhoods. Dayspring has been a sanctuary to these children, allowing for a deep nervous system reset that I don't see in any of the other activities I do with them - even outdoor playground time. Each time, their parents share that it feels like a different child returning home, one who is more regulated, can sleep better, and has more attention span in school the next day. I remark at the power of nature's effect on our bodies and how much it helps us to truly feel well. I feel deep gratitude for the access to this locally through Dayspring.

I am here to request that the Montgomery County Planning Board remove and eliminate the proposed Midcounty Highway Extended/M-83, that runs directly through the forest that borders Dayspring. If this plan were to be put into effect, it would destroy the untouched mature forest and wild environment here in a way that cannot be reversed. It would destroy the sanctuary that is Dayspring, that is this cherished touchpoint into rest and reset in nature for so many. This is one of the few places left in our county where people have access to this kind of nature, and is a saving grace for myself and so many I know to be able to continue living in this area in a well way that is so rapidly being built up everywhere. At each retreat I attend, I share with my fellow retreatants the potential of this highway being built, and am met with horror, and deep grief at the possibility. I get a similar response from my friends and peers my age, who ponder moving away from the area to have access to more nature. Dayspring is such an important place in countless people's lives. And the people are watching, wanting to trust that their leaders will take care of the Earth that they claim they want to protect.

Thank you for your time,

Alexandra Nelligan
102 Bluff Terrace
Silver Spring, MD 20902

Attachment B: Written Testimony

Re: MPOHT Hearing on November 14

Dear Montgomery County Planning Board Chair:

I signed up to testify at the MPOHT hearing on November 14 on behalf of our organization, Dayspring Church Earth Ministry.

Attached are

- (a) The text of my testimony for the hearing to be placed in the public record
- (b) one image that I would like projected when I call for it during my testimony.

Sincerely yours,

Jim Hall

for Dayspring Church Earth Ministry

11203 Neelsville Church Road

Germantown, Md 20876

Attachment B: Written Testimony

Testimony for the Hearing at the Montgomery County Planning Board to consider taking M-83 out of the Master Plan of Highways, November 14, 2024

My name is Jim Hall and I live at 11203 Neelsville Church in Germantown, where I have been a part of the Dayspring community for the past 18 years, and part of the church community that owns Dayspring for over 50 years.

I first presented testimony about the proposed M-83 highway at a hearing before the County Council 35 years ago when Neil Potter was on the Council and about to become our County Executive. At that hearing I showed a series of slides of Dayspring Creek while playing music taken from a creek gurgling its way gently over stones and ledges toward the sea, offering a little pause in the often contentious nature of hearings about this proposed highway.

I recall that Neil Potter responded by saying that he very much appreciated that little pause!

Over the years I've offered testimony outlining many reasons why this proposed highway should not be built, and how the intent to provide an excellent quality of life for our people in Montgomery County, including those living in the up-county area, can be well served by transit and by preserving as much natural space near residential areas as possible.

Today I want to return to where I started 35 years ago, and speak for the creek valleys, wetlands, and old forests, whose offering of beauty, peace, and tranquility would be lost if this proposed highway were built. Today, I want to share a poem, some stories, and a dream.

When it comes to finding the healing and the wisdom we need for our troubled time, who can guide us better than our poets, people like Wendell Berry. I think all of us somewhere deep inside can resonate with these words of his in his poem, *The Peace of Wild Things*:

When despair for the world grows in me
and I wake in the night at the least sound
in fear of what my life and my children's lives may be,
I go and lie down where the wood drake
rests in his beauty on the water, and the great heron feeds.
I come into the peace of wild things

Attachment B: Written Testimony

who do not tax their lives with forethought
of grief. I come into the presence of still water.
And I feel above me the day-blind stars
waiting with their light. For a time
I rest in the grace of the world, and am free.

Over the past 30 years we have had the privilege and joy to take many children to the creek valley. Here is a photograph of some of them by the creek.



Some of the children called themselves the “creek group.” They picked up trash; they checked water quality by sampling macroinvertebrates living in the creek-bed. Sometimes they just sat quietly and listened to the creek. They wrote poems. They wrote letters on behalf of the creek to the County Executive and County Council. One of the girls even testified at a hearing before the County Council.

Attachment B: Written Testimony

I have a dream for our people and our land in this county.

I dream of a time when we will live well, seeking and finding the wisdom we need from the natural world around us -- from creeks and stream valleys, from deep forests and bright meadows, filled with the music of birds and the chattering of squirrels.

I dream of a time when we will all know the peace of wild things, when we will all know the sense of wonder that Rachel Carson said would be, "an unfailing antidote against the boredom and disenchantments of later years ... the alienation from the sources of our strength."

I dream of a time when our children and their children will delight in playing along creeks and streams that run clear and are full of life.

I dream of the restoration and preservation of the landscape by the people and the restoration and preservation of the people by the landscape.

May we do all we can to make space for this dream to unfold, by ensuring that the natural areas that remain in this county are protected from the construction of new highways.

Thanks for listening.

Attachment B: Written Testimony

Planning Board MPOHT Public Testimony

Maurice Miles, Dayspring Church

January 9, 2025

I'm Maurice Miles. I'm here today to speak for Dayspring Church in Germantown. My wife and I have been members of Dayspring Church home for 40-plus years. We were attracted to this beautiful ecumenical place with its landscape of beautiful ponds, trees, paths and wildlife that remind us of God's creation. That is why I'm fighting for keeping Dayspring and the adjacent forests intact. We have found a home in this place, and we will stay here until our time is over. If this place was taken, you would be taking part of my home.

I became involved in Montgomery County politics way back in the 1960s as a parent/co-chairman under the Title One Program. Later, I was appointed to the Montgomery County Central Committee and then elected for a total of 8 years, which included being appointed to the Maryland State Central Committee. I was also a Precinct Chairman for State District 39.

After being involved in politics and helping candidates through their campaigns, I was encouraged to become a candidate for state senate in 2001, and so I threw my hat into the ring. I gave them a good run for their money.

Attachment B: Written Testimony

Also in the 1960s, Montgomery County made a decision to join in the movement of Urban Renewal. I've corrected that word to Urban Removal. The story we were told in Emory Grove was not true. Communities became divided under the pretense of a better quality of life; we were promised we could come back, but we couldn't afford it.

This kind of decision-making continues today, and here we are talking about the M83 Highway. Citizens have been told that M83 will benefit them. That's what keeps M83 in the plan. The road will financially benefit the construction companies who will bulldoze through poor and low-income neighborhoods, and cut down and destroy all the beauty in the forest on Dayspring Church.

I've said many times, and will continue to say that "All Politics is Local." Meaning that we must understand that what goes on in our community is something you must live with every day. Your quality of life and pursuit of happiness depends on where we stand on the political ladder. Some say they don't want to be involved in politics. Are you telling me then that you are not concerned about your air quality, your water quality, your health-care needs, your criminal justice systems? Politics, whether you like it or not, plays a major role in our daily lives.

To me, that earth-crushing M83 Highway would be devastating, life-quality changing, a disaster. It needs to be removed from the Master Plan of Highways and Transitways.

Thank you.

ID: 118
Deborah Sarabia

Attachment B: Written Testimony

Dear Montgomery County Planning Board Chair Harris and members of the Planning Board:

I am commenting on the **Master Plan of Highways and Transitways Technical Update (MPOHT)**, as an individual stakeholder with a great vested interest and concern for Montgomery County's natural environment, and in support of TAME and Seneca Creek Watershed Partners.

Seneca Creek watershed is the largest watershed in Montgomery County. It is bearing the brunt of development and a dense road network. Numerous wetlands and important tributary and headwater streams have been degraded or are threatened by roads in the MPOHT including Little Seneca Creek, Ten Mile Creek, Cabin Branch, Dayspring Creek, Wildcat Branch and Little Seneca Lake, a drinking water supply.

Highways have significant effects on forests, wetlands, grasslands, streams, air quality, surface and groundwater quality, ecological communities, habitats, terrestrial and aquatic life, and of course climate. New and wider roads worsen water quality with sediment, nutrients, road salt chlorides, trash, invasive plants, light pollution, noise, and PAHs. Roads degrade the experience of greenways and trails.

We must be extremely careful and rational when planning and building roads. Some of the roads in the MPOHT are not careful or rational and do not serve county interests. As noted on p. 17 of the MPOHT public hearing draft, technical revisions to the MPOHT include removal of roads. We should repurpose existing roads to move people, not just cars; and eliminate from all master plans proposed roads that do not serve us or protect our resources.



Little Seneca Creek in North Germantown Greenway Park near the alignment of Observation Drive Extended. Photo by D. Sarabia 2023.

Attachment B: Written Testimony

Specifically, I urge the Planning Board to remove the following roads from the MPOHT:

1. **Dorsey Mill Road Bridge** is a I-270 overpass, road widening and transit station project that should be removed. It is 4-lane, 150- foot ROW, 330-foot long project designed to serve housing developers. It would remove 3-4 acres of forest and open space. A cemetery would even have to be moved.

“Staff recommends that the Dorsey Mill Road Bridge becomes an iconic feature in Germantown that achieves placemaking goals” and “resonates at the pedestrian scale.”

DorseyMillRoadMandatoryReferralStaffReport12-17-15Final_001.pdf

(montgomeryplanningboard.org) But walking next to a busy road is never pleasant. The nearby Watkins Mill interchange was likewise pitched, but it destroyed 30+ acres of forest and ended up an overbuilt eyesore. Dorsey Mill and Little Seneca bridges might have the same result. East-west connection is important. But the proposed crossing is only 1800 feet north of Ridge Rd interchange, so the need for this 4-lane road crossing is unclear. It should be redesigned as a nonmotorized multi use path that people will enjoy using, and with a far more reasonable footprint.

2. Proposed **Observation Drive Extended and Little Seneca Parkway extended** should be revised and/or removed. The proposed 4-lane divided highways have a minimum 150 foot ROW and a Limit of Disturbance up to 250 feet wide and would bring traffic noise, light pollution, road salt pollution, and trash. The roads would run through mature hardwood upland and bottomland Priority 1 forests, North Germantown Greenway Park, wetlands, floodplains, FIDS bird habitat, conservation easements, historic and archaeological sites, 25% steep slopes and across Little Seneca Creek. Specific impacts are 23 acres of forest, 65 specimen trees, 3 stream crossings, and a 550-foot bridge over Little Seneca Creek and its wetlands. Water quality in Little Seneca Creek is already impaired by chlorides and sediment (MDE 2011 TMDL) and will worsen. According to community feedback, residents want to protect forest and water quality, want more bike and hiking trails, and most comments were opposed to Observation Drive Extended -Clarksburg Gateway Sector Plan Community Feedback Report (montgomeryplanningboard.org)

The existing Comsat Drive should be utilized as the alignment for Observation Drive extended. It is unnecessary to build a new parallel alignment. The southern section from Waters Discovery to Old Baltimore Road would replace a mature forest with a 4-lane highway, and should also be removed. The existing Observation Drive should dead end into a new trailhead through North Germantown Greenway Park.

3. **Mid County Highway Extended, M-83, or Snowden Farm Parkway Extended** is a proposed 4-6 lane highway from Intercounty Connector (ICC) to Clarksburg. It is obsolete and should be removed from the MPOHT. The 5.2-mile section from Montgomery Village Ave to Ridge Rd in Clarksburg is entirely within the Seneca watershed. M-83 threatens Natural Resources: wetlands, streams, floodplains, forests, and farmlands; Cultural Resources: historic properties and anticipated prehistoric and historic archeological sites; and Community Resources: parks, schools, churches. I support TAME’s comments to remove M-83 from the MPOHT.

M-83 would fragment the high quality interior forest and create new “edge effects” along the remaining forest fragments which are detrimental to forest interior dependent/dwelling species

Attachment B: Written Testimony

of birds (FIDS). The remaining forest in Great Seneca Stream Valley Park and in the North Germantown Greenway would be unable to support as many species of FIDS

M-83 would result in a direct and permanent loss of habitat for the 8 amphibian species found within the highway's footprint and would directly destroy forested breeding wetlands on the floodplain of the North Germantown Tributary and the Brandermill Tributary. M-83 would sever ecological connectivity across the landscape and compromise the long-term viability of amphibian populations.

M-83 would impact three significant habitat types: bedrock outcrops, wetlands, and glades. Up to 50 uncommon or rare plant species that occur in these habitats were documented in the M-83 study area.

In 2013, Montgomery County Planning Dept concluded that "The Master Plan alignment (8 and 9) with an approximate 180-ft. wide limit of disturbance would have a potentially calamitous impact to resources described above. These alignments bisect three of the largest biodiversity areas in the County." ITEM9FinalStaffReport_111413.pdf (montgomeryplanningboard.org)

4. I support SCWP's comments to not widen **Riffle Ford Road**.
5. I support Planning Dept's suggested removal of **Roberts Tavern Drive** and **355 Clarksburg Bypass**. These unnecessary 4-lane highways would run through forest, wetlands, forests, streams, and steep slopes and not provide any meaningful benefits.

Thank you for your attention.

Deborah Sarabia
209 Saybrooke View Dr
Gaithersburg MD 20877
240-778-5430

Attachment B: Written Testimony

Dear Chair Harris and Commissioners,

This is my in-person statement at the public hearing on January 9, 2025. Please add this to the comment record for proposed removal of Mid-County Highway from the Master Plan of Highways and Transitways.

I cannot express enough my opposition to the M-83 Highway Extended.

When I moved to Montgomery County 10 years ago, I was delighted to discover the Seneca Greenway Trail, an easily accessible natural respite from daily city life. You might imagine how stunned I was to find out this refuge was threatened by the proposed M-83!

For a good sense of what the impact would be, I encourage you to walk the affected section of the Seneca Greenway in the 461-acre Great Seneca Stream Valley Park Unit #1. Start at Frederick Road and walk north one-quarter mile, then the road noise is replaced by the sound of birds, wind in the trees, and flowing streams. But, if M-83 were built, the only thing you would hear is traffic. An enormous bridge would cross Seneca Creek, then the highway would parallel the trail north before barreling through the North Germantown Stream Valley Park. Floodplains, wetlands and forests would be lost, you could never escape the noise, and 3 miles of the trail experience would be ruined.

In the 1960's, when M83 was conceived, there was no EPA, gas contained lead, and highways were run through landscapes (and neighborhoods) that the officials considered expendable. Today, we know the impacts of our road building compulsion, and our transportation policy must evolve.

Park land, open space, clean air and water are part of the public trust. I am calling on you to protect these. I ask you to cancel M-83.

Thank you for your attention.

Deborah Sarabia, M. En.

209 Saybrooke View Drive

Gaithersburg MD 20877

ID: 125

Howard County Department of Planning and Zoning

Attachment B: Written Testimony



HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Lynda D. Eisenberg, AICP, Director

FAX 410-313-3467

September 3, 2024

Jason K. Sartori
Director, Montgomery Planning
M-NCPPC
2425 Reddie Drive, Floor 14
Wheaton, MD 20902

Re: Review of the Public Hearing Draft of the Montgomery County Master Plan of Highways and Transitways – 2024 Technical Update

Mr. Sartori,

Thank you for the opportunity to review and comment on the Public Hearing Draft of the Montgomery County Master Plan of Highways and Transitways – 2024 Technical Update. The Howard County’s Department of Planning and Zoning (DPZ) and Office of Transportation (OOT), the two County agencies responsible for implementing regional land use and transportation policies, have reviewed the draft plan.

DPZ is the County agency responsible for the implementation of HoCo By Design, Howard County’s comprehensive plan. HoCo By Design, adopted in 2023, is a long-range, visionary document that outlines how and where the County should develop and grow as it adjusts to evolving economic, environmental, and social conditions over the next 20 years. The Plan responds to the shifting demographics in Howard County, regional growth, and changes in development priorities and community goals. It also identifies policy goals for future planning efforts and implementation actions both for Howard County and for the region. OOT provides management oversight of the County’s interest and investment in the Central Maryland regional fixed route and paratransit services operated by the Regional Transportation Agency (RTA). OOT additionally leads the County’s initiatives in transportation demand management (TDM); bicycle and pedestrian planning, programs and projects; long range regional and local transportation planning; and review of private and public-sector land development plans.


Our combined County review of the Master Plan of Highways and Transitways – 2024 Technical Update had a particular focus on the border with Howard County or areas in which Howard and Montgomery’s transportation priorities align. Below are the specific comments from Howard County:


Transitways: Howard and Montgomery Counties are collaborating to extend the Flash service from Montgomery County to Downtown Columbia. As a result, Howard County is interested in enhancing and supporting transit operations along the entire US 29 corridor and supports adding Castle Boulevard between Briggs Chaney Road and Spring Club Place as a transitway

Roads: Howard County has reviewed the proposed target speed assignments for roads that cross between Howard and Montgomery Counties and does not see any significant issues with the proposed target speeds and existing limits for sections in Howard County. However, as part of the upcoming countywide transportation master plan, Howard County will consider better aligning any proposed target speeds developed during the plan process.

Thank you for the opportunity to review and provide comments on the Draft Master Plan of Highways and Transitways – 2024 Technical Update. If you have any questions related to our comments, please contact David Cookson, Deputy Administrator - Howard County Office of Transportation, at 410.313.3842.

Sincerely,

DocuSigned by:

Lynda Eisenberg, AICP, Director
Howard County Department of Planning and Zoning
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043
410-313-2350

DocuSigned by:

David Cookson, Deputy Administrator
Howard County Office of Transportation
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043
410-313-3842

cc: Mary Kendall, Deputy Director, Howard County Department of Planning and Zoning
Kristin O'Connor, Division Chief, Comprehensive and Community Planning, DPZ

ID: 127
Edna Miller

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris, Vice Chair Mitra Podoeem, Commissioners Hendrick, Bartley, and Linden,

Thank you for this opportunity to write about a needed action not in the 2024 Technical Update to the Master Plan of Highways and Transitways.

When I moved to Montgomery Village, I had never heard of a Technical Update or the Master Plan of Highways and Transitways.

Eventually I learned the MPOHT is an important tool when planning, managing and operating Montgomery County Transportation Highway and Transitway circumstances. The Technical Update helps address changes to improve Transportation circumstances.

Circumstances for me, like driving in traffic that increased the next time I drove to Bethesda for work and volunteer activities. Over time traffic increased when I would drive to visit friends in Rockville. Later on I noticed traffic started to take over Gaithersburg when I drove there to shop. Traveling south of Montgomery Village took longer and there were more risks of vehicle accidents. I now drive locally saving gas, risk of an accident with a potential auto repair and time.

As I made friends here in the Village, they were talking about over development in Montgomery County and TAME's advocacy for less congested roads and more transit.

I started learning from the TAME Coalition, about even more local road issues affecting the Village. Especially with proposed Midcounty Highway Extended (M-83). TAME is a very focused organization when it comes to advocating for less congested roads and more transit.

1) The number one Transportation issue for me, is that the proposed M-83 highway in the MPOHT, would turn Montgomery Village Avenue, a main access to Montgomery Village, into another traffic signal bottleneck.

With TAME's help and guidance I started learning to monitor and research the proposed M-83 highway Route and it's other complex issues.

Below are examples that explain the other issues concerning the proposed M-83 highway: that I either monitored, observed, researched, attended or experienced.

It seems M-83 highway started out in the 1960s, as a pencil line on a sketch for a roadway map to expand Upcounty.

The person who drew the pencil line for M-83 Route in the 60s was unaware 2) that their pencil line would drop into a deep stream valley; 3) that this line on paper would not get to the next community, 4) that an elementary school would be built next to the M-83 Route and 5) that our Climate would warm-up; causing harmful weather related issues to Montgomery County and the Mid-Atlantic region.

6) Since then, residential and commercial developments were rushed through Planning for auto-centric community development, while pushing County expansion north of the Beltway and up I-270.

Creating unmanaged stormwater runoff circumstances from neighborhoods, commercial properties and proposed developments. Continually building impervious conditions for housing, retail, industrial, office, commercial, roads, highways and parking lots.

7) That sketched roadway map evolved into the Master Plan of Highways and Transitways with the pencil line for M-83 highway tucked in.

Attachment B: Written Testimony

8) Today, while M-83 lingers in the MPOHT, the proposed M-83 highway carries the threat of clear cutting a wide path through an old growth forest canopy, that would degrade the North Germantown Greenway Park. In addition, the lingering M-83 in the MPOHT, carries with it the threat of a highway dropping down into Great Seneca Stream Valley waterway.

9) Harmful impacts become evident along this 1960s pencil line, as harmful evidence accumulates. If M-83 is left in MPOHT a future path might deliver a broad brush highway next to an existing Elementary School's playground in Montgomery Village.

This potential highway's development could bring unhealthy vehicle pollution, traffic noises and accidents that could harm future school children in that school's playground. Currently, Montgomery Village children can go outside to that playground and breath in fresh air while enjoying their recreation.

10) By 2016, the former Planning Board Staff and Leadership had been studying the proposed M-83 highway for fifteen years; yes 15 years. An outrageous investment of time, and money. Along with their studying M-83 for single option Alternatives over those fifteen years.

11) Individuals, local leaders and concerned organizations, like TAME, continue raising awareness about the proposed M-83's possible risks to the Germantown mature forest canopy and the risk of developing a highway alongside the Montgomery Village/Gaithersburg section of Great Seneca waterway.

Risk of a flash flooding event over-powering a highway is possible, because the M-83 pencil line on paper doesn't show the topography of the valley site. Nor does it show how the Route would drop down into the Great Seneca Stream Valley waterway, an area that is highly susceptible to future flash flooding events.

12) People today better understand the reality of what Climate Change is forecasting: more frequent storms and heavier downpours; that will increase stream velocity and downstream flooding, along with hotter summers.

Increasing Stormwater runoff drainage creates more flooding events that will exacerbate runoff from those older residential and commercial development sites in Montgomery County; which have not been compelled to establish stormwater management plans to reduce runoff.

Where increased growth's impervious surface stormwater runoff has the potential of putting downstream communities at greater risk, going forward.

Sudden flash flood events raise safety risks to human life, because increasing stormwater turbidity downstream, adds an accumulative affect on stream erosion, property and road drainage.

13) As Climate Change predictions come true, increased stormwater runoff and/or flash flood stormwater events (for the Montgomery Village area of the Great Seneca Stream Valley), the M-83 highway Route would be facing an accumulation of stormwater from seven tributaries of Great Seneca

Seven tributaries loaded with rushing stormwater dropping down onto the area proposed for the M-83 highway Route, and if M-83 highway were constructed - that flash flood event could overtake cars.

This increased risks of flash flooding events provides another reason to remove M-83 highway Route from the MPOHT.

Removing M-83 should be a priority. Especially for the new Planning Board and this County Council, during the 2024 Technical Update to the MPOHT.

14) Estimated cost of proposed M-83 highway was at \$1.3 billion dollars in 2016. This estimate did not include the cost of building seven new bridges over seven tributaries of Great Seneca Stream Valley. Not

Attachment B: Written Testimony

to forget, all new highway construction cost estimates would be at today's interest rate and rate of inflation.

15) The last M-83 Study delivered in 2016 was called a "Supplemental." Buried in it was another issue discovered - that this proposed six-lane highway would harm three one lane communities, by a requirement in the Supplement: that the M-83 highway must provide two way access and egress to the three (different) one-lane communities. Inquires about this point did not get an explanation from the MC DOT Director.

16) The TAME leadership learned from Rich Wilder an important fact, that a prior Montgomery County Council had investigated the proposed M-83 highway decades before and that Council unanimously decided not to proceed with it.

17) When I looked into the Montgomery County Transportation CIP, I found over 20 individual transportation projects waiting.

TAME suggested: if a few of those CIP projects were combined they would better manage traffic flow in Upcounty along existing roads, which would save the County millions of dollars and those multiple projects could be completed in less time. This idea was suggested to the Council by TAME, and the Council supplied the suggestion to MC DOT for implementation.

18) Several years ago, then Council Member Marc Elrich (current County Executive), was advocating for a new Transit development concept - called the Bus Rapid Transit (BRT) System. On his own time, he offered presentations about the benefits of the BRT to any agency or department team, who would listen. I was at one of his presentations and listened in person, as an observer.

One BRT Route now in process is along 355 (called Flash BRT 355), and would benefit many commuters living in Upcounty, by taking more drivers off the roads. Proving a BRT System to be more practicable when combined with funding a few CIP projects for Upcounty area; Instead of going forward with the proposed M-83 highway.

19) Finally, the former County Council came to a conclusion about the proposed M-83 highway (listed below), in the 2017 Resolution (No. 18-957), and approved by the full Council.

Resolution: Prohibiting the use of proposed M-83 highway in Master Plans, land development projects and for addressing future roadway capacity needs and regular traffic movements.

20) Along with Montgomery County Council Members, the Transportation Planning Board (TPB), of the Metropolitan Washington Council of Governments (COG), removed the proposed M-83 highway from its long-range transportation plan (Visualize 2045),

They cited air quality violations and excessive pollution. Consequently making proposed M-83 highway ineligible for future federal funding.

21) It's time for this Planning Board to take action, in the form of a recommendation into the Technical Update: To remove the proposed M-83 highway Route from the Master Plan of Highways and Transitways - please feel free to reference any issues listed above.

This addition to the 2024 Technical Update steps closer to ending an outdated costly highway/2 way-road/boulevard/pencil line relic from the 1960s.

Especially since two County Councils resolved not to proceed with it; the COG Members voted to remove it from their long-range plan Visualize 2045; the Climate Change forecasted weather risks and

Attachment B: Written Testimony

harms if developed; and the combined CIP projects that were more practicable, with the BRT System now in process.

In conclusion, I am urging you, the Planning Board to allow the recommendation to removal the proposed M-83 highway as part of 2024 Technical Update's final document to the Council.

Hopefully, the Council will see the practicality of ending this ubiquitous proposed M-83 highway Route from the MPOHT.

Appreciate your help and guidance in ending this relic, as an impracticable proposed M-83 highway. If there are any questions I am available by email.

Sincerely, Edna Miller

ID: 128

Climate Coalition Montgomery County

Attachment B: Written Testimony



CLIMATE COALITION
Montgomery County, MD

The Honorable Andrew Friedson, President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20815

May 17, 2024

Dear Council President Friedson and Councilmembers,

Climate Coalition Montgomery County is comprised of 20 organizations working for full implementation of the Montgomery County Climate Action Plan. As such, **we request that you act immediately to tell the Planning Board to fully cancel proposed M83/Midcounty Highway Extended from the Master Plan of Highways and Transitways.** Removal of proposed M83 highway is a crucial step toward achievement of our Greenhouse Gas (GHG) reduction and transit commitments, and is necessary to protect residents from air pollution and heat emergencies already on the rise.

Canceling M83 and removing it from the Master Plan of Highways and Transitways (MPOHT) is a crucial step for our climate response, because it appropriately moves us *away* from car-centered planning and *towards* people-centric solutions such as Bus Rapid Transit on MD 355, affordable housing in transit-served neighborhoods, and cost effective use of existing roadways. In contrast, retaining M83 in master plans is de-facto support for continued expansion of the highway system - with a majority of vehicles on the road continuing to burn fossil fuels until at least 2050.

The MPOHT is now undergoing revision by the Planning Department and Board. This Fall, the Planning Board will send the proposed MPOHT revision package to the Council, expected to contain “Complete Street” changes and roadway re-classifications. Removing M83 is a technical amendment to the MPOHT, given that it’s *already* been removed from the Transportation Planning Board’s “Visualize 2050” list - and excluded from master plans after 2017. When Climate Coalition members asked planning officials to include removal of M83 within the MPOHT revision package, the planners replied that the Council, not the Planning Board, determines the scope of revisions to master plans. **That’s why we ask the Council to act immediately to tell the Planning Board to remove proposed M83 highway as part of the MPOHT revision package.**

Under Council Resolution 18-957 enacted on 10/31/2017, M83 is prohibited from inclusion in master plans from that date forward. But, **as long as M83 remains in prior master plans, it can be built at any time.** That’s why this project is neither “dead” nor “dormant” as some have claimed. Proposed M83 highway is frequently brought up during public master plan and transportation meetings; its presence is a misguided distraction as we seek to improve Upcounty transit.

Forest Protection is Climate Justice for Upcounty Residents. Residents of Germantown, Gaithersburg and Montgomery Village depend for their health upon the intact forest of North Germantown Greenway Stream Valley Park and the other parks threatened by proposed M83 highway. A hiker we met in Great Seneca Stream Valley Park, a resident of Montgomery Village, expressed shock when told of County plans for M83, noting “*This is the only green oasis in this part of the county. Everyone I know likes to hike and bike here.*” By acting now to remove M83 highway from the

Attachment B: Written Testimony

master plans, you'll ensure that this greenway trail and irreplaceable forest continue to protect public health through providing clean air, cool breezes, and time in nature.

Now is the time for the Council to act to remove proposed M83 from the master plans, and make the course change required for climate justice and environmental protection in Montgomery County. You'll be joining decisionmakers across the country including in California, Colorado, and Indiana, who recently canceled highway projects that threatened urban and rural communities. We look forward to your considered response, and working with you to shift county resources into Bus Rapid Transit on Route 355 and other transit programs.

Sincerely,

Climate Coalition Montgomery County member groups:

350 Montgomery County Maryland (350 MoCo)

Ask the Climate Question (ACQ)

Bethesda Green

Biodiversity for a Livable Climate

Cedar Lane Unitarian Universalist Environmental Justice Ministry

Chesapeake Climate Action Network

Elders Climate Action

Green Sanctuary Committee of the Unitarian Universalist Church of Silver Spring

Montgomery County - Faith Alliance for Climate Solutions (MCFACS)

Montgomery Countryside Alliance

Safe Healthy Playing Fields

Sugarloaf Citizens Association

The Climate Mobilization MoCo

Transit Alternatives to Midcounty Highway Extended (TAME) Coalition

Zero Waste Montgomery County

Individuals: Kit Gage



Hearing Date: September 12, 2024

Item: Master Plan of Highways and Transitways

Mailing Address of Commenter: 3102 Edgewood Road Kensington MD 20895

Chair Artie Harris and Planning Commissioners
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

September 10, 2024

Dear Chair Harris and Commissioners,

Climate Coalition Montgomery County is comprised of organizations and individuals working for full implementation of the Montgomery County Climate Action Plan.* As such, **we request that you act immediately to remove proposed M83/Midcounty Highway Extended from the Master Plan of Highways and Transitways.** This master plan is up for review and revision this Fall by the Planning Board and County Council. Removal of proposed M83 highway is a crucial step toward achievement of our Greenhouse Gas (GHG) reduction and transit commitments, and is necessary to protect residents from air pollution, flooding, and heat emergencies already on the rise.

Canceling M83 and removing it from the Master Plan of Highways and Transitways (MPOHT) is a crucial step in our climate response, because it appropriately moves us *away* from car-centered planning and *towards* people-centric solutions such as Bus Rapid Transit on MD 355, affordable housing in transit-served neighborhoods, and cost-effective use of existing roadways. In contrast, retaining M83 in master plans is de-facto support for further expansion of the highway system - with a majority of vehicles on the road continuing to burn fossil fuels until at least 2050.

Forest protection is climate justice for Upcounty residents. Residents of Germantown, Gaithersburg and Montgomery Village depend for their health upon the intact forest of North Germantown Greenway Stream Valley Park and other parks now threatened by proposed M83 highway. By acting now to remove M83 highway from the master plans, you'll ensure that this forest will continue to protect public health through providing cool, clean air; clean water; and recreation in nature.

Following its September 12, 2024 hearing, the Planning Board will send the proposed MPOHT revision package to the Council, expected to contain "Complete Street" changes and roadway re-classifications. Removing M83 is a technical amendment to the MPOHT, given that it's *already* been removed from the Transportation Planning Board's "Visualize 2050" list - and excluded from master plans after 2017.

* Climate Coalition Montgomery County member groups who support removal of proposed M83 highway from the master plans include: 350 Montgomery County Maryland (350 MoCo); Ask the Climate Question (ACQ); Bethesda Green; Biodiversity for a Livable Climate; Cedar Lane Unitarian Universalist Environmental Justice Ministry; Chesapeake Climate Action Network; Elders Climate Action; Green Sanctuary Committee of the Unitarian Universalist Church of Silver Spring Montgomery County - Faith Alliance for Climate Solutions (MCFACS); Montgomery Countryside Alliance; Safe Healthy Playing Fields; Sugarloaf Citizens Association; The Climate Mobilization MoCo; Transit Alternatives to Midcounty Highway Extended (TAME) Coalition; Zero Waste Montgomery County.

Attachment B: Written Testimony

Under Council Resolution 18-957 enacted on 10/31/2017, proposed M83 highway is required to be excluded from master plans from that date forward. But, **as long as M83 remains in prior master plans, it can be built at any time.** That's why this project is neither "dead" nor "dormant" as some have claimed. Proposed M83 highway is frequently brought up during transportation meetings; its presence in master plans is an obstacle that detours efforts to improve Upcounty transit. **We therefore ask you to include removal of the entirety of proposed M83 highway within the package of proposed MPOHT revisions you will submit to the County Council.**

Sincerely,

A handwritten signature in cursive script that reads "Diane M. Cameron".

Diane M. Cameron

for

Climate Coalition Montgomery County

ID: 129
TAME Coalition

Attachment B: Written Testimony

Catherine,

This video is for my testimony for the TAME Coalition, at the Master Plan of Highways and Transitways, Sept 12th.

<https://vimeo.com/1007735699/74bd91d8fc>

It is to be included in the public record.

Please let me know that it is working.

I will be on zoom for the dry run/practice session this Wed, Sept 11th at 3pm.

Will wait to receive the link.

Margaret Schoap

Margaret Schoap, Organizer

240-581-0518

Diane Cameron

301-933-1210

Tim Goodfellow

301-466-9527

Deborah Sarabia

240-778-5430

Kathleen Bender

301-875-6778

<http://www.tamecoalition.org/>

TAME



Transit Alternatives to Mid-County Highway Extended

Attachment B: Written Testimony



Transit Alternatives to Mid-County Highway Extended

Hearing Date: September 12, 2024

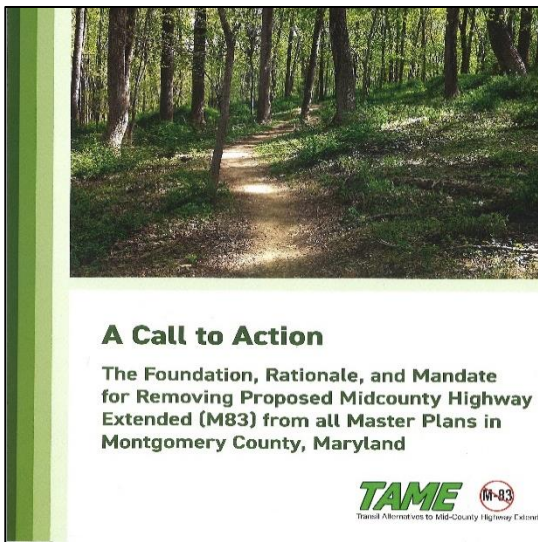
Item: Master Plan of Highways & Transitways, 2024 Update

Address of commenter: 11301 Neelsville Church Road
Germantown, MD 20876

August 26, 2024

Dear Planning Board Chair Artie Harris, Vice-Chair Mitra Pedoeem, and Commissioners Hedrick, Bartley, and Linden:

The Coalition for Transit Alternatives to Midcounty Highway Extended (TAME Coalition) submits the following letter and attachments¹, including the [Call to Action](#), as formal commentary into the public record for the Master Plan of Highways and Transitways 2024 Technical Update.



The Call to Action publication contains an assemblage of fundamental issues, justifiable reasons, and actions for removing M83 highway from Master Plans.

- 1) Recent Government Actions to Cancel Proposed M83 Highway and Remove it from Master Plans
- 2) Definitive Findings in Support of Cancelling Proposed M83 Highway and Removing it from Master Plans
- 3) Avoid Community Harm and Promote Social Justice
- 4) Protect and Maintain Parkland, Forests, Biodiversity, and the Agricultural Reserve
- 5) Adopt Transportation Alternatives and Smart Growth Solutions
- 6) Choose Climate Sanity
- 7) Final Actions Required to Remove M83 Highway from all Master Plans

All revisions and updates to county master plans are technical in nature, involving thorough reviews, detailed analyses, and specific policy recommendations and actions regarding the myriad issues addressed in such plans. Five (5) categories of technical changes are included in the draft Master Plan of Highways and Transitways (MPOHT), including, 1) Removal of Streets; 2) Changes to Street Classification, Target Speeds, and Planned Lanes; 3) Addition or Removal of Transitways; 4) Addition or Removal of Transit Stations; 5) Creation of Growth Corridor Street Types.

¹We respectfully request that this letter, the attached six (6) letters, and the TAME Coalition's report, "Call to Action. The Foundation, Rationale, and Mandate for Removing Proposed Midcounty Highway Extended (M83) from all Master Plan in Montgomery County, Maryland," be included in the official public record for the Planning Board's public review period and public hearing. The six (6) letters found at: <http://tamecoalition.org/m83-opposition/> were sent to the County Council from transit, environmental, and civic organizations that describe the harms M83 would cause, and that demand action be taken to permanently cancel and remove the entirety of the proposed M83 highway from the MPOHT.

Attachment B: Written Testimony

The MPOHT 2024 Technical Update must not foreclose other specific transportation elements from consideration.

1. The entirety of the Midcounty Highway Extended (M83) is one such technical component that TAME Coalition and its partners are requesting the Planning Board to remove from the MPOHT.
2. The 2024 MPOHT update is the appropriate instrument for removing M83 highway.
3. Nearly 20% of all public comments received by the county on the 2024 MPOHT update were with regard to M83 highway, and all of these comments stated that M83 needs to be removed from the MPOHT. <https://montgomeryplanningboard.org/agenda-item/june-27-2024/> (item No. 12).
4. No comments were received requesting M83 highway be retained.
 - a. This reflects the overwhelming public agreement that final and permanent removal of M83 highway from the MPOHT and all county master plans is in the public interest.
 - b. Numerous environmental and civic organizations also demand that the Planning Board and County Council take action to permanently cancel and remove the entirety of the proposed M83 highway from the MPOHT.

Significant, high-level actions have already been taken that invalidate the M83 highway.

1. County Council Resolution No. 18-957, *Transportation Solutions for Northwest Montgomery County*, nullified and stripped reliance on M83 highway in all future master plans, and for addressing future roadway capacity needs and regional traffic movement.

https://apps.montgomerycountymd.gov/ccllms/DownloadFilePage?FileName=8710_1_4855_Resolution_18-957_Adopted_20171031.pdf

Resolution No.: 18-957
Introduced: September 19, 2017
Adopted: October 31, 2017

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council Vice President Riemer
Co-Sponsors: Council President Berliner and Councilmembers Elrich, Navarro, and Leventhal

SUBJECT: Transportation Solutions for Northwest Montgomery County

Background

1. Mobility for Upcounty residents is limited due to congestion and a lack of public transportation alternatives to I-270, MD 355, and other roads serving Clarksburg, Germantown, Montgomery Village, Gaithersburg and surrounding areas.
2. Four major infrastructure projects serving this area are envisioned in county master plans, including expanded capacity on I-270, the Corridor Cities Transitway, Bus Rapid Transit on or near MD 355, and the extension of Midcounty Highway (M-83) north of Montgomery Village Avenue.
3. For many years, there has been no clear consensus to extend Midcounty Highway to the north, yet master plans have assumed the availability of such an extension to put these plans in balance between land use and transportation.
4. Montgomery County is committed to protecting our environment and doing our part to stem the carbon emissions that are driving global climate change, as demonstrated in the following actions:
 - a. Resolution 18-846, adopted on June 20, 2017, reaffirmed the Council's commitment to meet the goals of the Paris Climate Agreement.
 - b. The Montgomery County Department of Transportation has adopted a Sustainability Policy that commits that the County will "Plan and implement a transportation system that broadly considers ecosystem and climate impacts, reduces and prevents waste and pollution, uses renewable resources, uses sustainable sources of energy and reduces energy consumption."
 - c. The Countywide Transit Corridors Functional Master Plan, approved by the Council in 2013, states that "Expanding transit infrastructure through more efficient use of public rights-of-way is essential if current and future congestion is

Page 2

Resolution No.: 18-957

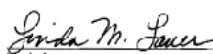
to be mitigated. In addition to reducing Countywide travel time for drivers, an expanded transit network is necessary to support the County's land use, environmental, and economic development goals and make transit a reliable alternative to driving in the County's developed core."

Action

The County Council for Montgomery County, Maryland approves the following resolution:

1. The Council supports expanded capacity on I-270, the Corridor Cities Transitway, Bus Rapid Transit on or near MD 355, and improvements on MD 355. These improvements will provide significant, immediate relief for Upcounty residents. These improvements align with our economic development strategies, providing the broadest and most diverse benefits, and minimize impervious surface, stormwater runoff, carbon emissions, and other environmental impacts.
2. The Council directs the Montgomery County Planning Board not to assume additional road capacity from the northern extension of Midcounty Highway when calculating the land use - transportation balance in future master plans, including but not limited to the upcoming Gaithersburg East Master Plan and the Germantown Plan for Town Sector Zone. This step ensures that any new development allowed under these plans does not rely on the northern extension of Midcounty Highway, while retaining the right-of-way for this extension in these plans.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council

Attachment B: Written Testimony

- The Transportation Planning Board of the Metropolitan Washington Council of Governments (MwCOG/TPB) removed M83 highway from its *Visualize 2045: A Long Range Transportation Plan for the National Capital Region*, including the FY 2023—2026 Transportation Improvement Plan and its Air Quality Conformance Analysis.

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)												6/23/2021
PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	
							Fr	To	Fr	To		
240			Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035	
241	CE1245	172	MC11A	Construct	M-83 MidCounty Highway-Extended	MD-27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025-2045
242	CE1245	204	MC11D	Construct	M-83 MidCounty Highway-Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025-2045
243		113	MC12F	Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
244	CE1229	161	MC14G	Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025-2045
245	3703	214	MC15B	Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022-2045

https://www.mwcog.org/events/2021/?F_committee=196 Resolution R19-2021. Chart is page 28 of 58.
Yellow cells below denote changes to Montgomery County roadways from previous long-range plan.

- The MwCOG/TPB’s draft of *Visualize 2050* also removed the M83 highway as shown on the Air Quality Conformity Input Table. <https://visualize2050.org/>
The MwCOG/TPB’s federally-mandated transportation planning process for the Washington Metropolitan Region concluded that excessive air quality violations would result if proposed M83 was constructed.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS COG/Transportation Planning Board removed M83 Highway

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
247	CE1577	199	MC43	Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.-Observation Dr.	0	3	0	4	2030 2040
248	T3049	112	MC7A	Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2030 2040
249	T7503	11221		Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
250		113	MC12F	Widen	MD 118 Germantown Road Extended	MD 355	M-83 at Watkins Mill Road	2	2	3	4	2020
251	CE1229	161	MC14G	Widen	Middlebrook Road Ext.	MD-355	M-83	2	2	3	4	2045
252	3703	214	MC15B	Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose-interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2045
253	T7503	11220		Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
254	T7503	11222		Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
255	CE1236	119	MC34	Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2021 completed

Attachment B: Written Testimony

4. Montgomery County Department of Transportation's *Midcounty Corridor Study Supplemental Report*, dated February 10, 2017, concludes that MD 355 Bus Rapid Transit, along with intersection improvements and other enhancements to existing transportation systems are superior to building M83 highway, based on multiple transportation performance metrics.

SCENARIO 1: MCDOT Supplemental Report Overview		14		
	No build	Scenario 1: BRT & Intersection Projects (Alt 2 & 5)	Scenario 2: BRT & 2-lane on M-83 for Alt 9A	Scenario 3: (No BRT) 4-lane on M-83 for Alt 9A
1. Lowest VMT (vehicle miles traveled)	118	115	143	149
2. Highest percentage of people in transit vehicles	9.9%	22%	18.8%	8.6%
3. Shortest travel AM and PM peak hour travel time on MD 355	3.3	2.3	3.1	3.3
4. Fewest number of intersection delays at AM & PM peak hrs	8	5	8	6
	7	3	15	5

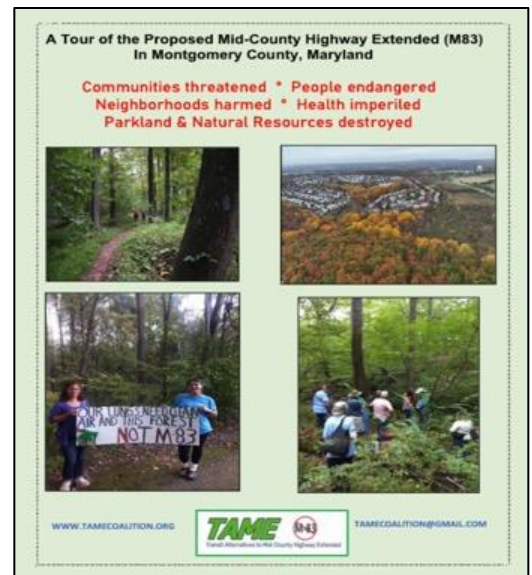
Table "MD 355 Vehicle-Miles Traveled and Person-Throughput" released later to support "MCS Suppl. Rept. Feb 10, 2017" shows that either person throughputs for No-Build and Scenario 3 are too high or those for Scenarios 1 and 2 are too low. Either old estimates with different assumptions were brought forward from previous studies of No-Build and Scenario 3 or BRT was not correctly analyzed. Other incompatibilities of No-Build and Scenario 3 vs Scenarios 1 and 2 are also noticeable.

Best Transportation Improvements for Midcounty Corridor Area, 2018 TAME Coalition report. www.tamecoalition.org

Thousands of people and hundreds of properties abut the alignment of the proposed M83 highway. Thousands more depend on the forestlands threatened by M83. The proposed alignment bisects and fragments:

- Five (5) public parks:
 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. Blohm Park
- Montgomery Parks' Seneca Creek Greenway Trail
- Three (3) Montgomery Village Community Open Space Parcels:
 1. South Valley Park
 2. Seneca Spring Way Wetlands
 3. Stedwick Community Green Space

The TAME Coalition's Tour Booklet documents M83's grave impacts to neighborhoods, natural resources, and public parkland.



<http://tamecoalition.org/>

Attachment B: Written Testimony

Proposed M83 highway is a fossil fuel project. Its retention in the MPOHT:

- Contradicts environmental and transit policies
- Subverts sound land use planning
- Debases your trusted role to protect healthy communities and quality of life
- Weakens your stewardship of our public recreational lands and parkland

Your decision regarding M83 highway is an environmental protection and social justice decision.

We request that the Planning Board now remove proposed M83 highway from the Master Plan of Highways and Transitways.

Sincerely,

TAME Coalition

Margaret Schoap Diane Cameron Tim Goodfellow Deborah Sarabia

TAME



Transit Alternatives to Mid-County Highway Extended

tamecoalition@gmail.com

www.tamecoalition.org

x.com/tamecoalition

facebook.com/tamecoalition



A Call to Action

**The Foundation, Rationale, and Mandate
for Removing Proposed Midcounty Highway
Extended (M83) from all Master Plans in
Montgomery County, Maryland**

TAME



Transit Alternatives to Mid-County Highway Extended



Attachment B: Written Testimony

The logo for TAME (Transit Alternatives to Mid-County Highway Extended) features the word "TAME" in a bold, green, italicized sans-serif font.

Transit Alternatives to Mid-County Highway Extended

TO: Honorable Members of the Montgomery County Council:

Andrew Friedson, President	Marilyn Balcombe	Sidney Katz
Kate Stewart, Vice-President	Natali Fani-Gonzalez	Dawn Luedtke
Gabe Albornoz	Evan Glass	Kristin Mink
	Will Jawando	Laurie-Anne Sayles

CC: The Honorable Marc Elrich, Montgomery County Executive, Montgomery County Planning Board Chair Artie Harris, Vice-Chair Mitra Pedoeem and Planning Board members Shawn Bartley, James Hedrick, and Josh Linden

FROM: The Coalition for Transit Alternatives to Mid-County Highway Extended (TAME Coalition), Diane Cameron, Tim Goodfellow, Deborah Sarabia, Margaret Schoap

DATE: February 12, 2024

The TAME Coalition urges you to take specific action to permanently remove the proposed Midcounty Highway Extended (M83) (or any other name this project may be given) from all aspects of current and future Montgomery County plans, programs, and project development.

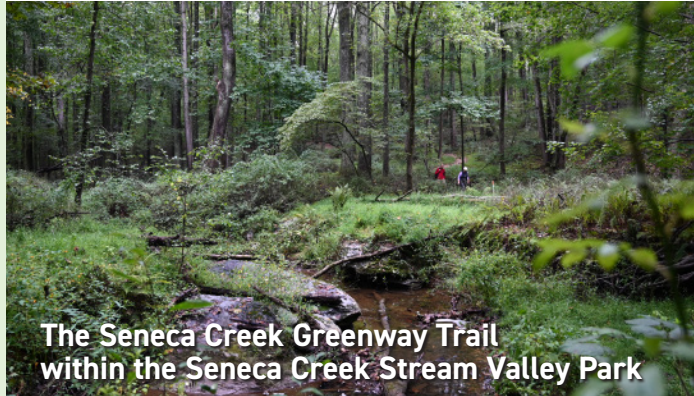
The attached document, ***“A Call to Action: The Foundation, Rationale, and Mandate for Removing Proposed Midcounty Highway Extended (M83) from all Master Plans in Montgomery County, Maryland,”*** summarizes the analyses, investigations, and governmental findings that establish the framework and provide clear justification to cancel M83 highway and remove it from all County land use and transportation plans.

Some councilmembers have publicly stated that since M83 is dormant, there's no need for the council to act to remove it from the master plans. Yet, experience has taught us that as long as a proposed highway remains in master plans, it can be built at any time. Therefore, we call upon the Council to act now to permanently remove this threat that will harm neighborhoods, degrade public parkland, imperil the county's response to climate change, and weaken its commitment to Racial Equity and Social Justice.

Adherence to retrograde transportation policies embodied by M83 highway is not in the public interest. We ask you to take this action now to completely remove proposed M83 highway from all master plans.

Attachment B: Written Testimony **A Call to Action**

The Foundation, Rationale, and Mandate for Removing Proposed Midcounty Highway Extended (M83) from all Master Plans in Montgomery County, Maryland



Below is a listing and summary of the myriad publications, analyses, investigations, community and governmental findings that provide clear and compelling justification to permanently remove M83 highway from all plans in Montgomery County, Maryland.

The following compendium is grouped into seven headings:

- 1) Recent Government Actions to Cancel Proposed M83 Highway and Remove it from Master Plans**
- 2) Definitive Findings in Support of Cancelling Proposed M83 Highway and Removing it from Master Plans**
- 3) Avoid Community Harm and Promote Social Justice**
- 4) Protect and Maintain Parkland, Forests, Biodiversity, and the Agricultural Reserve**
- 5) Adopt Transportation Alternatives and Smart Growth Solutions**
- 6) Choose Climate Sanity**
- 7) Final Actions Required to Remove M83 Highway from all Master Plans**

Attachment B: Written Testimony

1) Recent Government Actions to Cancel Proposed M83 Highway and Remove it from Master Plans

Montgomery County Council Resolution 18-957, Transportation Solutions for Northwest Montgomery County, adopted October 31, 2017

This 2017 Resolution prohibits use of the proposed M83 highway in land use plans, land development projects, and for addressing future roadway capacity needs and regional traffic movement.

<https://apps.montgomerycountymd.gov/ccllims/ResolutionDetailsPage?RecordId=8710&fullTextSearch=18-957>

Montgomery County Department of Transportation's *Midcounty Corridor Study, Supplemental Report*, February 10, 2017

The output of Scenario 1 (Bus Rapid Transit on MD 355 + MD 355 widening + intersection improvements) in this study showed superior improvements in transportation performance metrics (listed below), compared to Scenario 3, building the M83 Master Plan alignment.

Transportation system performance metrics: Lowest Vehicle Miles Traveled; Highest % of people in transit; Shortest travel AM/PM peak time on MD 355; Fewest # of intersection delays in AM/PM peak hours

<https://www.montgomerycountymd.gov/corridor/PublicOutreach.html#Update>

Metropolitan Washington Council of Governments, Transportation Planning Board's June 2022 approval of: *Visualize 2045: A Long Range Transportation Plan for the National Capital Region*, including the FY2023-2026 Transportation Improvement Plan and its Air Quality Conformity Analysis

M83 highway was removed from the regional transportation plan due to excessive pollution and air quality violations that would result if proposed M83 was constructed, and reflects official regional policy priorities.

<https://visualize2045.org/plan-update/approved-2022-plan/>

Attachment B: Written Testimony

2) Definitive Findings in Support of Cancelling Proposed M83 Highway and Removing it from Master Plans

U.S. Army Corps of Engineers (USACOE) (11/19/2013) letter to Montgomery County Department of Transportation requesting additional information on the County's application for a Section 404 Clean Water Act permit for impacts to wetlands and waters of the U.S., which also includes USACOE comments on the Draft Environmental Effects Report (May 2013) from the 2007 Midcounty Corridor Study

The USACOE cites deficiencies in County analyses and methodologies, substantial resource impacts, and lack of county identification of the Least Damaging Practical Alternative (LEDPA) as required by the Clean Water Act.

http://www.montgomerycountymd.gov/corridor/Resources/Files/USACE_11-19-13_Info_Request_Letter.pdf

U.S. Environmental Protection Agency comments (8/20/2013) to the U.S. Army Corps of Engineers on the County's Draft Environmental Effects Report (May 2013) from the 2007 Midcounty Corridor Study

The U.S. EPA identified the following areas of concern in their detailed review: Alternative Analyses, Avoidance & Minimization of Impacts, Compensatory Mitigation, Environmental Justice, Secondary & Cumulative Impacts.

http://www.montgomerycountymd.gov/corridor/Resources/Files/pdf/EPAs_comment_20130820.pdf

<https://www.montgomerycountymd.gov/corridor/PublicOutreach.html#USACE>

Montgomery County Parks Department's 2013 memo details the damage to North Germantown Greenway Stream Valley Park, Great Seneca Stream Valley Park, and Seneca Creek Greenway Trail that proposed M83 highway would cause.

The memo documents in detail the destruction the proposed M83 highway would wreak on our public parks' forests, streams, habitats, wildlife, and to one of the few remaining high biodiversity areas in Montgomery County within the North Germantown Greenway Stream Valley Park and Great Seneca Stream Valley Park.

<http://tamecoalition.org/videos-studies/>

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Georgetown University Law School, Institute for Public Representation (now the Environmental Law and Justice Clinic) (8/24/2015) letter to the U.S. EPA, U.S. ACOE, and the Maryland Department of the Environment on Montgomery County's Preferred Alternative and the Draft Environmental Effects Report (May 2013)

Georgetown attorneys and law students cite:

- Outdated and inadequate traffic modeling with flawed assumptions on growth projections and traffic patterns;
- Failure to sufficiently assess indirect and cumulative environmental impacts from M83;
- Lack of analysis on the extensive use of bridging as an attempted mitigation measure on the underlying forested wetlands within the County's Preferred Alternative of the M83 alignment.

The Georgetown University Law School's Institute for Public Representation (now Environmental Law and Justice Clinic) concludes with the following two statements:

- 1) "MCDOT's Stated Purpose for the Midcounty Corridor imprudently and impermissibly ignores a Material Change in Circumstances"
- 2) "The Preferred Alternative Violates Federal Law because MCDOT has not fully explored Project Impacts"

<https://drive.google.com/file/d/1YPYiPZ8tVGQIHFr9OrRAnuUSfTtep7fu/view>

U.S. Public Interest Research Group (U.S. PIRG) Education Fund, Frontier Group, Highway Boondoggle 7 – Wasting Infrastructure Funding on Damaging and Unnecessary Road Projects, Summer 2022

This comprehensive report details the proposed M83 highway's reality: a wasteful public expenditure that is grossly ineffective in addressing capacity, mobility, and traffic needs, and would destroy significant natural resources.

<https://pirg.org/edfund/resources/highway-boondoggles/>

Attachment B: Written Testimony

3) Avoid Community Harm and Promote Social Justice

Avoid Community Harm

Montgomery Village Foundation Board of Directors' resolution in opposition to building M83 highway dated January 26, 2023, reaffirming their prior opposition to M83 on January 23, 2014 and stated in their 2017 Transportation Priorities list

The Montgomery Village Foundation Board represents the 35,000 County residents who call Montgomery Village home. Proposed M83 highway would slice through multiple Montgomery Village community open space parcels, harm hundreds of residents who live adjacent to the proposed alignment, and negatively impact children at the Watkins Mill Elementary School and Montgomery Village Athletic field, as both abut the proposed M83 alignment.

<https://www.montgomeryvillage.com/press-room/village-news/mvf-board-reaffirms-opposition-to-m-83-highway-with-resolution>

<https://docs.google.com/viewer?url=https://www.montgomeryvillage.com/component/edocman/746-m-83-resolution-1-26-23/fdocument?Itemid=9999>

<https://docs.google.com/viewer?url=https://www.montgomeryvillage.com/component/edocman/146-2017-transportation-priorities/fdocument?Itemid=9999>

Montgomery Village Committee on the Environment opposition to M83 highway

A citizen-based advisory group to the Montgomery Village Foundation Board, formally declared its opposition to M83 highway on January 11, 2023.

<https://www.montgomeryvillage.com/mvf/committees>

This 500-acre climate-resilience forest must be protected: Dayspring Silent Retreat Center and North Germantown Greenway Stream Valley Park

The 200-acre Dayspring Silent Retreat Center is located adjacent to the North Germantown Greenway Stream Valley Park. Together, these two lands constitute a 500-acre, climate-resilience forest complex in Germantown, Maryland. Construction of the proposed M83 highway would cause grave, disruptive, and irreparable harm to this entire forest ecosystem.

Dayspring Silent Retreat Center, established in 1953, has hosted tens of thousands of people from all walks of life and all faiths, who come to Dayspring for retreat in nature. Dayspring's commitment to preserving its forests and fields is a model of responsible private land stewardship.

North Germantown Greenway Stream Valley Park was created by Montgomery Parks in order to protect and preserve high-quality, sensitive Dayspring Creek, and the rich biodiversity of its forested watershed. The health and stability of North Germantown Greenway Stream Valley Park and its neighbor, Dayspring Silent Retreat Center, are closely connected.

Germantown is a highly diverse suburban area with currently 100,000 residents. Being able to breathe clean air, drink clean water, and to visit protected natural places, will only become more crucial in the future. Present and future generations of Germantown and Upcounty residents depend upon this entire 500-acre, climate-resilience forest, consisting of these two lands being preserved in perpetuity.

<https://dayspringretreat.org/>

<https://montgomeryparks.org/parks-and-trails/north-germantown-greenway-stream-valley-park/>

Attachment B: Written Testimony

Neighborhoods and community members harmed by proposed M83 highway

Thousands of Montgomery County residents in Montgomery Village, Gaithersburg, and Germantown, who live in the following subdivisions abutting or adjacent to proposed M83 alignment, will experience lost quietude, property value declines, and quality of life reduction if M83 is ever constructed.

Breckenridge; Christopher Court; Woodland Hills; Normandie; Walkers Choice; Windbrooke; Montgomery Meadows; Lakeforest Glen; Stedwick; Watkins Meadow; Middlebrook Manor South; Quail Ridge; Seneca Overlook; Middlebrook Manor; Cedar Valley.

Promote Social Justice

Equity focus areas, social justice, and racial equity issues

Proposed M83 highway would go through three Equity Focus Areas in Germantown, Gaithersburg and Montgomery Village: 700834, 700833, 700721 (Census Tracts). These are lower-income communities, including communities of color and immigrants, and they are most vulnerable to the disruptions caused by highways including: more pedestrian dangers, heat pollution, air pollution, flooding, higher costs of living due to increased automobile travel, and loss of green space.

In the previously-referenced US EPA letter dated August 20, 2013, the issue of Environmental Justice (EJ) related to M83's impacts gave the federal agency pause when reviewing the M83 highway proposal: "...EPA is concerned that environmental justice issues may not have been adequately addressed, that populations may not have been properly characterized, additional documentation of impacts on populations of EJ may be needed, and that there may be impacts to populations of concern." (pg. 5)

<https://mcplanning.maps.arcgis.com/apps/Cascade/index.html?appid=05d437361e7a4e19a2ba3bbced117d10>
http://www.montgomerycountymd.gov/corridor/Resources/Files/pdf/EPAs_comment_20130820.pdf

Montgomery County's Racial Equity and Social Justice Act (Bill 27-19)

Passed in 2020, this law requires County decisions and proposed actions to be subjected to a thorough racial equity and social justice review, as well as to a robust community engagement process.

The proposed M83 highway alignment bisects 3 Equity Focus Areas in Montgomery Village, Gaithersburg, and Germantown, whose populations are racially and ethnically-diverse, lower-income, with high transit usage.

These population groups and geographic communities directly adjacent to the path of M83 highway would disproportionately suffer and endure adverse health impacts by construction of M83 (air pollution, noise pollution), and through loss of significant forest cover and green space that provide clean air and outdoor recreation. Construction of M83 highway would harm these communities, widen social, environmental, and economic disparities, and exacerbate racial and ethnic inequities in the County.

Attachment B: Written Testimony

Cancelling proposed M83 highway also enables re-purposing of County resources in order to provide improved transit, protect public parks and forests, enhance use of existing roadways, and provide affordable housing in transit-served, walkable communities.

The Office of Racial Equity and Social Justice must critically evaluate and scrutinize all M83 highway-affiliated plans, projects, budget requests, policy decision-making, or other proposed legislation by the County to ensure that racial equity and social justice is promoted, advanced, and protected.

<https://apps.montgomerycountymd.gov/ccllims/BillDetailsPage?RecordId=2623&fullTextSearch=Racial%20AND%20Equity%20AND%20Social%20AND%20Justice%20AND%2027-19>

[https://www.montgomerycountymd.gov/exec/Resources/Files/15-21\(1\).pdf](https://www.montgomerycountymd.gov/exec/Resources/Files/15-21(1).pdf)

<https://www.montgomerycountymd.gov/OLO/Resources/Files/2020%20Reports/RESJLegislativeTool.pdf>

Affordable housing at a scale to meet the need in transit-served walkable areas

Driving Down Emissions is a 2020 report by Transportation for America and Smart Growth America, showing that continuing to build and expand the highway and road system destroys our ability to meet our climate and social justice goals. Instead, we need to invest in affordable housing in transit-served walkable neighborhoods.

Quotes from *Driving Down Emissions*:

"Considering that just 1 to 6 percent of all urban land in large metropolitan areas on average is truly walkable, we've created a scenario where those who would most stand to benefit from lower transportation costs—lower-income Americans, people in communities of color—are shut out because the scarcity [of walkable neighborhoods] makes many of them affordable only to people with far greater means."

"Lower-income Americans will bear the brunt of the effects of climate change.... If they can't afford a car then they have no choice but to limit the possibilities for their lives to what can be reached on dangerous streets by foot or bike, or via infrequent buses or trains on underfunded transit systems that fail to connect them to opportunity, even if the emissions are low."

"Finding ways to put more housing in places where people can drive less—and make those homes attainable and affordable for everyone—will be a key aspect of transitioning to a low-carbon economy in a way that doesn't just place a new burden on lower-income Americans. We need more options beyond 'purchase an expensive brand new electric vehicle' to truly solve our climate crisis in an equitable way."

<https://smartgrowthamerica.org/resources/driving-down-emissions/>

Attachment B: Written Testimony

4) Protect and Maintain Parkland, Forests, Biodiversity, and the Agricultural Reserve

Permanent ecological degradation & size reduction, forest loss & fragmentation, user experiences diminished in the following public parklands from proposed M83 highway

- Great Seneca Stream Valley Park
- North Germantown Greenway Stream Valley Park
- Wildcat Branch Stream Valley Park
- Seneca Crossing Local Park
- Seneca Creek Greenway Trail
- Montgomery Village Community Open Space (South Valley Park, 32 ac.; Stedwick/Capehart Drive parcel, 1.4 ac.; Seneca Spring Way wetlands, 7 ac.)
- Blohm Park (City of Gaithersburg)

Permanent alteration to the Montgomery County Agricultural Reserve

The M83 alignment bisects the Agricultural Reserve north of Brink Road, where the M83 highway would diminish the size and degrade the integrity and function of Montgomery County's award-winning Agricultural Reserve.

<https://montgomeryplanning.org/planning/communities/upcounty/agricultural-rural-open-space/>

<https://montgomeryplanning.org/wp-content/uploads/2016/09/Ag-Reserve-Land-Use-300dpi.pdf>

Downgrade of a Montgomery County rustic road

Proposed M83 alignment runs on Wildcat Road for approximately 0.32 miles from Brink Road to the Wildcat Branch Stream Valley Park. Wildcat Road was designated an 'Exceptional Rustic Road' in the *Rustic Roads Functional Master Plan*, December 1996, and reaffirmed on July 25, 2023. M83 highway would severely alter and degrade the 0.32 miles of Wildcat Road if constructed; its status as an Exceptional Rustic Road would decline.

<https://montgomeryplanning.org/planning/transportation/highway-planning/rustic-roads/rustic-roads-master-plans/>

Attachment B: Written Testimony

5) Adopt Transportation Alternatives and Smart Growth Solutions

Viable, functional, and climate-aligned alternatives to the proposed M83 highway do exist and must be championed, supported, and implemented by Montgomery County leaders.

Transit Alternatives

Strengthen community commitments to provide high-quality transit for residents to access employment, services, education, and opportunities.

Maintain full funding of the County's own **Ride-On bus** transportation system, with no level of service reduction in light of possible reduced transit subsidies from the state of Maryland.

Implement recommendations from the **Ride-On Reimagined** study to improve and expand services for bus riders, with focus on 3 areas identified in Montgomery County's Transportation Vision, *Moving Forward Together*: Environment and Climate Resiliency, Safety & Vision Zero, and Economic Development & Equitable Access.

<https://www.montgomerycountymd.gov/DOT-Transit/reimagined/>

Fortify County funding, and continue to seek state resources for the completion of planning, design, and construction of a fast and dependable **Bus Rapid Transit** system on MD 355 that serves population and employment centers with no inefficient, substitute diversions off MD 355 in the north.

<https://www.montgomerycountymd.gov/dot-dte/projects/MD355BRT/>

Endorse and explore resource commitments for the expansion of the Maryland Area Regional Commuter Train Service (**MARC**) **Brunswick Line** as an all-day, two-way transit system.

<https://www.mta.maryland.gov/marc-brunswick-study>

Continue engagement in long-range transit planning for extension of Washington Area Metropolitan Transit Authority's (**WMATA**) **Red Line Metrorail** to Germantown.

<https://montgomeryplanning.org/planning/transportation/transit-planning/corridor-forward-the-i-270-transit-plan/>

Transit Support and Funding

Support new local revenue structures that would create dedicated, stable sources of funding for transit projects and improvements to transit systems in Montgomery County, including WMATA, as discussed by the Montgomery County State House Delegation meeting on January 12, 2024 and January 19, 2024.

<http://montgomerycountydelegation.com/>

<https://www.youtube.com/watch?v=TQCBsgOAaGY>

https://www.youtube.com/watch?v=1CXnfmI_bYM

Evaluate the recommendations from the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN Commission) and examine and support their ability to generate more funding for transit projects and transit system improvements in Montgomery County.

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=205>

Implement the action recommendations of Montgomery County's *Vision Zero Program* in order to protect the safety of pedestrians and bicyclists.

<https://www.montgomerycountymd.gov/visionzero/background.html>

Attachment B: Written Testimony Improve Existing Roadway Capacity

Utilize and enhance existing transportation infrastructure and systems in the Midcounty—a sound and necessary transportation planning approach for the 21st century.

<https://smartgrowthamerica.org/resources/driving-down-emissions/>

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/sb0681?ys=2024RS>

<http://tinyurl.com/mssm784a>

Following is a partial listing of existing roadway segment improvements — as alternatives to the proposed M83 highway — that will enhance traffic flow, increase capacity, accommodate higher regional traffic volumes, and provide additional pedestrian and bicycle options in the Midcounty Corridor.

Detailed descriptions of these segment enhancements are included in a letter dated September 30, 2023 from the TAME Coalition to County planners, the County Council, the County Executive, and the Planning Board, sent via electronic mail on October 1, 2023 related to the *Clarksburg Gateway Sector Plan* scope of work.

- Frederick Road (MD 355) [Expand travel lanes]
- Snouffer School Road (MD 115) [Upgrade Northern Section]
- Woodfield Road (MD 124) [Widen through lanes]
- Goshen Road [Accelerate CIP funding]
- Brink Road/Wightman Road Corridor [Turning lanes]
- Brink Road/Wightman Road intersection [Enhancement]

Attachment B: Written Testimony

6) Choose Climate Sanity

Montgomery County Council Resolution 18-974, Emergency Climate Mobilization, adopted December 5, 2017

Supports engagement of available powers and resources to reduce greenhouse gas (GHG) emissions by 80 percent by 2027 and 100 percent by 2035.

Transportation generates more GHG emissions than any other sector.

In order to meet Montgomery's GHG reduction targets and related climate commitments, we must cease planning and building automobile-centric transportation infrastructure and, instead, focus on a people-centric transportation system.

Immediate County Government actions to protect our existing forestlands - our carbon sinks - and fully canceling proposed M83 through removing it from master plans - are fundamental to Montgomery County's climate emergency response.

https://www.montgomerycountymd.gov/COUNCIL/Resources/Files/res/2017/20171205_18-974.pdf

Montgomery County's Climate Workgroup recommended a moratorium on car-centric transportation investments. January, 2020.

In response to the County's Emergency Climate Mobilization Resolution, the County Executive convened six technical workgroups, including one on transportation, in order to: 1) Identify solutions and specific methods that could advance the County's progress towards its GHG reduction goals; 2) Inventory existing efforts and measures to reduce GHG emissions across the County Government and Agencies.

Strategy 3.2 from the Transportation Workgroup: *Adopt Policies to Reduce Road Construction.*

Action 3.2.1 from the Transportation Workgroup: *Impose immediate moratorium on County transportation investments that are oriented to motor vehicles. Develop criteria for future investment decisions that incorporate a monetary value for the societal cost of carbon.*

<https://www.montgomerycountymd.gov/climate/cap.html#Workgroups>

Montgomery County's Climate Action Plan, Transportation Action Section, June 2021

Montgomery County in June 2021 released its *Climate Action Plan*, which included a Transportation Action section.

Climate Action Plan, Transportation Action Section: Actions: T-1, Expand Public Transit; T-4, Constrain Cars in Urban Areas and Limit Major New Road Construction; S-1, Retain and Increase Forests; S-3 Retain and Increase Tree Canopy.

Each of these Actions fully align with eliminating proposed M83 highway and implementing sensible alternatives to M83. Permanent removal of M83 highway also addresses the 'Primary Benefits and Cobenefits' of the 2021 *Climate Action Plan*: Greenhouse Gas Reduction, Climate Risk Reduction, Racial Equity and Social Justice, Public Health, and Environmental Stewardship.

<https://www.montgomerycountymd.gov/climate/plans-reports.html>

Attachment B: Written Testimony

Urban Heat Island and Urban Heat Corridors in the Upcounty would be worsened by proposed M83 highway.

Community heat mapping reveals highways are heat corridors.

Highways and roadways are among the hottest places in the urban — and suburban — landscape.

The intensity and frequency of extreme heat waves are increasing due to climate change.

Montgomery County's *Climate Action Plan* calls for reducing the risks and impacts of climate change on our communities, including heat emergencies.

Summer heat emergencies in Montgomery County, Maryland (*issued every year since 2019 and at least 3 alerts issued in 2023 alone*) would impact more communities, last longer and hit higher temperatures in the Upcounty due to M83 highway construction destroying greenspace and adding more pavement.

All communities along the proposed M83 alignment, including those in Equity Focus Areas in Montgomery Village, are vulnerable to further intensification of the Urban Heat Island effect, if their backyard forests — that now provide cool and clean air — are destroyed and replaced with pavement.

By choosing to protect existing forests and stream valleys, through canceling proposed new highways including M83, we avoid intensifying heat emergencies and we help to protect the most-vulnerable residents from further harm due to heat and pollution worsened by climate change.

Montgomery County's June 2021 *Climate Action Plan* shows heat as the top climate hazard, which most endangers vulnerable communities located close to highway corridors (pp. 47-51).

<https://www.montgomerycountymd.gov/climate/Resources/Files/climate/climate-action-plan.pdf>

<https://storymaps.arcgis.com/stories/389babe7ce654fdd87701488ae72e8b6>

Maryland's 2030 Greenhouse Gas Reduction Act Plan and Maryland's 2022 Climate Solutions Now Act commit the State of Maryland to greenhouse gas emission reductions, including from the transportation sector.

The *2022 Climate Solutions Now Act* revises the *2030 Greenhouse Gas Reduction Act Plan* with a 60% reduction in greenhouse gas emissions by 2031.

Implementation of Maryland's *2030 Greenhouse Gas Reduction Act Plan* in the Transportation sector is via the Maryland Department of Transportation (DOT) *Climate Pollution Reduction Plan*.

Reducing Vehicle Miles Traveled (VMTs) is a core strategy in the Maryland DOT *Climate Pollution Reduction Plan*.

Cancelling proposed M83 highway and removing it from all programs and from master plans and funding plans in which it appears is a core action required in order to reduce VMTs as part of meeting Maryland's *Climate Solutions Now Act* greenhouse gas reductions.

[https://mde.maryland.gov/programs/Air/ClimateChange/Pages/Greenhouse-Gas-Emissions-Reduction-Act-\(GGRA\)-Plan.aspx](https://mde.maryland.gov/programs/Air/ClimateChange/Pages/Greenhouse-Gas-Emissions-Reduction-Act-(GGRA)-Plan.aspx)

<https://mde.maryland.gov/programs/air/ClimateChange/Pages/index.aspx>

7) Final Actions Required to Remove M83 Highway from all Master Plans

CALL TO ACTION: Remove Midcounty Highway Extended (M83) Highway from the *Master Plan of Highways and Transitways* during the 2024 Technical Update of the Plan.

In addition to revising the road classification system in the County, the 2024 Technical Update of the *Master Plan of Highways and Transitways* (MPOHT) includes the reevaluation of master-planned transit locations, including the addition and removal of several transit station sites, as well as the consideration of adding new roads to the MPOHT.

The County's stated intention to add and remove transportation elements from the MPOHT during this functional master plan update provides the opportune moment to implement a climate-aligned, community-supported transportation policy and remove the Midcounty Highway Extended (M83) from the MPOHT in 2024. The local factors and justification for this action are evident in the TAME Coalition's report.

We call upon the County Council to exercise its full authority to amend or revise any component of the MPOHT, once the Planning Board's Draft of the MPOHT is forwarded to the Council. <https://montgomeryplanning.org/planning/transportation/highway-planning/master-plan-of-highways-and-transitways/2024-technical-update/>

The removal of M83 highway from the *Master Plan of Highways and Transitways* during the 2024 Technical Update shall constitute a comprehensive amendment to the following master plans (including appendices) that removes all references to the Midcounty Highway Extended (M83) including, but not limited to, descriptive narratives, text, graphics and maps, policy goals, comprehensive guidelines or recommendations regarding Midcounty Highway Extended (M83).

- 2018 *Bicycle Master Plan*
- 1994 *Clarksburg Master Plan and Hyattstown Special Study Area*
- 1989 *Germantown Master Plan*
- 2016 *Montgomery Village Master Plan*
- 2006 *Shady Grove Sector Plan*
- 2021 *Shady Grove Sector Plan, Minor Master Plan Amendment*
- 2022 *Thrive Montgomery 2050, A General Plan for Montgomery County*
- 2004 *Upper Rock Creek Area Master Plan*

Attachment B: Written Testimony

CALL TO ACTION: Remove the portion of the M83 highway from MD 27 through Wildcat Road (an exceptional rustic road) to Brink Road, as shown on the *1994 Clarksburg Master Plan and Hyattstown Special Study Area's* planning area boundary, as part of the Council's approval of the *Clarksburg Gateway Sector Plan*.

The 2023 Planning Board-approved scope of work for this land use plan indicates that adjustments to other policies and recommendations in prior plans, and the revisiting of recommendations in the *Master Plan of Highways and Transitways* and the *1994 Clarksburg Master Plan and Hyattstown Special Study Area*, will be made in the *Clarksburg Gateway Sector Plan* (CGSP).

Pointedly, the County states on Page 4 in the Scope of Work document that the CGSP will reconsider any master-planned but unbuilt highway interchanges and roadway extensions recommended in previous master plans or county transportation plans within and around the Plan area.

The proposed M83 highway is one such unbuilt roadway extension that is still present in various master plans but remains, for valid and justifiable reasons, unbuilt. This TAME Coalition report illuminates the rational grounds and motives for reconsidering — and removing — the M83 highway from the *1994 Clarksburg Master Plan and Hyattstown Special Study Area* (and all master plans) as part of the CGSP approval process.

<https://montgomeryplanning.org/planning/communities/upcounty/clarksburg/clarksburg-gateway-sector-plan/>

CALL TO ACTION: Support the County Executive's 2023 list of transportation projects that excludes M83 highway from *Visualize 2050*, its accompanying Air Quality Conformity Analysis and Transportation Improvement Program.

The Transportation Planning Board of the Metropolitan Washington Council of Governments (MWCOC-TPB) is underway with an update of *Visualize 2045*, the long-range transportation plan for the National Capital Region. The removal of the proposed M83 highway from *Visualize 2045* reflects official regional policy priorities and acknowledges the excessive pollution and ensuing air quality violations that M83 would cause. There is no sound reason to reinstate M83 highway as a project input to *Visualize 2050, the National Capital Region Transportation Plan*.

<https://visualize2045.org/plan-update/visualize-2050/>

CALL TO ACTION: Enlist and engage all other related governmental entities, agencies, and decision-makers — Montgomery County Executive, Montgomery County Planning Board, Montgomery County Department of Transportation, Montgomery County Planning Department, City of Gaithersburg, Montgomery County Delegation to the General Assembly, the Administration of Governor Moore and Lieutenant Governor Miller — to cooperate, assist, and support the Montgomery County Council in its work to remove M83 highway from all master plans in Montgomery County, Maryland.

Film productions from the TAME Coalition:

The Proposed M83 Highway's Path of Destruction in Germantown, Maryland



2:14 video

Ecosystems, Biodiversity & Climate Resilience at Risk from the Proposed M83 Highway in Montgomery County, Maryland



2:47 video

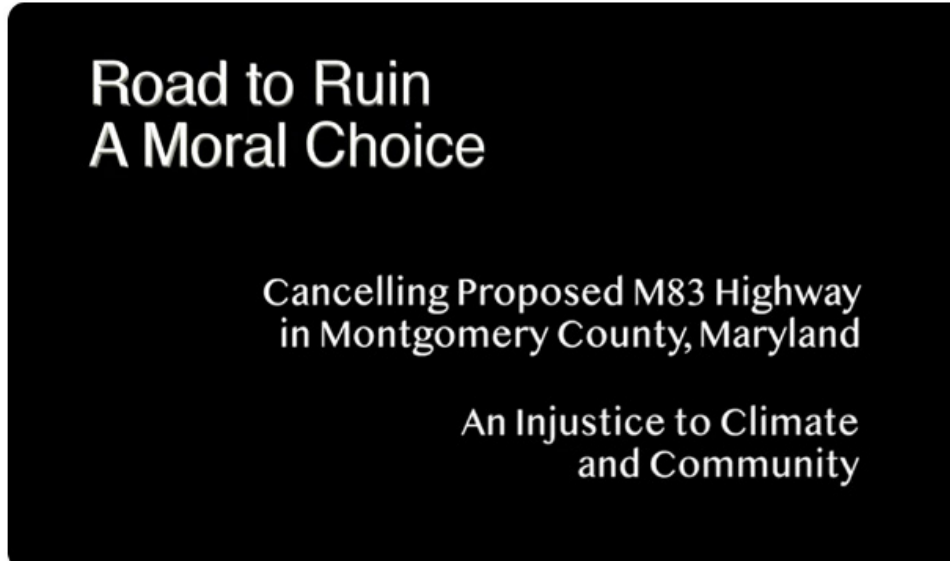
The Proposed M83 Highway will Degrade Montgomery County's Agricultural Reserve



2:04 video

Film productions from the TAME Coalition:

Road to Ruin. A Moral Choice. Cancelling Proposed M83 Highway in Montgomery County, Maryland. An Injustice to Climate and Community.



37-minute video

Following are 7 short clips from the main film, *Road to Ruin*:

\$1.3 Billion Proposed M83 Highway—the Worst Example of Outmoded Transportation Planning



3:43 video

Film productions from the TAME Coalition:

Montgomery Village and Gaithersburg—Neighborhoods Threatened by Proposed M83 Highway



4:04 video

Montgomery County is Trustee & Steward of its Streams and Forests



5:04 video

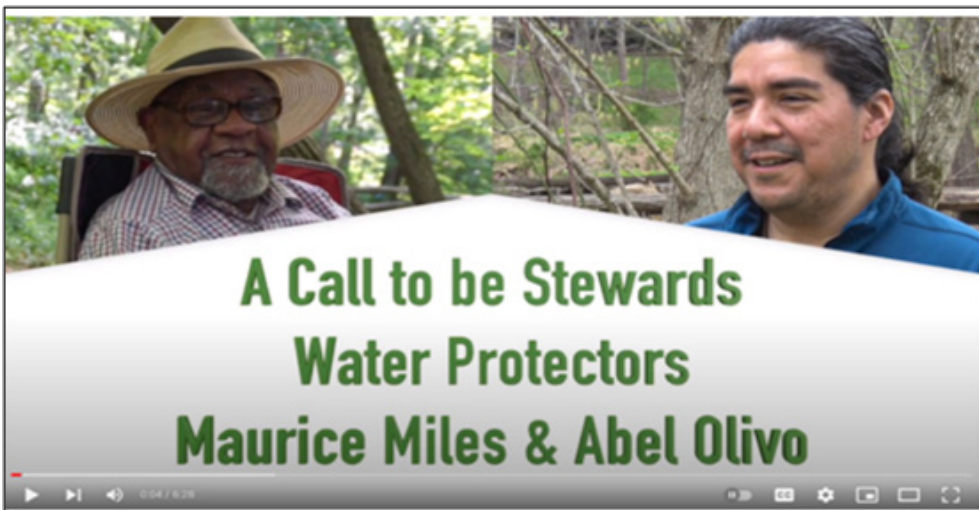
Film productions from the TAME Coalition:

Game Preserve Road & Jericho Drive, Gaithersburg. Remove Earth-Crushing Proposed M83 Highway



4:38 video

A Call to be Stewards & Water Protectors. Cancel Proposed Midcounty Highway Extended, M83



6:28 video

Film productions from the TAME Coalition:

Save our Seneca Creek, our Forests, our Parkland



4:29 video

Dayspring Silent Retreat Center. Proposed M83 Highway would Destroy Mature Ecosystems



6:18 video



TAME



Transit Alternatives to Mid-County Highway Extended

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www.TAMEcoalition.org • TAMECoalition@Gmail.com

ID: 130
Jessica Coleman

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris and members of the Planning Board:

I urge you to recommend the removal of the entirety of Midcounty Highway Extended ("M83") from the Master Plan of Highways and Transitways, 20224 Technical Update during your deliberations and final vote and transmittal to the Montgomery County Council.

I have hiked sections of the proposed M83 alignment in Germantown. Our climate crisis demands that we retain carbon-sequestering forests and wetlands---and not replace them with M83 highway. Stewardship of our public parks and open spaces mandates retention of these public amenities and resources---not destroying and diminishing them with M83 highway.

As long as M83 highway remains in the Master Plan of Highways and Transitways, it can be funded and constructed at any time by future administrations. The only way to permanently cancel this threat to our community, neighborhoods, public parkland, and natural resources is to remove M83 from the Master Plan of Highways and Transitways. The M83 highway will:

- Destroy significant natural resources and habitats—woodlands, floodplains, wetlands, stream systems, forested slopes---that are critical for climate resilience and quality of life for County residents.
- Bisect, fragment, and diminish five (5) public parks: Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County's Seneca Creek Greenway Trail.
- Harm and degrade the Montgomery Parks-identified high biodiversity areas within the North Germantown Greenway Stream Valley Park and within the Seneca Creek Stream Valley Park.

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments removed M83 highway from its long-range transportation plan, *Visualize 2045*, due to air quality violations and excessive pollution that M83 would cause. M83 is also omitted from the TPB's draft of *Visualize 2050*, the next version of the transportation plan for the greater Washington, DC area. This makes M83 ineligible for any federal funding.

The Montgomery County Council's 2017 Resolution (No. 18-957, Transportation Solutions for Northwest Montgomery County) prohibits the

Attachment B: Written Testimony

use of the proposed M83 highway in Master Plans. The 2017 Resolution nullifies and negates M83's utility in land use planning. The next logical step is to remove M83 from the Master Plan of Highways and Transitways.

Viable and realistic alternatives to the proposed M83 highway do exist, such as Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day, two-way MARC train service to and from Washington, DC, and select roadway enhancements, including widenings and intersection improvements.

Utilizing existing infrastructure and transportation systems is the essence of smart growth and sound planning for our future. Smart planning dictates an environmentally-focused, community-building, landscape-affirming, transit-centric future----without M83 highway.

Please fulfill your role as planning leaders for Montgomery County and remove the entirety of M83 highway from the Master Plan of Highways and Transitways in 2024.

Sincerely,

Jessica Coleman

890 New Mark Esplanade

Rockville, Maryland 20850

Jessica Coleman

jessc890@me.com

Jessica Coleman

jessc890@me.com

ID: 131

Cherrywood Homeowners Association

Attachment B: Written Testimony

Cherrywood Homeowners Association, Inc.

P.O. Box 159

Olney, Maryland 20830

September 9, 2024

Montgomery County Planning Department
2425 Reddie Drive
Wheaton, MD 20902
Re: Master Plan of Highways and Transitways Technical Update

Dear Mr. Montgomery County Planning Department:

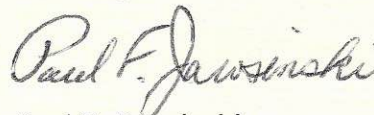
The Cherrywood Homeowners Association is a 606-unit homeowners association located in Olney, Maryland. The purpose of this letter is to render comments as requested on the Master Plan of Highways and Transitways notice for the public hearing for 9-12-24.

We cannot discern where Montgomery Planning has made any significant changes to the Master Plan of Highways and Transitways subsequent to our previous comments submitted on April 12th of this year. It still appears the focus of this effort is to increase commuting times and to inhibit commerce by artificially creating congestion and choking down speed limits throughout the County. Job growth is already way below expectations in the County and this effort to further inhibit movement by roadways in the County is only going to further inhibit job growth and cause greater portions of the population to mail order for their needs rather than shopping at local merchants. This Plan further discourages economic development in the County and will hurt local businesses.

We are especially alarmed at another effort to lower speed limits on Md 97, north-south commuter roadway that completely crosses the State of Maryland. The speed limits on the MoCo portion of this roadway were just lowered and now you are attempting to reduce them again. Is this going to be an annual occurrence until the commuters stop coming?

We remain extremely disappointed with the Master Plan of Highways and Transitways and staunchly opposed to the ongoing effort to choke down traffic throughout the County by artificially lowering speed limits and otherwise further compromising automobile travel lanes. Our more extensive comments previously submitted still stand and are attached to the letter.

Sincerely,



Paul F. Jarosinski
President

Cc: Councilmember Dawn Luedtke

Attachment B: Written Testimony
Cherrywood Homeowners Association, Inc.

P.O. Box 159
Olney, Maryland 20830
April 12, 2024

Montgomery Planning
c/o Stephen Aldrich
Montgomery County Planning Board
2425 Reddie Drive
Wheaton, MD 20902
Re: Master Plan of Highways and Transitways Technical Update

Dear Mr. Aldrich:

The Cherrywood Homeowners Association is a 606-unit homeowners association located in Olney, Maryland. The purpose of this letter is to render comments as requested on the Master Plan of Highways and Transitways based on your presentation to EPIC of MoCo on April 8, 2024 and on the information on your affiliated website. In your presentation you stated that your group is trying to change car based roadways and are interested in getting feedback about your progress in this regard. The Board of Directors of the Cherrywood Homeowners Association (9 members) met on April 11th to comment on your activity and designated me to relay our comments to you ahead of your deadline on April 15th. The purpose of this letter is to provide the requested feedback on what you are doing.

In short, we find the work that you are doing on our roadways to be alarming! The roadways were built to move motorized vehicles to promote commerce in our area and well as commuters to and from businesses in MoCo. We find the work that Montgomery Planning is now doing is focused on compromising these roadways and creating congestion to the detriment of commerce in MoCo. Some examples of your efforts include replacing commuter lanes on major arteries with bicycle lanes, narrowing lane widths to less than the national standard 12 feet (buses and commercial vehicles are 11' wide mirror to mirror), artificially lowering speed limits to less than the roadway design to generate speed ticket revenue, and failing to use SMART signaling technology to more efficiently move traffic in the County saving energy whether you are driving an electric car, gas car, or a hybrid. It is almost as if you are trying to choke commuters off the functional roadways onto our failing transit system (e.g. WMATA has a \$750 million deficit) as transit ridership has been declining for 10 years.

We are not alone in these opinions. Just Friday (4-12-24), people in Chevy Chase overwhelming decided NOT to add bike lanes on Connecticut Avenue. Residents sensibly decided to keep the main arteries open for commerce and commuting and use the collateral streets for bicycle traffic. Less than 1% of commuters use bicycle lanes for commuting so it is illogical to covert arterial lanes built for motorized vehicles to sole use bike lanes. Additionally, what happens to these bikes lanes when it snows, rains, or weather is otherwise inclement (too hot or cold)? Most of the bike commuters reasonably get in the

Attachment B: Written Testimony

cars for transportation in bad weather, but alas the County has eliminated a travel lane making congestion even worse during challenging weather.

We do NOT oppose safety measures along our roadways! Many of our roadways were built with walkways adjacent to the vehicle lanes (no buffer) and without proper crosswalks and signaling. Those should be fixed as resources permit without stifling the traffic with artificially low speed limits that promote jaywalking. We do need to share the roadways, but that should mean crossing at crosswalks, using Smart signaling to minimize stop and go traffic (and people running red lights), and using design speeds for commerce except perhaps in the more urban town centers.

Bikeways often don't make things "greener." On 3.3 miles of Bowie Mill Road, the Planning Department is planning to remove an acre and a half of forest without replacing a single tree south of the Damascus Snow Forest! The County recently passed bill 40-23 to expand tree canopy, but apparently this doesn't apply to County destruction of trees or the paving over of porous surface with impervious surface. If trees are eliminated for a project, they should be replaced within 3 miles of a project if indeed you care about being greener, tree canopy, and climate change.

Artificially creating congestion will not force everyone to use mass transit. If people learned anything during the covid crisis, it was that the best place to catch covid or other respiratory diseases was on a crowded, heated mass transit vehicle. These transit systems can't even cover their expenses (e.g. WMATA). We can't also keep plowing unlimited taxpayer funds into outrageously expensive mass transit projects where the advocates and planners are either incompetent or not honest. I support this comment with the fact that in April of 2013, Governor O'Malley speaking about the purple line said "The total cost is projected to be about \$2.15 billion" and would "be completed by 2020" just 7 years later. Maryland Matters just reported in March of this year that the purple line now won't be completed until late 2027 at a total cost of \$10 billion, almost 5 times the original estimate! In this regard, the people of Olney soundly rejected the BRT line to Olney 10 years ago when we uncovered hidden information that the BRT line to Olney would condemn 80% of the current businesses on Georgia Avenue in Olney. Buses to Olney run near empty most of the time. A BRT line to Olney would be another waste of resources. Run an occasional express bus if you can generate enough ridership to fill at least ½ a bus at certain times of the day. Instead concentrate resources in the downCounty urban areas. The majority of people who saved up to move to Olney truly moved here for more green space.

Some other specifics we saw that are alarming are plans to AGAIN reduce the speed limit on Georgia Avenue from Aspen Hill North from 45 to 35. These were just artificially lowered last year from 50 to 45. This portion of MD 97 is a limited access 6-lane highway and these suggestions are absurd. More than likely you'll want add speed camera every mile or so like you did on Norbeck Road (MD 28) last year when you artificially decreased that speed limit to 35 MPH and installed a flipper speed camera near the intersection with Hannans Way. The speed limit on our most direct access to Rockville, Md 28, should be restored to 45 MPH. We also find obnoxious plans to reduce the speed limit to 25 MPH on

Attachment B: Written Testimony

Old Baltimore Road, Hines Road, Cashell Road, and Bowie Mill Road. What is the basis for compromising our roadways and bringing all traffic to a crawl?

Obviously our HOA is more disturbed by your plans than anything else. Over the last 39 months (4-1-20 to 7-1-23), Montgomery County has lost 3,591 people whereas Thrive Montgomery's prediction was an almost 22,000 increase in population over the same time period. People are voting with their feet and this is certainly not an endorsement of the current Montgomery Planning efforts. We hope that most of this transit plan ends up in the trashcan. Instead, we hope that you will hire an expert in Smart Signaling technology to make more efficient use of our roadways rather than eliminating or narrowing vehicle lanes while slowing traffic to a energy-wasting crawl with speed limits well under roadway design in order to generate additional speed camera revenue.

We are particularly troubled by your plan to hold hearings during the July vacation period on a revised plan that isn't even written yet. Is this being done to minimize input? We only found out about this project of yours earlier this month. You need to allow time for us to notify the community of your radical congestion plans once they are available for distribution so that a thorough review of all the details can be conducted.

Sincerely,



Paul F. Jarosinski
President

Cc: Councilmember Dawn Luedtke

ID: 139
Kathleen Bender

Attachment B: Written Testimony

To: Chair, Montgomery County Planning Board
Montgomery County Planning Board
2425 Reedy Drive
Wheaton, MD 20902

Date: September 12, 2024

Re: Master Plan of Highways and Transitways – 2024 Technical Update – Public Hearing

Good evening,

My name is Kathleen Bender, and I am writing to urge the Montgomery County Planning Board to remove the proposed Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways. I ask the Board to recommit to innovative, climate-conscious strategies that improve the quality of life for all residents by prioritizing affordable housing near transit and making our communities more walkable.

As a former member of the Montgomery County Young Democrats Executive Board and through my experience working in the Maryland General Assembly and the Montgomery County Council, I have heard from countless residents and advocates about the critical need for walkable communities and expanded alternative transit options—rather than more highways.

While living in Downtown Silver Spring last year, I walked along East-West Highway every day to my job across the street. One of the greatest benefits of living there was being within walking distance of my friends, my workplace, the metro, and retail establishments. It made my life more convenient, healthier, and affordable.

The proposed Midcounty Highway Extended (M-83) is a step backward and fundamentally misaligned with Montgomery County's stated values in Thrive Montgomery 2050: promoting racial equity and social justice, environmental resilience, and economic competitiveness. Instead of advancing progress toward safe, equitable, and livable communities, projects like M-83 threaten to undo that progress.

In keeping with the County's commitments to social justice, public health, climate action, and equitable access to public services, I strongly urge the Montgomery County Planning Board to remove M-83 and its right-of-way from the Master Plan of Highways and Transitways.

Thank you for your time and consideration.

Sincerely,

Kathleen Bender
5100 Paducah Road
College Park, Maryland 20740

ID: 140
Charlie Challstrom

Attachment B: Written Testimony

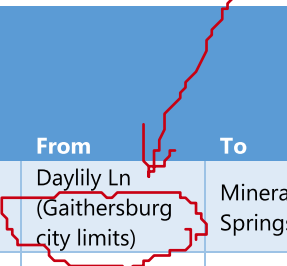
Re: Public Hearing Draft Master Plan of Highways and Transitways
Public Hearing date -- September 12, 2024

Please note and correct the reference to "city limits" in the top entry on Page 43 in Table 9 of the Public Hearing Draft. The notation "Gaithersburg" should be corrected to "Washington Grove".

Thank you.

Charlie Challstrom
503 McCauley Street
P.O. Box 271
Washington Grove, MD 20880
tel: 301-926-4498
email: chacha4498@gmail.com

Attachment B: Written Testimony



Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Washington Grove Ln	Daylily Ln (Gaithersburg city limits)	Mineral Springs Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Waters Landing Dr	Crystal Rock Dr	Crystal Rock Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wayne Ave (MD 594-A)	Cloverfield Rd	Sligo Creek Pkwy	Neighborhood Connector	Area Connector	20	No Change	4	4	4	80
Wayne Ave (MD 594-A)	Cedar St	Cloverfield Rd	Neighborhood Connector	Area Connector	20	No Change	4	4	4	80
Weller Rd	Barbara Rd	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wellfleet Dr	Hines Rd	Cherry Valley Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Westbury Rd	Sunflower Rd	Norbeck Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexford Dr	Beach Dr	Denfeld Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexhall Dr	Greencastle Rd	Valiant Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexhall Dr	Valiant Way	Greencastle Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Weymouth St	Montrose Ave	Garrett Park town limits	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Whittier Blvd	Wilson Ln	Woodhaven Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Whittier Blvd	River Rd	Wilson Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wickham Rd	North Branch of Rock Creek	Bowie Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wickham Rd	Olney-Laytonsville Rd (MD 108)	North Branch of Rock Creek	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Windham Ln	625' east of Horde St	130' west of Huntley Pl	Neighborhood Connector (planned)	No Change	None Assigned	20	2	2	2	70
Windham Ln	130' west of Huntley Pl	Inwood Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

ID: 141
Tim Goodfellow

Attachment B: Written Testimony

Dear Chair Harris and members of the Planning Board:

I submit the following narrative and attachment for the public record.

Item: Master Plan of Highways and Transitways, 2024 Technical Update

Date: Public Hearing, September 12, 2024

Name/Address: Tim Goodfellow, 18520 Boysenberry Drive, #234,
Gaithersburg, MD 20879

A correction is needed to the Master Plan of Highways and Transitways (MPOHT) Classification Table that is part of the Technical Appendices on the MPOHT project web site ("the MPOHT 2024 Technical Update, Technical Appendices") and included in Item #12 from the Planning Board's June 27, 2024 agenda ("Attachment #2, 2024 MPOHT Technical Update---Working Draft Technical Appendices").

Specifically, the Master Plan listings for 2 segments of Midcounty Highway Extended (Proposed) contain errors and omissions on the MPOHT Classification Table.

1) The segment of Midcounty Highway Extended (Proposed) listed as 'Watkins Meadow Drive to Ridge Road' is not within the Montgomery Village Master Plan as shown on the MPOHT Classification Table. This section of Midcounty Highway Extended (Proposed) is within the Clarksburg Master Plan & Hyattstown Special Study Area.

2) The segment of Midcounty Highway Extended (Proposed) listed as '650 feet west of Watkins Mill Road to Watkins Meadow Road' is partly within the Montgomery Village Master Plan (as shown on the MPOHT Classification Table), but also within the Germantown Master Plan and the Gaithersburg Vicinity Master Plan. These 2 additional Master Plans that also contain this particular section of Midcounty Highway Extended (Proposed) are not listed in the MPOHT Classification Table.

Attached is email correspondence about this issue from April 2024. I request that the accurate listing of Master Plans for the Midcounty Highway Extended (Proposed) in the MPOHT Classification Table be made as part of your deliberations and recommendations to the County Council.

Sincerely,
Tim Goodfellow

Attachment B: Written Testimony

Re: clarifications to descriptions to M83 Highway on MPOHT web page

From: Aldrich, Stephen (stephen.aldrich@montgomeryplanning.org)

To: tamecoalition@gmail.com; artie.harris@mncppc-mc.org; aaron.kraut@montgomerycountymd.gov; marc.elrich@montgomerycountymd.gov; monocacyriver@yahoo.com; ecorizons@outlook.com; dianecameron60@gmail.com

Date: Monday, April 29, 2024 at 07:22 PM EDT

Hi Tim,

Thanks for your email. We will double check the master plan limits and make those changes. Thanks for bringing this to our attention

Steve

[Get Outlook for iOS](#)

From: Tame Coalition <tamecoalition@gmail.com>

Sent: Monday, April 29, 2024 7:19:53 PM

To: Aldrich, Stephen <stephen.aldrich@montgomeryplanning.org>; Harris, Artie <Artie.Harris@mncppc-mc.org>; Aaron Kraut <aaron.kraut@montgomerycountymd.gov>; Marc Elrich <Marc.Elrich@montgomerycountymd.gov>; Tame Coalition <tamecoalition@gmail.com>; Tim Goodfellow <monocacyriver@yahoo.com>; Deby Sarabia <ecorizons@outlook.com>; Diane Cameron <dianecameron60@gmail.com>

Subject: Fwd: Fw: clarifications to descriptions to M83 Highway on MPOHT web page

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

Dear Mr. Aldrich, I am following-up, under the TAME Coalition email address, on the M83 highway issue related to the update of the Master Plan of Highways and Transitways (MPOHT) in my email of April 22, 2024.

The spreadsheet of Highway Recommendations and the 2024 MPOHT Recommendation Map continue to misrepresent Midcounty Highway Extended as described in my forwarded email originally sent April 22, 2024. The depiction and description of Midcounty Highway Extended misidentifies the master plans in which Midcounty Highway is currently located.

A technical update of the MPOHT should have factual, accurate data and information that is presented to the public.

When will the revisions to the Highway Recommendations spreadsheet and the 2024 MPOHT Recommendation Map on the main 2024 MPOHT project web page be made that accurately identifies Midcounty Highway Extended within its correct master plan?

Thank-you.

Tim Goodfellow
TAME Coalition

Margaret Schoap, Organizer
240-581-0518
Diane Cameron
301-933-1210

Attachment B: Written Testimony

Tim Goodfellow
301-466-9527
Deborah Sarabia
240-778-5430

<http://www.tamecoalition.org/>



Transit Alternatives to Mid-County Highway Extended

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

From: **Tim Goodfellow** <monocacyriver@yahoo.com>
Date: Mon, Apr 29, 2024 at 7:08 PM
Subject: Fw: clarifications to descriptions to M83 Highway on MPOHT web page
To: Margaret Schoap <tamecoalition@gmail.com>

----- Forwarded Message -----

From: Tim Goodfellow <monocacyriver@yahoo.com>
To: Stephen Aldrich <stephen.aldrich@montgomeryplanning.org>
Cc: Tim Goodfellow <monocacyriver@yahoo.com>
Sent: Monday, April 22, 2024 at 08:35:50 PM EDT
Subject: clarifications to descriptions on MPOHT web page

Hello Mr. Aldrich,

While on the 2024 MPOHT project web page, I noticed two errors/omissions related to the description of Midcounty Highway Extended. The spreadsheet of Highway Recommendations contain the segments of proposed Midcounty Highway, as does the 2024 MPOHT Recommendation Map.

The segment of Midcounty Highway Extended entitled and shown as 'Watkins Meadow Drive to Ridge Road' is NOT within the Montgomery Village Master Plan, as both the Recommendations Map and Spreadsheet state. This section of Midcounty Highway Extended is within the Clarksburg Master Plan and Hyattstown Special Study Area.

The segment of Midcounty Highway Extended entitled and shown as '650 feet west of Watkins Mill Road to Watkins Meadow Road' is partly within the Montgomery Village Master Plan BUT ALSO within the Germantown Master Plan and the Gaithersburg Vicinity Master Plan.

I am curious to know why the Master Plans that contain Midcounty Highway Extended are not accurately described in the Highway Recommendations Spreadsheet and the 2024 MPOHT Recommendation Map on the project web page?

Thank-you for answering and clarifying.
Tim Goodfellow

Attachment B: Written Testimony

Item: Master Plan of Highways and Transitways, 2024 Technical Update
Hearing: Thursday, September 12, 2024

Dear Chair Artie Harris and members of the Planning Board:

I urge you to closely examine and scrutinize the route of the MD 355 Bus Rapid Transit (BRT) to Clarksburg and keep the MD 355 BRT route **ON** MD 355, without a detour onto MD 27, Ridge Road.

The proposed MD 355 BRT route makes an inefficient, substitute diversion onto MD 27, Ridge Road to Snowden Farm Parkway. MD 355 BRT must remain on MD 355 all the way to Stringtown Road.

Avoiding MD 355 for the approximately 3 miles from MD 27 to Stringtown Road is a lost opportunity to have rapid bus service to two (2) schools, numerous commercial businesses, and thousands of residents whose homes abut or are situated very near MD 355.

The section of the MD 355 BRT that is diverted onto MD 27 will serve nobody, because this 1-mile section of MD 27 from MD 355 to Snowden Farm Parkway contains no access to residential subdivisions, businesses, or commercial entrances. The "MD 27 detour" of the MD 355 BRT is grossly inefficient and departs from effective transit provision for the greatest number of people, public and private institutions, and commercial businesses.

To address this counterproductive diversion onto MD 27 that short-circuits the full capabilities of a true Rapid Bus System in the northern portion of the County, I urge you to make the following change to the MD 355 BRT route to Clarksburg in the Master Plan of Highways and Transitways:

- Restore MD 355 as the key route for the MD 355 BRT from MD 27 to Stringtown Road in Clarksburg, and avoid the unnecessary detour onto MD 27, Ridge Road.
- Once in Clarksburg, the MD 355 BRT route should proceed northwest on Stringtown Road, servicing the Town Center area at MD 355/Stringtown Road.
- The MD 355 BRT route should then proceed south on Snowden Farm Parkway for service provision to the hundreds of residences in the vicinity

Attachment B: Written Testimony

and to the Clarksburg Village Center, turning around at Emerald Green Drive.

- The MD 355 route then should head north on Snowden Farm Parkway to Stringtown Road to the Clarksburg Outlet mall, followed by a return to south-bound MD 355.

With a revised MD 355 BRT route, the following BRT Stations need to remain in the MPOHT:

West Old Baltimore Road

Little Seneca Parkway

Foreman Boulevard

Shawnee Lane

I urge you to examine simple aerial maps of the Clarksburg area and you will conclude that a MD 355 BRT route that deviates from population centers, commercial areas, and institutional land uses by diverting onto MD 27 is unsound, ineffective, unproductive transit planning that is not in the public interest. Keep the MD 355 BRT on MD 355.

Tim Goodfellow

18520 Boysenberry Drive, #234

Gaithersburg, Maryland 20879

Attachment B: Written Testimony

Hearing date: November 14, 2024

Item: Master Plan of Highways and Transitways, 2024 update

Subject: Midcounty Highway Extended (M83)

Dear Planning Board Chair Artie Harris and members of the Planning Board:

A master plan is aspirational in nature. Not all master plan elements—policies, visions, recommendations---can be or should be realized and implemented.

Removal of Midcounty Highway Extended (M83) from the Master Plan of Highways and Transitways is a moral, social, environmental, economic, ecological, and climate imperative.

I urge you to vote to remove the entirety of Midcounty Highway Extended ("M83") from the Master Plan of Highways and Transitways, 2024 Technical Update and send this recommendation to the Montgomery County Council.

M83 highway's retention in master plans and its future certainty of construction will:

- Destroy significant natural resources (forestlands, wetlands, floodplains, stream systems, topographical gradients)
- Degrade and shrink public parkland (Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County's Seneca Creek Greenway Trail.
- Harm public health (replacing forestlands adjacent to 500+ residences along the M83 alignment will subject thousands of people to air and noise pollution)
- Diminish biodiversity and reduce climate resilience

Sound, wise, and prudent planning for the 21st century requires the enhancement of existing infrastructure and transportation systems to improve mobility, increase capacity on roadways, while reducing travel times. Viable and realistic alternatives to M83 highway include:

Attachment B: Written Testimony

Bus Rapid Transit on MD 355 to Clarksburg, without an inefficient diversion onto MD 27, Ridge Road, plus the following upgrades and enhancements to the existing roadway network:

- **Brink Road/Wightman Road Corridor [Turning lanes]**

The Brink/Wightman/Snuffer School Road corridor runs in a parallel direction as the proposed M83 highway alignment. The reduction in the number of planned through lanes on Wightman Road from 4 to 2, approved in the 2016 *Montgomery Village Master Plan*, does not foreclose opportunities to improve regional traffic flow and create more efficient---unimpeded—movement on Wightman Road, as well as on Brink Road. The addition of turn lanes or acceleration/deceleration lanes at select entrances to residential subdivisions and other roadway intersections along Wightman Road and Brink Road will improve the operation, safety, and through-movement travel on these roads.

- **Brink Road/Wightman Road intersection [Enhancement]**

This notoriously inefficient 3-way intersection results in traffic bottlenecks, excessive queuing, and travel delays. This area is a popular trailhead and crossing for the Seneca Greenway and is in need of improved pedestrian safety. The Brink Road Bridge project (CIP# 502104) over Great Seneca Creek includes planned improvements to the Wightman Road intersection with Brink Road. As long as it is located outside of the Great Seneca Creek riparian area – something that must be verified with more details about this project– a reconfigured intersection could improve traffic flow, reduce delays for peak hour trips, and reduce off-peak travel demand in the Midcounty Corridor..

- **Snuffer School Road (MD 115) [Upgrade Northern Section]**

This Boulevard (as shown in the February 7, 2023 *Master Plan of Highways and Transitways* Functional Classification list) runs 2.5 miles from Goshen Road to MD 124, Woodfield Road, and is part of the parallel route to the M83 alignment, described above. The County has, through CIP project 501109 (Snuffer School Road), increased traffic capacity on a portion of this roadway, by adding 2 through lanes in each direction with a continuous center turn lane from Centerway Road to Sweet Autumn Drive (the MD State Highway Administration continued this project from Sweet Autumn Drive to MD 124, Woodfield Road). CIP project 501119 (Snuffer School Road North – Webb Tract) added traffic lights, turn lanes, and select roadway widening from Centerway Road to Alliston Hollow Way.

Attachment B: Written Testimony

The remaining 1.1 mile northern section of Snouffer School Road (from approximately 450 feet north of Turkey Thicket Drive to Goshen Road) is just 2 lanes, with significant traffic delays and back-ups at the operationally-deficient intersection of Chesley Knoll Drive/ Lewisberry Drive with Snouffer School Road and at the Wellbeck Way/Snouffer School Road intersection. The 2016 *Montgomery Village Master Plan* reclassified Lewisberry Drive to a Primary Residential Street (now a 'Neighborhood Connector' in the February 2023 Functional Classification List) due to its function as "an important collector for the residential communities between East Village Avenue and Snouffer School Road." Wellbeck Way also connects East Village Avenue to Snouffer School Road. This remaining 1.1 miles of northern Snouffer School Road could be widened to 4 lanes (2 through lanes in each direction, with turning movement enhancements) to increase capacity and accommodate higher volumes of traffic. The upgrade of the existing northern section of Snouffer School Road would complete the entire Snouffer School Road network improvement and provide greater regional connectivity.

- **Goshen Road [Accelerate CIP funding]**

This roadway has a Boulevard classification and is another north/south alternate route to the proposed M83 highway corridor. Currently, it also fails to accommodate pedestrians or bicycles on the vast majority of its route. Goshen Road is in the County's CIP as project# 501107 for upgrade from its current 2-lane configuration to a 4-lane divided highway for 3.5 miles from Girard Street to just north of Warfield Road. The project will "address safety issues and reduce existing and future congestion and address geometric deficiencies which contribute to crashes, thereby improving vehicular and pedestrian safety." Many intersections along this road are already at or will reach failure (Level of Service 'F') by 2040 per the CIP project description. The final design and construction for this enhancement is currently beyond the 6-year time frame.

The final design, land acquisition, and construction of the Goshen Road project needs to be accelerated in the County CIP budget process to realize the increased capacity, safety enhancements, intersection operation improvements, pedestrian and bicycle options, and the reduction in traffic congestion delays in the Midcounty Corridor.

- **Frederick Road (MD 355) [Expand travel lanes]**

MD 355 (dual classifications of Controlled Major Highway and Boulevard in the Functional Classification Listing) is a significant corridor in the County that connects the Upcounty (Clarksburg

Attachment B: Written Testimony

area) to Bethesda and Washington, DC and provides access to residential, commercial and employment areas along its entire length. MD 355 is a 4–9 lane road, but narrows to 2 lanes near the northern exit from the Ridge Road Recreational Park at Milestone Manor Road.

Even with recent intersection improvements and signalizations along MD 355, including the West Old Baltimore Road and Brink Road intersections, MD 355 has just 2 through-travel lanes serving a community in Clarksburg of approximately 27,000 residents. Delays and queuing do occur at the signalized and unsignalized intersections along MD 355 due to traffic volumes that clog insufficient turn lanes and single through lanes.

Roadway capacity increases along this Major Highway should be a priority of the County and State, with select roadway widening to accommodate a higher volume of traffic and reduce congestion delays. Another reason to expand travel lanes on MD 355 is to accommodate Bus Rapid Transit on Route 355 itself, (avoiding diversion of BRT buses off of 355 onto MD 27, Ridge Road), **in order to ensure that this new system is truly *Rapid* and serves people, homes, institutions, and businesses on MD 355.**

- **Woodfield Road (MD 124) [Widen through lanes]**

Woodfield Road, between Emory Grove Road and Warfield Road is classified as a Boulevard. The section of Woodfield Road between Snouffer School Road and Emory Grove Road (approximately 4,240 feet) is primarily a 2-lane roadway with select turning lanes and acceleration/deceleration lanes at intersections. To increase capacity and reduce travel delays on this existing link, the 2 existing southbound travel lanes near the Snouffer School Road/Muncaster Mill Road intersection should be extended to meet the 2 existing southbound travel lanes approximately 350 feet north of the Emory Grove Road/Woodfield Road intersection. The 2 existing northbound through-travel lanes on Woodfield Road should be continued (with added turn lanes) for an additional 1,740 feet to meet the 2 through lanes at the Snouffer School Road/Muncaster Mill Road intersection. I realize that this Woodfield Road project has been removed from the State's Development and Evaluation Program and identified as 'in need of reevaluation' in MDOT's Draft FY2024–2029 CTP but, in my opinion, this improvement is regionally important as an alternative to the M83 highway.

Attachment B: Written Testimony

Please fulfill your role as planning leaders and parkland stewards for Montgomery County and remove the entirety of M83 highway from the Master Plan of Highways and Transitways in 2024.

Tim Goodfellow

18520 Boysenberry Drive, #234

Gaithersburg, Maryland 20879

Attachment B: Written Testimony

Hello. I am submitting the following comments for the public record.

Subject: Master Plan of Highways and Transitways, Technical Update.
Public hearings: September 12, 2024, November 14, 2024, January 9, 2025.

Writer/Sender: Tim Goodfellow, 18520 Boysenberry Drive, Unit 234,
Gaithersburg, MD 20879

Dear Planning Board members:

I urge the Planning Board to vote to remove the entirety of the proposed M83 highway from the Master Plan of Highways and Transitways...and transmit this recommendation to the County Council.

The proposed M83 highway alignment bisects 5 public parks, the Seneca Creek Greenway Trail, sits directly on a Rustic Road (Wildcat Road), and adjoins over 500 residential dwellings. M83's alignment crosses and covers ecological hotspots that have high Biodiversity, as documented by the County Parks Department and others. M83's construction will result in profound destruction of forests, habitats, wetlands, and floodplain. It will short-circuit ecological processes and degrade environmental systems.

The harm to neighborhoods, people, public parkland, and natural resources is severe and cannot be overstated.

The extensive forestlands, streams, slopes, wetlands, and floodplain that are present today and constitute the M83 alignment will grow increasingly more valuable to buffer impacts from our disrupted climate. Approximately 600 acres of unbroken, contiguous woodlands and habitat in Germantown would be fragmented, fractured, disrupted, and impoverished by the proposed M83 highway. Future generations deserve to NOT have a loss in public parkland acreage, diminished natural

Attachment B: Written Testimony

resource quality, and air, water and noise pollution that M83 highway would cause.

To label M83 as "A planned path of destruction and ruin" is not an exaggeration, embellishment, or hyperbole.

M83's alignment traverses 3 Equity Focus Areas, home to large, ethnically-varied populations with greater economic and social challenges. It's THESE diverse communities that will be harmed by M83's construction----subjecting them and thousands of others who live adjacent to the alignment----to increased air and noise pollution when forests are replaced with asphalt and cars.

M83's presence in county master plans misleads people into thinking that it's the transportation savior for the midcounty and upcounty. M83's retention in master plans enables people to exaggerate the likelihood and benefits of the highway...when, in fact, County decisions and actions over the years have rendered M83 outmoded, archaic, and defunct. For example, the County Council consciously and deliberately designed and installed the Watkins Mill Road bridge over Whetstone Run to NOT accommodate a future M83 crossing of this creek. The County's 2017 Resolution nullifies M83's utility in master planning and capacity analyses. The Transportation Planning Board of the WMCOG removed M83 highway from its 2045 and 2050 long-term transportation plans for the entire metropolitan area, due to air pollution and air quality violations that M83 would cause.

M83's functional utility is dubious---M83 will not be an expressway or speedway to Montgomery Village in any shape or form. If constructed, there would be 5 major intersections along its 5-mile length--- at Brink Road, Rt. 118, Middlebrook Road, Watkins Mill Road, and Montgomery Village Avenue.

the County's 2017 MidCounty Corridor Study showed that M83 would provide minimal reduction in travel time---between 3 and 10 minutes between Rt. 27 and Montgomery Village and Gaithersburg. M83 is not a relief valve for I-270 traffic, which

Attachment B: Written Testimony

we all know is crowded with people driving to jobs downcounty, in Washington, DC and Northern Va.

Viable and realistic alternatives to M83 exist that will improve mobility, increase capacity and reduce delays in the midcounty corridor by utilizing and upgrading existing transportation systems. These M83 alternatives include a fully functional BRT system on Rt. 355 to Clarksburg—without an inefficient diversion onto MD 27, increased Ride-On bus service to the upcounty, expanded MARC train service, as well as enhancements to existing transportation system infrastructure..

We must acknowledge that some past plans and aspirational ideas become expired relics that must be discarded. To this end, the County's DOT recommended the removal of M83 highway from the MPOHT in a letter dated September 12, 2024 to the Planning Board.

Planning that is enlightened, honest, and factual must inform rational, practical decision making. Please exercise your role as super-planners, as trustees of public parkland, Protectors of neighborhoods and natural resources by removing the entirety of M83 highway from the MPOHT.

ID: 148
Nadjwa Hassan

Attachment B: Written Testimony

Testimony to Montgomery County Planning Board
Master Plan of Highways and Transitways
September 12, 2024

My name is Nadjwa Hassan.

I live in Germantown next to the road called M83 Highway.
I will also be voting as a citizen for the first time in November 2024.

I don't want the trees to be cut down, and the birds and animals to be killed for a big highway to be built. We need more buses to take us to work and shop to buy food and clothes.

We need the trees and animals more than we need another road. If we have more buses, we don't have to damage the earth with pollutions. When one person rides in a car, that's not good.

People have to wait for buses and sometimes the buses don't come, so we need more buses to come more often.

I'm not for building this M83, and it should be removed from ever being built.

Nadjwa Hassan
11441 Neelsville Church Rd
Germantown, MD 20876

ID: 149

Seneca Creek Watershed Partners

Attachment B: Written Testimony



Seneca Creek Watershed Partners

May 17, 2024

The Honorable Andrew Friedson, President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20815

Dear Council President Friedson and Councilmembers,

Seneca Creek Watershed Partners is an all-volunteer grass roots non-profit organization dedicated to protecting and improving the ecological health of the Seneca Creek Watershed, the largest watershed in Montgomery County. **We urge you to take action now to remove Mid-County Highway Extended (M83) from the Master Plan of Highways and Transitways (MPOHT) technical update, and all master plans.**

The high drainage density and extensive wetlands of the Seneca Creek watershed make it an inappropriate location for new roads. The 5-mile M83 ROW goes through some of our watershed's best old forests, streams, wetlands, floodplains, public lands, and the visionary Agricultural Reserve. These increasingly rare features help to manage stormwater, modulate flooding, filter water and support native Maryland habitats. Park land, trails and green space mitigate climate change, air, light and noise pollution and provide for our enjoyment and well-being.

The Seneca Creek watershed is already stressed by dense development and roads including I-270 widening, toll lanes, transit facilities, access roads, Watkins Mill interchange, Clarksburg bypass, extensions of Little Seneca Parkway and Observation Drive, and Dorsey Mill bridge. Interestingly, at the same time M83 (and other roads) are being proposed in equity areas of Gaithersburg, Germantown, and Clarksburg, roads in the Rockville area are now proposed to be *reduced* in width and replaced with bike and transit. This appears to be an environmental inequity.

Proposed M83 would directly and significantly impact Great Seneca Creek and its tributaries Little Seneca, Dayspring Creek, Wildcat Branch and Whetstone Run and wetlands. It would virtually eliminate Blohm Park and fragment the FIDS habitat of North Germantown Stream Valley Park. The 206-acre interfaith Dayspring Silent Retreat Center, which currently welcomes visitors to experience meditation within a beautiful woodland where sounds of birds punctuate the quiet, would suffer loss of its core service. It would place a highway next to Watkins Mill Elementary School grounds and play fields. The ROW parallels a popular section of the Seneca Greenway trail. Should M83 be built, the constant road noise would severely impair wildlife behavior as well as public enjoyment of quiet.

A better use of the M83 ROW is to expand the Seneca Greenway and Stream Valley Park into **a trail network connecting Gaithersburg, Montgomery Village, Germantown and Clarksburg.**

Attachment B: Written Testimony

Council Resolution 18-957 (Transportation Solutions for Northwest Montgomery County) set in motion the removal of M83 from County master plans. **We ask you to take this action to its *logical conclusion* and remove M83 from the MPOHT technical update and all master plans.**

Thank you for taking this critical, far-reaching action to protect our communities and the Seneca Creek watershed.

Sincerely,
/S/ Kevin Misener
President
Seneca Creek Watershed Partners

Cc:
Marc Elrich, Montgomery County Executive
Montgomery County Planning Board

ID: 151

Montgomery Village Foundation



Attachment B: Written Testimony

MONTGOMERY VILLAGE FOUNDATION, INC.

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

301-948-0110 | mvinfo@mvf.org | www.montgomeryvillage.com

Montgomery Village Foundation, Inc. Board of Directors Resolution in Opposition to Building of M-83 Highway

Enacted: January 26, 2023

Effective: January 26, 2023

WHEREAS, the Montgomery Village Foundation (MVF), Inc. recognizes the importance of taking positions on major projects/programs that impact Village residents and bringing them forward to Montgomery County officials; and

WHEREAS, the MVF Board of Directors wants to make certain that all new members and incumbent members of the Montgomery County Council know that MVF has a long-standing position of opposing further planning and construction of the M-83 Highway which would negatively impact the lives of so many who call Montgomery Village their home; and

WHEREAS, M-83 has been removed from The National Capital Region Transportation Planning Board Visualize 2045 Long-Range Transportation Plan; and

WHEREAS, the County Council should recognize that the construction of this outdated highway is counter to and in direct opposition of many standing policies to protect the environment including the County's Climate Action Plan, and the recently adopted County General Plan - Thrive Montgomery 2050; and

WHEREAS, the County Executive and County Councils for many years have not included funding in the County's capital budget to further plan for the roadway, and have asked the Planning Board not to assume that M-83 is constructed when doing transportation studies for development projects; and

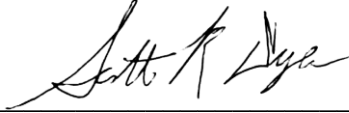
WHEREAS, MVF supports regional transportation projects that include diverse options, as well as improvements and alternatives to options outlined in the 2016 Montgomery Village Master Plan that provide increased service to Montgomery Village residents; and

WHEREAS, if built, this roadway would negatively impact and be in extremely close proximity to existing residential dwellings, neighborhoods, recreational facilities and Watkins Mill Elementary School, as well as disrupt significant area floodplains, wetlands, streams and forested areas;

NOW THEREFORE BE IT RESOLVED THAT the Montgomery Village Foundation, Inc. Board of Directors reaffirms its opposition of the construction of M-83 and recommends that the County Council consider its removal from the Functional Master Plan of Highways, pending a County Council review of the ramifications of doing so; and

Attachment B: Written Testimony

IT IS FURTHER RESOLVED THAT Montgomery Village Foundation, Inc. supports: not building M-83; intersection improvements on MD 355 and pedestrian safety improvements on Midcounty Highway and Montgomery Village Avenue; intersection improvements and addition of auxiliary lanes between select intersections on MD 355; increased Ride On service; and Bus Rapid Transit (BRT).

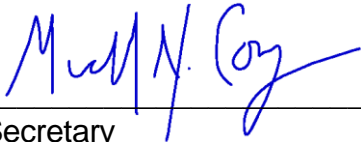


President, MVF Board of Directors

1/26/2023

Date

ATTEST:



Secretary

1/26/2023

Date

Attachment B: Written Testimony

Good afternoon Planning Board Chair Harris:

Please see the attached written testimony on behalf of the Montgomery Village Foundation (MVF) Board of Directors, requesting our opinion that M-83 be removed from the Master Plan of Highways and Transitways be considered as part of the pending Technical Update of the plan. A hard copy will also be sent via USPS.

This testimony is being submitted in advance of the November 14 Public Hearing, where one of our Board members will be testifying in person with the same materials. It is MVF's position that M-83 not be built, and belief that given all other considerations to remove it as an option in numerous planning documents and support for such by other agencies and councils, the Planning Board would be taking a cohesive step to remove it from the MPOHT, assuring Montgomery Village residents that their homes and quality of life remain secure.

Thank you for your consideration of MVF's position in regard to the important recommendation the Planning Board is undertaking.

Mike Conroy, CMCA, AMS, PCAM
Executive Vice President
Montgomery Village Foundation
[10120 Apple Ridge Road](#)
[Montgomery Village, MD 20886](#)
240-243-2322
www.montgomeryvillage.com
www.facebook.com/MontVillageMD
@MontVillageMD

Attachment B: Written Testimony



MONTGOMERY VILLAGE FOUNDATION, INC.

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000
301-948-0110 | mvinfo@mvf.org | www.montgomeryvillage.com

October 29, 2024

Mr. Artie Harris, Chair
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Re: MVF Support for Removal of M-83 from the Master Plan of Highways and Transitways

Dear Planning Board Chair Harris and members of the Montgomery County Planning Board:

Montgomery Village Foundation, Inc. (MVF) has long been opposed to the construction of MidCounty Highway Extended (M-83), noting the detrimental impacts it would have on the planned community of Montgomery Village, home to nearly 40,000 county residents.

This controversial road sits at the doorstep of our 60-year-old community. While completing the unfinished portions may create a transportation solution on paper, this outdated plan fails to take into consideration the current surroundings which have fostered growth in the county over the last several decades. If ever built, M-83 would split Montgomery Village neighborhoods; encroach on residential and school property lines; destroy important wildlife habitats, wetlands, stream valleys, and vital ecosystems; and complicate and exacerbate vehicular traffic and pedestrian safety issues, especially at a vital entry point to Montgomery Village.

As the large-scale homeowners association that governs Montgomery Village, MVF takes its fiduciary duty to protect and advocate for the community seriously. On behalf of MVF and all residents of Montgomery Village, I would like to express our sincere appreciation to the current and previous County Executives and County Councils for their support in not adding funds to previous Capital Budgets to build M-83 and the Resolution to not consider the road when evaluating future development. This commitment signifies a respect for the community we have built.

In the same manner, M-83 has already been removed from the National Capital Region Transportation Planning Board Visualize 2045 Long-Range Transportation Plan and contradicts other county policies and initiatives aimed at maintaining the quality of life for all county residents. I would urge the Planning Board to follow these examples and remove M-83 from the Master Plan of Highways and Transitways as the next critical step in working together to maintain the fabric of our community.

Attachment B: Written Testimony

MVF supports the removal of M-83 from the Master Plan of Highways and Transitways. Additionally, MVF supports smart changes and growth that provide increased service to Village residents and neighbors, including increased RideOn service and Bus Rapid Transit. Attached is MVF's Resolution in Opposition to Building of M-83 Highway, dated January 26, 2023, which reiterates our long-standing position on this matter.

Thank you for your consideration of: MVF's position; the removal of M-83 from the Master Plan of Highways and Transitways; and the quality of life for 40,000 of your neighbors who call Montgomery Village home.

Sincerely,

A handwritten signature in cursive script that reads "Doniele U. Ayres". The signature is written in black ink and is positioned above the typed name and title.

Doniele Ayres, President
Montgomery Village Foundation
Board of Directors

CC: MVF Board of Directors

Attachment: MVF Board of Directors Resolution in Opposition to Building M-83 Highway

DA/mc



Attachment B: Written Testimony

MONTGOMERY VILLAGE FOUNDATION, INC.

10120 APPLE RIDGE ROAD
MONTGOMERY VILLAGE, MARYLAND 20886-1000

301-948-0110 | mvinfo@mvf.org | www.montgomeryvillage.com

Montgomery Village Foundation, Inc. Board of Directors Resolution in Opposition to Building of M-83 Highway

Enacted: January 26, 2023

Effective: January 26, 2023

WHEREAS, the Montgomery Village Foundation (MVF), Inc. recognizes the importance of taking positions on major projects/programs that impact Village residents and bringing them forward to Montgomery County officials; and

WHEREAS, the MVF Board of Directors wants to make certain that all new members and incumbent members of the Montgomery County Council know that MVF has a long-standing position of opposing further planning and construction of the M-83 Highway which would negatively impact the lives of so many who call Montgomery Village their home; and

WHEREAS, M-83 has been removed from The National Capital Region Transportation Planning Board Visualize 2045 Long-Range Transportation Plan; and

WHEREAS, the County Council should recognize that the construction of this outdated highway is counter to and in direct opposition of many standing policies to protect the environment including the County's Climate Action Plan, and the recently adopted County General Plan - Thrive Montgomery 2050; and

WHEREAS, the County Executive and County Councils for many years have not included funding in the County's capital budget to further plan for the roadway, and have asked the Planning Board not to assume that M-83 is constructed when doing transportation studies for development projects; and

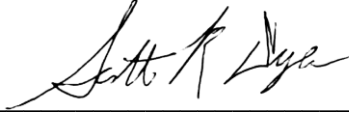
WHEREAS, MVF supports regional transportation projects that include diverse options, as well as improvements and alternatives to options outlined in the 2016 Montgomery Village Master Plan that provide increased service to Montgomery Village residents; and

WHEREAS, if built, this roadway would negatively impact and be in extremely close proximity to existing residential dwellings, neighborhoods, recreational facilities and Watkins Mill Elementary School, as well as disrupt significant area floodplains, wetlands, streams and forested areas;

NOW THEREFORE BE IT RESOLVED THAT the Montgomery Village Foundation, Inc. Board of Directors reaffirms its opposition of the construction of M-83 and recommends that the County Council consider its removal from the Functional Master Plan of Highways, pending a County Council review of the ramifications of doing so; and

Attachment B: Written Testimony

IT IS FURTHER RESOLVED THAT Montgomery Village Foundation, Inc. supports: not building M-83; intersection improvements on MD 355 and pedestrian safety improvements on Midcounty Highway and Montgomery Village Avenue; intersection improvements and addition of auxiliary lanes between select intersections on MD 355; increased Ride On service; and Bus Rapid Transit (BRT).

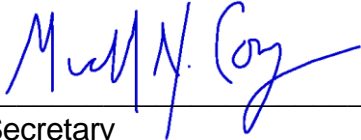


President, MVF Board of Directors

1/26/2023

Date

ATTEST:



Secretary

1/26/2023

Date

ID: 156

Muddy Branch Alliance

Attachment B: Written Testimony



Muddy Branch Alliance

ACTING TOGETHER LOCALLY

The Muddy Branch Alliance's vision is for the surrounding streams, lakes, forests and parks to be teeming with life, safe for families, pets and wildlife to enjoy and to have a community connected to preserving the area's intrinsic beauty.

July 1, 2024

The Honorable Andrew Friedson, President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20815

Dear Council President Friedson and Councilmembers:

On behalf of the 1100 members of the Muddy Branch Alliance, I urge you to remove Mid-County Highway Extended (M83) from the Master Plan of Highways and Transitways, and from all other master plans governing our county.

The Muddy Branch Alliance is a 501(c)3 nonprofit organization founded in 2011 as an all-volunteer group of clean water advocates who work to protect a tributary stream of the Potomac River. The Muddy Branch stream enters the Potomac just upriver of the WSSC water intake. Our members, who live in Gaithersburg and the surrounding communities, drink the water provided by WSSC. In other words, we are drinking our stream.

The M83 highway alignment is in our neighboring watershed of Seneca Creek. The Seneca Creek also joins the Potomac upriver of the water intake; it impacts local drinking water quality in the same way that the Muddy Branch does. Thus, the members of the Muddy Branch Alliance also have an interest in development proposals in the Seneca Creek watershed.

The proposed M83 extension would create more impervious surface in our community. Water would run rapidly off the roadway, picking up contaminants along the way and lowering the overall quality of our source water. Worse yet, construction of M83 would destroy existing forests and wetlands, which serve to improve the health of our water sources. The purity of water in our local streams bears a direct relation to the safety of our drinking water, as treatment facilities like WSSC do not filter out dangerous pollutants – including salt, nitrate, PFAS, and microplastic – that are common in our region. Functioning natural ecosystems stop these pollutants from reaching our waterways. Impervious surfaces hasten their transport.

The M83 extension was written into our master plans more than 60 years ago. Much has changed over the past 60 years: new threats to water quality have emerged, the climate crisis has accelerated, and the rise of remote work has shifted travel patterns. Ongoing development in our county has enabled us to welcome new neighbors to our diverse and vibrant community; it has also inflicted “death by a thousand cuts” on our natural resources. The construction of M83 would destroy a remarkably pristine greenway, disrupt thriving neighborhoods, and reinforce dependency on single-occupancy vehicles at the expense of other modes of transit. This plan – which dates from the era when only government researchers had access to the internet, when humans had not yet set foot on the moon, and when basic civil rights for people of color were still up for debate – is no longer the right choice for our communities.

Attachment B: Written Testimony



Muddy Branch Alliance

ACTING TOGETHER LOCALLY

The Muddy Branch Alliance's vision is for the surrounding streams, lakes, forests and parks to be teeming with life, safe for families, pets and wildlife to enjoy and to have a community connected to preserving the area's intrinsic beauty.

The Council has already acknowledged this by adopting 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 all master plans.

Montgomery County is proud to preserve its history, including remnants of its agricultural past, sites related to the Civil War, and the fascinating scientific significance of the Latitude Observatory. The remaining traces of M83 in the master plans are not a relic we want to keep. Let's look to the future together and update our master plans with ideas that help us move forward.

Thank you for taking this important action so that our communities can thrive for the next 60 years and beyond.

Sincerely,

Janette Rosenbaum
President
Muddy Branch Alliance

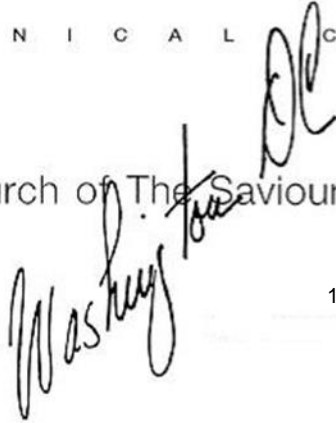
ID: 157

The Church of the Saviour

Attachment B: Written Testimony

A N E C U M E N I C A L C H U R C H

The Church of The Saviour



PRESIDENT: Marjory Zoet Bankson
TREASURER: Kate Lasso

1640 Columbia Road NW,
Washington DC 20009
(202) 387-1617

Dear Council President Friedson,

May 23, 2024

We are writing to urge you to direct the M-NCPPC Planning Board to remove the proposed Midcounty Highway Extended/M83 from the current Master Plan of Highways and Transitways Technical Update, and from all other master plans in which it appears.

The Church of the Saviour, which is made up of the seven churches listed below, owns the land at Dayspring in Germantown, Maryland. Dayspring was purchased more than 70 years ago as an ecumenical retreat center by The Church of the Saviour.

We have seen a sharp increase in guests and groups for both the silent retreat and conference center facilities since COVID-19. Dayspring is sacred ground for people of all faiths and spiritual paths who come to use Dayspring land as a place of meditation, contemplation, and renewal.

Building a highway through unbroken forest-land and wetlands would gravely destroy the purpose of our 200-acre property. New tree saplings could never replace these ancient, unblemished, mature wilderness areas.

The Church of the Saviour invites all visitors to engage the environmental issues of sustainable development with imagination, hope, and the courage to live a different way. Church members who live and work on the Dayspring property are specifically committed to the highest quality of life possible for the human community and all of creation surrounding us.

We ask the Montgomery County Council to act now to fully remove the proposed M83 Highway from the Master Plan of Highways and Transitways.

Sincerely yours,

Marjory Z. Bankson

Marjory Zoet Bankson
President The Church of the Saviour

cc: Bread of Life Church
Dayspring Church
Eighth Day Faith Community Festival Church
Festival Church

Jubilee Church
New Community Church
Seekers Church

ID: 158

Action Committee for Transit

Attachment B: Written Testimony



www.actfortransit.org

P.O. Box 7074
Silver Spring, MD 20907

June 10, 2024

The Action Committee for Transit is an advocacy group dedicated to better communities through improved public transit in Montgomery County, Maryland. ACT believes that the goal of transportation is to move people, not cars. That is why ACT supports the permanent removal of Mid-County Highway Extended (M83) from the Master Plan of Highways and Transitways, as well as all other aspects of current and future Montgomery County plans, programs, and project development.

Even according to MCDOT's own study in February 2017, M83 is the worst option for mobility, the environment, and traffic in the M83 study area. M83 would increase driving and vehicle miles traveled, reduce transit mode share, and increase car travel time. Only transit expansion, such as BRT on 355 that runs in its own lane, and all-day, two-way, seven-day, frequent MARC service, will allow Montgomery County to meet its housing and land use goals with transit-oriented development.

Improving public transit is also highly important for equity and accessibility. Currently, too many people in the upcounty do not have adequate access to frequent, reliable transit connections. This gap places an added burden on people who cannot afford a vehicle or cannot drive, including many young people, elderly people, and people with disabilities. It limits their employment options, their access to medical specialists, and their quality of life.

In addition, highway construction would cut three diverse, low-income communities in half. At a minimum, removing M83 from the master plan would prevent the county from repeating a common historical injustice. Indeed, many communities these days are discussing the removal of destructive old highways from the 1960s that split low-income communities and continue to impose additional social, economic, environmental, and health burdens on their residents.

M83 might have seemed like a good idea when it was first proposed over 60 years ago, but now Montgomery County knows better. M83 would harm streams, wetlands, parklands, public health, the global climate, and Montgomery County's plans for land use, housing, equity, and economic opportunity, all while failing to achieve even its own objective of better mobility. Montgomery County needs more and better transit, including MARC and RideOn; more affordable and accessible housing around transit hubs; and more sustainable, compact, climate-resilient land use. Montgomery County does not need a new, obsolete, costly highway.

The best time to remove Midcounty Highway Extended (M83) from the Master Plan of Highways and Transitways was any time in the past 60 years, but the second best time is now.

ID: 159
Eileen Finnegan

Attachment B: Written Testimony

Hello Chair Harris,

I am writing to formally ask for a correction for a roadway segment in the Hillandale area. I submitted the problem to Planning Staff during the early public input via the map comment phase, and followed up with a plat sent to Mr Aldrich. It appears the issue has not been addressed to date since the Appendix A continues with this error.

The road segment is Elton Road from Avenel Gardens Lane to the county line. During the White Oak Science Gateway Master Plan, this segment was rightfully changed from commercial to residential. But a big error was made in the residential classification!

This segment of Elton Road is basically a "neighborhood-yield street" in both Montgomery and Prince George's County with a dedicated right-of-way in both counties of 50' built to 30' without sidewalks. Prince George's Public Works has informed me that Elton is simply a residential street, not a Primary Residential Roadway. As a residential street, it is not formally classified or part of that county's transportation master plan. The r-o-w is confirmed at 50' and the built street is under 30'. Having a 70' r-o-w would make the Montgomery County homes non-confirming since the setback would be impacted, AND compensation for the homeowners would be required.

Please update this segment of Elton Road in the 2024 Master Plan of Highways. The correction should confirm the 50' r-o-w and use as a "neighborhood yield street", or simply removed from the list.

Regards,
Eileen Finnegan

Attachment B: Written Testimony

ENGINEERS CERTIFICATE

We hereby certify that the plan shown hereon is correct; that it is a subdivision of the following deeds to Hillendale Forest Inc. (1) Part of the land conveyed by William W. Mays et al by deed dated February 9, 1959 and recorded in Liber 2296 of Folio 371 among the Land Records of Prince George's County, Maryland.

(2) Part of the land conveyed by deed dated June 4, 1958 and recorded in Liber 2214 of Folio 404 among the Land Records of Prince George's County, Maryland and in Liber 2466 of Folio 181 among the Land Records of Montgomery County, Maryland by Bird H. Dalby, attorney in fact for Francis S. Browne and Effie Browne (Power of Attorney dated August 3, 1950 and recorded in Liber 1258 of Folio 455 and that it is a resubdivision of part of Parcel 12 as shown on a plat of Avenir Gardens recorded in Plat Book 37 Plat 2530 among the Land Records of Montgomery County, Maryland and that iron pipes marked thus and stakes marked thus are in place as indicated hereon.

The area included in this plan of subdivision is 3.1158 Acres.

Date: April 1, 1959 By:
DALE F. HAWKINS
Registered Professional Engineer
No. 1088 Land Surveyor

OWNERS DEDICATION

We, Hillendale Forest Inc., a Maryland Corporation, by Ralph J. Duffie, President and Violette P. Duffie, Secretary, owners of the property shown and described hereon hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.

There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

Date: April 2, 1959 HILLENDALE FOREST INC.
Attest: Violette P. Duffie By: Ralph J. Duffie
Violette P. Duffie Secretary Ralph J. Duffie President

FILED
April 14 1959
PRINCE GEORGE'S COUNTY

NO.	DATE	CONVEYOR	DEED	ACRES
1	1958	W. W. MAYS ET AL	2296	3.1158
2	1958	BIRD H. DALBY	2214	1.0000
3	1958	BIRD H. DALBY	2466	1.0000
4	1950	FRANCIS S. BROWNE & EFFIE BROWNE	1258	1.1158
5	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
6	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
7	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
8	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
9	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
10	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
11	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
12	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
13	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
14	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
15	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
16	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
17	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
18	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
19	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
20	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
21	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
22	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
23	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
24	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
25	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
26	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
27	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
28	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158
29	1950	FRANCIS S. BROWNE & EFFIE BROWNE	455	1.1158

The area of street dedicated to public use by this plat is:
20,648' ±

PART OF BLOCKS J & L
HILLENDALE FOREST
PRINCE GEORGE'S & MONTGOMERY COUNTY, MD.
SCALE: 1" = 100' MARCH, 1959
MADDOX & HOPKINS • ENGINEERS
SILVER SPRING, MARYLAND

MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

APPROVED: JANUARY 20, 1960

SECRETARY FOR PLANNING BOARD

M-N.C.P. & P.C. RECORD FILE NO. 5-60007



ID: 160
County Executive

Attachment B: Written Testimony




OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

Richard S. Madaleno
Chief Administrative Officer

September 10, 2024

TO: Artie Harris
Board Chair Montgomery County Planning Board

FROM: Marc Elrich, County Executive 

RE: Remove proposed M83 Highway from the Master Plan of Highways and Transitways.

Montgomery County is committed to improving transit, including in the Upcounty, reducing carbon emissions, and expanding the stock of affordable housing. By canceling M83 through removing it from the Master Plan of Highways and Transitways (MPOHT), we remove an obsolete highway project that threatens Upcounty communities – and we clear away an obstacle that blocks progress in our climate, transit, and housing programs.

Clarity in transit planning and investment requires removal of M83 from the MPOHT. The Transportation Planning Board, at the request of Montgomery County, removed proposed M83 highway from Visualize 2045, the federal funding priorities list for transportation projects. And M83 is also expected to be removed from Visualize 2050. Given that this project is not eligible for federal funding, and no one is planning to build it, begs the question: *Why is M83 in our master plans? There is no good reason to keep it in our master plans, therefore we need to remove it from all the plans including the Master Plan of Highways and Transitways.*

Canceling the entirety of proposed M83 highway by removing it from MPOHT clears the way to focus on Upcounty transit, including completing Bus Rapid Transit on Route 355. Removing M83 highway also clears the way for supporting affordable housing projects in walkable, transit-served communities adjacent to public parks and forests in Germantown, Gaithersburg, and Montgomery Village.

Building affordable housing in existing transit-served communities is the essence of smart growth that is also smart for the climate. We will meet our climate commitment in the

Attachment B: Written Testimony

Remove proposed M83 Highway from the Master Plan of Highways and Transitways

September 10, 2024

Page 2 of 2

transportation sector by reducing Vehicle Miles Traveled – through helping people live affordably near transit and near where they work. Electric Vehicles are important too when coupled with reducing Vehicle Miles Traveled.

Proposed M83 Highway would worsen summer heat emergencies. We need to reduce, not expand, the blankets of pavement that form urban heat islands and heat corridors. Through removing the entirety of M83 (or whatever name you're calling it) from the master plans, we will prevent the expansion of heat corridors in the Upcounty.

I was on the Council in October 2017 when we passed Resolution 18-957, Transportation Solutions for Northwest Montgomery County, which prohibits inclusion of M83 in master plans from that point forward. Yet, in 2018 proposed M83 highway was inserted into the Bicycle Master Plan - which makes no sense. This confusion shows us M83 is an obstacle to sound transportation planning. Let's clear the air by removing M83 from the MPOHT.

Thank you.

ID: 167
Judith Schlecht

Attachment B: Written Testimony

I am in full agreement with Sierra's testimony concerning deleting the proposal to ever initiate the use of resolution 18-9 57, extending M 83. Signed Judith Schlecht 4510 Great Oak Rd. Rockville Maryland email judy.schlecht@gmail.com

Sent from my iPhone

ID: 168

Coalition for Smarter Growth

October 3, 2024

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

Item 7 — Master Plan of Highways and Transitways (MPOHT) – 2024 Technical Update

Please accept these comments on behalf of the Coalition for Smarter Growth. CSG is the leading organization advocating for walkable, inclusive, transit-oriented communities as the most sustainable and equitable way for the D.C. region to grow and provide opportunities for all.

We are grateful to Planning staff for their attention to the public feedback they have received concerning M-83. Organizations including CSG and Transit Alternatives to Mid-County Highway Extended (TAME) and other community members have been raising [serious concerns about the community and environmental impact](#) of M-83 for years. We have documented how M-83 is unnecessary and that local street connections combined with bus rapid transit and walkable, transit-accessible communities would meet future needs.

The County made clear its priorities when it did not include M-83 in the [Visualize 2045](#) long-range regional transportation plan approved in 2022, and did not submit it for the current update, [Visualize 2050](#). Its inclusion in these plans would be necessary to move forward with design and construction of unbuilt segments.

Further, critical stakeholders including the County Executive and MCDOT have expressed support for removing unbuilt segments of M-83 from the Master Plan of Highways and Transitways (MPOHT). It is clear that there is significant interest in the Planning Board taking up this topic during this update to the MPOHT and in removing M-83.

CSG supports the Planning Board expeditiously removing M-83 from the MPOHT. In the alternative and at a minimum, we strongly urge the Planning Board to expand the scope and extend the timeline of MPOHT to formally evaluate removal of MPOHT.

Thank you for your consideration.

Sincerely,



Carrie Kisicki
Montgomery County Advocacy Manager

November 27, 2024

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

Re: Item 7 — Master Plan of Highways and Transitways (MPOHT) – 2024 Technical Update

Dear Chair Harris and members of the Planning Board:

Please accept these comments on behalf of the Coalition for Smarter Growth (CSG). CSG is the leading organization in the D.C. metro region advocating for walkable, inclusive, transit-oriented communities as the most sustainable and equitable way for our region to grow and provide opportunities for all.

We thank the Planning Board and Planning staff for taking note of the volume of public feedback on M-83, and scheduling additional hearings to consider M-83's removal from the Master Plan of Highways and Transitways.

M-83 is not the right way forward to provide better transportation options Upcounty. It is an outdated plan from a different era of planning and engineering, and it is fundamentally out of step not only with what we know today about the vital connections between environmental and human health—but also with what we know today about best practices to address transportation needs. Fortunately, the county is well on its way to implementing a much more effective mix of bus rapid transit and local street safety improvements that, per the County's 2017 supplemental report, will reduce vehicle miles traveled, increase transit ridership, and reduce rush hour delays on I-270.

M83 is based on obsolete travel and land use assumptions

SHA traffic data shows that traffic volumes on most of the major north-south roads in the MD 83 corridor have declined and did so even before the pandemic. SHA had forecast 34-48% growth in traffic volumes on MD 355 by 2030, but traffic volumes on 355 peaked in 2014 and 2017. Other roads -- MD 27, MD 124, MD 108, Clarksburg Rd/Stumptown Rd, Snowden Farm Parkway -- haven't seen increases in traffic volumes according to SHA data. Since the pandemic the vast increase in telecommuting and the huge vacancies in office park buildings is likely contributing to further declines in peak hour driving.

M83 would generate higher volumes of traffic in the Upcounty – while failing to provide alternatives

Two things can be true at the same time – declining driving demand today because of telecommuting and possibly online shopping, but also induced driving generated by the presence of a new highway. What we now know from study after study—including examples in

Attachment B: Written Testimony

our own region—is that the temporary relief from traffic seemingly offered by new road capacity is eaten up within years as more people decide to take more car trips because it has become more convenient to drive. Expanded highways also drive development to more auto-dependent areas, further increasing traffic volumes.

This is a phenomenon called *induced demand*, and it eventually leads you right back to the traffic problem you started with—but with even more driving overall. See [CSG's summary of the research here](#). We saw after the state of Maryland spent \$200 million to expand I-270 from 8 to 12 lanes, traffic gridlock returned in just 8 years (featured in a 1999 Washington Post article and confirmed by a Transportation Planning Board analysis).

M83 would cause significant environmental damage – to the watershed, stream valleys, and the climate

M-83 would not result in long-term, sustainable improvements to travel times and traffic congestion. It is, however, *highly* likely that building M-83 would result in increased carbon emissions from increased vehicle miles traveled, as the county's own modeling predicts. And it is a certainty that M-83 would cause damage to the sensitive ecosystems it cuts through, including watersheds that feed into our regional drinking water supply.

As with the now well-documented phenomenon of induced demand, the connections between human and environmental health were perhaps not fully appreciated by decisionmakers at the time M-83 was originally planned. Now, we know better, and we need to act accordingly.

Our region is just exiting its longest-ever recorded period with no precipitation. We cannot take the health of the ecosystems that feed into our drinking water supply for granted. Likewise, we now know that the many byproducts of traveling by car, from auto emissions to microplastic particles produced by our tires, do not have a neutral impact on our health or on our environment. Rather, they cause negative health impacts like increased rates of asthma for those living near roadways, and contribute to the already-disastrous and mounting effects of climate change.

MD-355 Bus Rapid Transit is a better alternative for more Upcounty transportation options – and already underway

There is a path forward to relieving transportation challenges in the Upcounty without generating long-term negative environmental and health effects. The solution to Upcounty transportation challenges lies in high-quality, high-capacity new transit connections, safer and more comfortable options to get around by walking and biking, and targeted intersection and street grid improvements to improve accessibility. These solutions provide a sustainable long-term framework for relieving traffic by offering more and better choices for how people get around.

Attachment B: Written Testimony

Planning Board progress on these transportation alternatives is well underway. Bus rapid transit, or BRT, on MD-355 will provide a high-capacity, high-frequency bus line with service between Bethesda and Clarksburg. The County Department of Transportation is planning to begin construction on the central segment of MD-355 bus rapid transit next year—the first of three segments—and is seeking to contract a progressive design-build firm not just for this segment but to eventually build all segments of MD-355 BRT. This reflects our county's commitment to reduce delays and quickly and efficiently deliver long-promised BRT on this corridor.

The County's own [2017 supplemental report](#) on M-83 found that when it excluded the proposed M-83 highway from its analysis, and focused instead on bus rapid transit on Route 355, along with improvements to existing intersections and roads, BRT-based scenarios excelled in reducing driving, producing the lowest number of vehicle miles traveled in private vehicles, highest percentage of people traveling by transit and shortest rush hour travel times on Route 355, among other key metrics.

CSG has been and will continue to be a strong advocate not only for this BRT project, but more broadly for better bus service, transit-oriented development, safe streets for all users, and in particular, safer and more comfortable options for walking and biking Upcounty.

We urge the Planning Board to move decisively forward in this direction, and no longer keep alive in our county's plans an unbuilt and environmentally damaging highway proposal that distracts from better transportation options already underway. The time is now to remove M-83 from our county's Master Plan of Highways and Transitways.

Thank you for your time.

Sincerely,



Carrie Kisicki

Montgomery County Advocacy Manager

November 27, 2024

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

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Attachment B: Written Testimony

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This is a phenomenon called *induced demand*, and it eventually leads you right back to the traffic problem you started with—but with even more driving overall. See [CSG's summary of the research here](#). We saw after the state of Maryland spent \$200 million to expand I-270 from 8 to 12 lanes, traffic gridlock returned in just 8 years (featured in a 1999 Washington Post article and confirmed by a Transportation Planning Board analysis).

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As with the now well-documented phenomenon of induced demand, the connections between human and environmental health were perhaps not fully appreciated by decisionmakers at the time M-83 was originally planned. Now, we know better, and we need to act accordingly.

Our region is just exiting its longest-ever recorded period with no precipitation. We cannot take the health of the ecosystems that feed into our drinking water supply for granted. Likewise, we now know that the many byproducts of traveling by car, from auto emissions to microplastic particles produced by our tires, do not have a neutral impact on our health or on our environment. Rather, they cause negative health impacts like increased rates of asthma for those living near roadways, and contribute to the already-disastrous and mounting effects of climate change.

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Attachment B: Written Testimony

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CSG has been and will continue to be a strong advocate not only for this BRT project, but more broadly for better bus service, transit-oriented development, safe streets for all users, and in particular, safer and more comfortable options for walking and biking Upcounty.

We urge the Planning Board to move decisively forward in this direction, and no longer keep alive in our county's plans an unbuilt and environmentally damaging highway proposal that distracts from better transportation options already underway. The time is now to remove M-83 from our county's Master Plan of Highways and Transitways.

Thank you for your time.

Sincerely,



Carrie Kisicki

Montgomery County Advocacy Manager

ID: 169
Deborah D'Attilio

Attachment B: Written Testimony

Hi. My name is Deborah D'Attilio. I have lived in Montgomery County, Clarksburg Town Center, since 2005. I was very disappointed to hear that during the October 3rd meeting that the Planning Board voted to consider not building mid-county highway extension. This portion of road is vital to upcountry residents who have to fight unacceptable levels of traffic during commute times. As a resident of Clarksburg Town Center my quality of life has already been impacted by the significant delays because of the developer. We have not had finished infrastructure for nearly 20 years. It would be a significant injustice if the M-83 is not completed too. I will not be able to attend the virtual Oct 21st meeting or in person Oct 23rd meeting. But I would like this email submitted as testimony for the November 14th public hearing that up-county residents want the road built.

Thank you,
Deborah
23522 Sugar View Dr,
Clarksburg, MD 20871

ID: 170
Madeleine C Engel

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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. It is time to build M-83.

Kind Regards

Madeleine C Engel
11915 Kigger Jack Ln
Clarksburg
301-926-5558

ID: 171

Deepak Somarajan

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards
Deepak Somarajan
11918 chestnut branch way,
Clarksburg, MD 20871

ID: 172
Praveen Patel

Attachment B: Written Testimony

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Kind Regards,
Praveen Patel
12626 Granite Rock Rd, Clarksburg, MD 20871
301-693-0096

ID: 173
Anand Iyer

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960. It is integral to the development of Clarksburg as it provides a more direct connection from Clarksburg to Shady Grove Metro.

Clarksburg's population has grown from 10,000 residents in 2010 to over 30,000 residents and continues to grow rapidly. The transportation infrastructure needs to be more robust. Removing sections of M-83 will adversely impact the quality of life for current and future Clarksburg residents.

It is time to build M-83.

Kind Regards

Anand Iyer
11403 Heather Point Pl,
Clarksburg, MD 20871
2035594428

ID: 174
Prasad Tippa

Attachment B: Written Testimony

Dear Planning Board Members:

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents, and continues to grow at a rapid pace. Lack of transportation options and continued congestion on I-270 has put hardship to both office commuters and students having to catch buses very early.

M-83 – Midcounty Highway would play a critical role in reducing these congestions and provide direct access to Shady Grove, rather than clogging I-270. I request the Planning Board Members to kindly reconsider the decision to remove building M-83, and rather prioritize building M-83. Removing sections of M-83 will adversely impact the quality of life for current and future Clarksburg residents.

Kind Regards,
Prasad Tippa
23120 Timber Creek Lane, Clarksburg, MD 20871
(301) 972-6197

ID: 175
Ann-Marie Young

Attachment B: Written Testimony

To whom it may concern on the Planning Board,

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral part to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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. I respectfully ask that you quickly build M-83.

Thanks,
Ann-Marie Young
Piedmont Road, Clarksburg MD

ID: 176
Manish Khare

Attachment B: Written Testimony


Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards,

Manish Khare

12565 Foreman Blvd, Clarksburg, MD 20871

 3014610049

ID: 177
Gurpreet Kaler

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

I have lived in Clarksburg community since past 14 years and waiting for construction of M-83 to have an option other than already congested 270 to shady grove metro. I have also been frustrated with no progress on 355 LRT option even though millions of dollars wasted on proposal studies! Enough of treating us in upcountry as second class citizens and time to build M-83 is now 🙏

Kind Regards

Gurpreet Kaler

12619 Blue Sky Dr, Clarksburg, MD

240-778-3820

ID: 178
Ujwal Nagu

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards

Thanks

Ujwal Nagu

Ujwalnag@yahoo.com

2407808348

ID: 179

Thilak Thandapani

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. It continues to grow at a rapid pace.

The transportation infrastructure is sorely lacking as we still don't have the expected extension of the metro to Clarksburg. Removing sections of M-83 will adversely impact the quality of life for current and future Clarksburg residents.

It is time to build M-83.

Kind Regards

Thilak Thandapani

11891 Chestnut Branch Way, Clarksburg MD 20871

2405602505

ID: 180
Sasisekhar Bennuru

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents.

It is time to build M-83.

Kind Regards

Sasisekhar Bennuru

22492 Newcut Rd, Clarksburg MD 20871

ID: 181

Ravi Rengaramanujam

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

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It is time to build M-83.

Kind Regards
Ravi Rengaramanujam
12637 Blue Sky Dr
Clarksburg MD 20871
(240) 876-6189

ID: 182

Nita Patel and Kirit Patel

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

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It is time to build M-83.

Kind Regards

Nita Patel and Kirit Patel

ID: 183
Preethi Sudha

Attachment B: Written Testimony

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Sincerely ,

Preethi Sudha

12544 Horseshoe Bend Cir , Clarksburg MD 20871

2408212772

ID: 184

Harikumar Gadde

Attachment B: Written Testimony

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The transportation infrastructure is sorely lacking. Removing sections of M-83 will adversely impact the quality of life for current and future Clarksburg residents. It is time to build M-83.

Kind Regards

Harikumar Gadde
11882 Chestnut Branch Way
Clarksburg MD
Ph: 240-328-6669

ID: 185

Jeya Dhanaraj Anandhan

Attachment B: Written Testimony

Dear Planning Board Members:

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Kind Regards

Jeya dhanaraj Anandhan

22406 Hemlock hills PI Clarksburg MD 20871

2023228711

ID: 186
Chris Kelly

Attachment B: Written Testimony

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Kind Regards

Chris Kelly

11918 Kigger Jack Lane

Clarksburg, MD 20871

ID: 187
Divyesh Kukadiya

Attachment B: Written Testimony

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Kind Regards,
Divyesh Kukadiya
Clarksburg Ridge Community
Clarksburg, MD 20871

Attachment B: Written Testimony

Dear Planning Board Members,

I am writing to urge you to keep M-83 in the Clarksburg Master Plan. Since its inclusion in 1960, M-83 has been a critical component of Clarksburg's development. Its removal would undermine the needs of our rapidly growing community and exacerbate existing challenges.

Clarksburg's population has grown from 10,000 residents in 2010 to over 40,000 today and continues to expand. The current transportation infrastructure is inadequate to support this growth, leading to significant traffic congestion and safety concerns. M-83 offers a multimodal solution, providing direct connections for vehicles, buses, and bikes between Clarksburg, Shady Grove Metro, and the ICC (200).

Moreover, the M-83 right-of-way presents future opportunities for extending the Red Line or routing the proposed monorail from Frederick through Clarksburg to key regional hubs like Bethesda and Tysons Corner. These projects could alleviate traffic congestion and foster sustainable growth in Upcounty.

Safety experts have also noted that M-83 could serve as an essential route in emergency evacuation plans. Removing it would not only impact residents' quality of life but also hinder the county's future economic development.

Please listen to the voices of Clarksburg residents and prioritize our community's needs. Keeping M-83 in the Master Plan is vital for addressing current issues and planning for a prosperous future.

Thank you for your consideration.

Sincerely,
Divyesh Kukadiya
7 Webster Hill Ct, Clarksburg, MD 20871
Phone: 201-755-0506
Email: divyeshkukadiya@gmail.com

ID: 188
Surya Tammera

Attachment B: Written Testimony

Dear Planning Board Members:

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surya
clarksburg village resident
clarksburg

ID: 189
Irfanul Haq

Attachment B: Written Testimony

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Kind Regards

Irfanul Haq

23600 Tregoning Dr, Clarksburg, MD 20871

+15712949485

ID: 190

Siva Reddy, Bindu Tupakula Yogith Tupakula, Saahith Tupakula

Attachment B: Written Testimony

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,
Siva Reddy, Bindu Tupakula
Yogith Tupakula, Saahith Tupakula

Attachment B: Written Testimony

12136 Cypress Spring Rd
Clarksburg, MD 20871

Resident of Gaithersburg, Germantown & Clarksburg



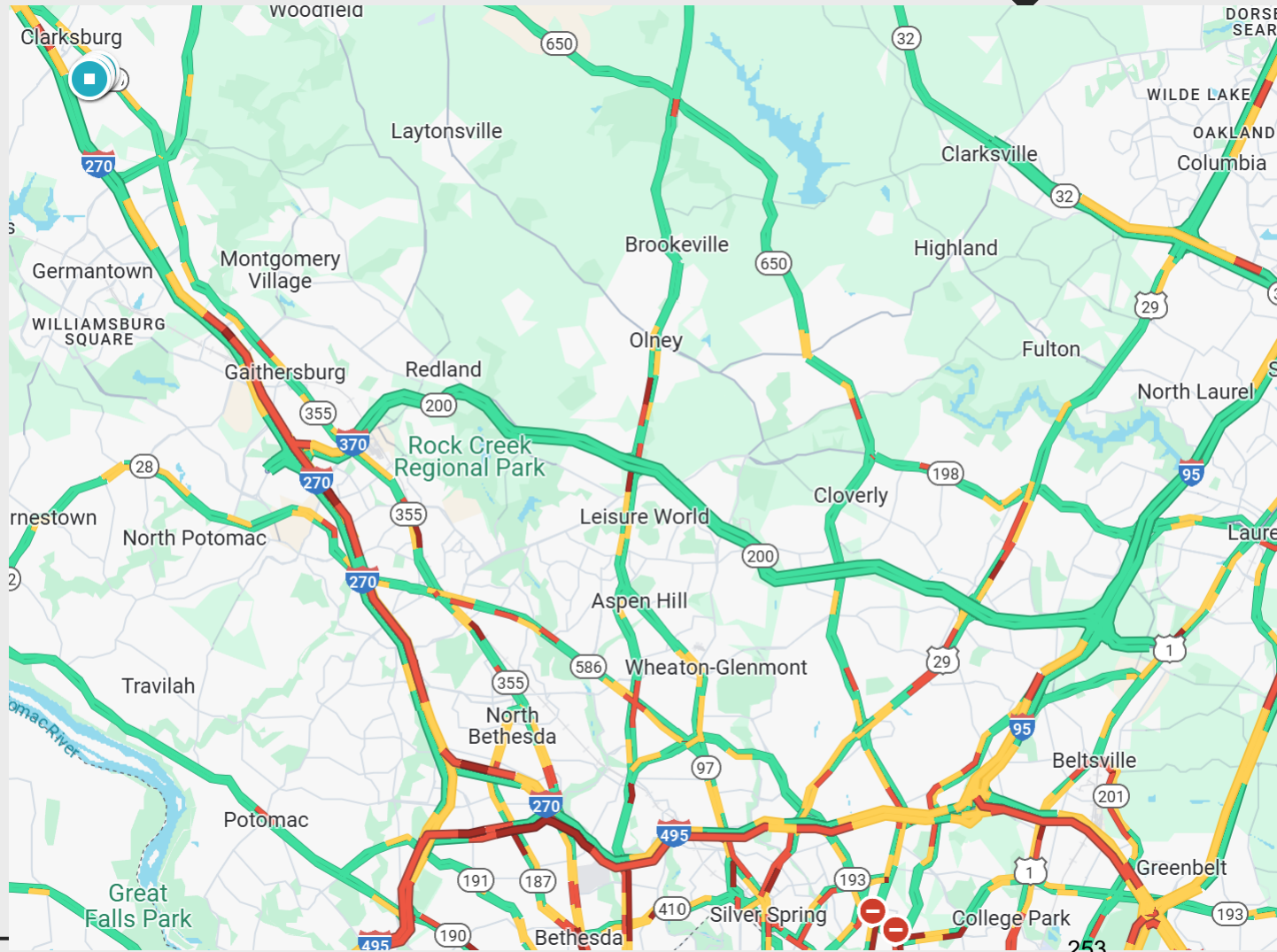
**not there in-
person ?**

11/14/2024 AT 530 PM



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

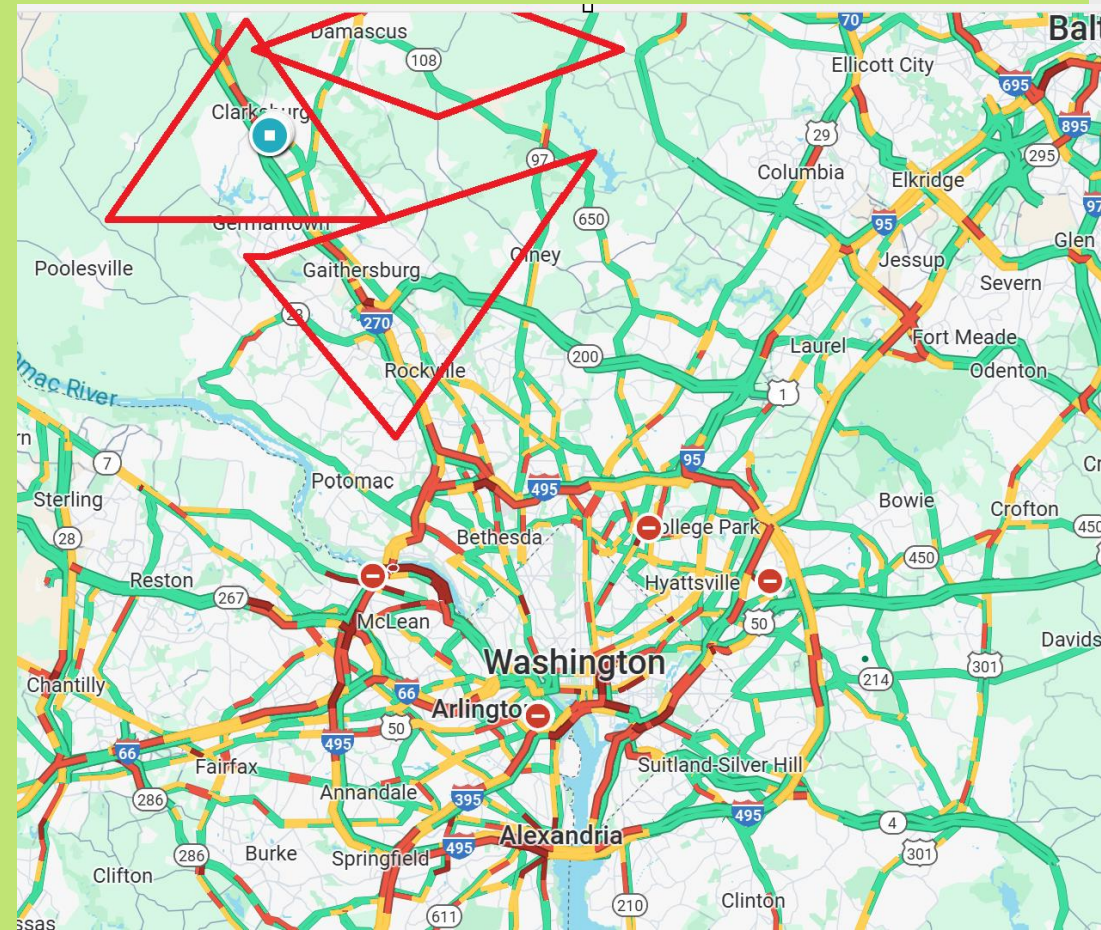
200 Mid county Highway is beautiful,
but we can't get there !!



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

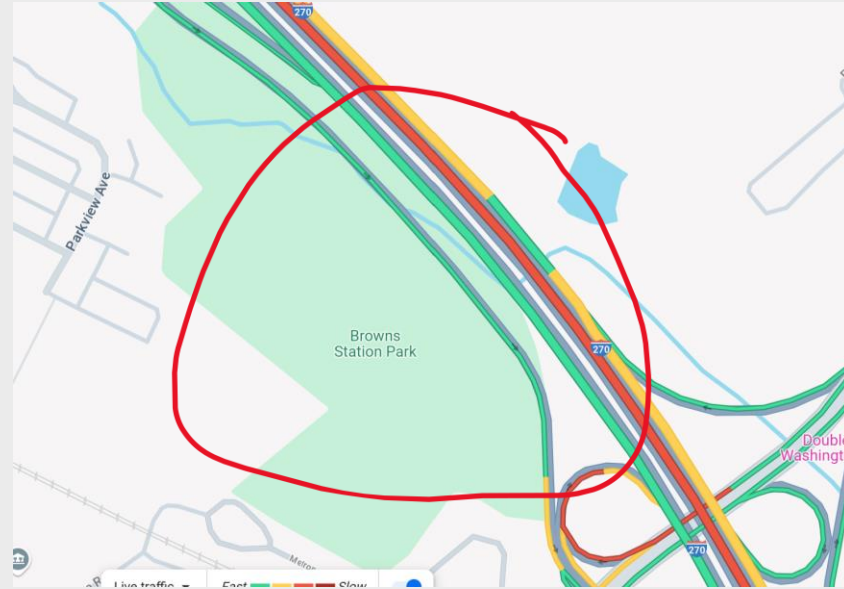
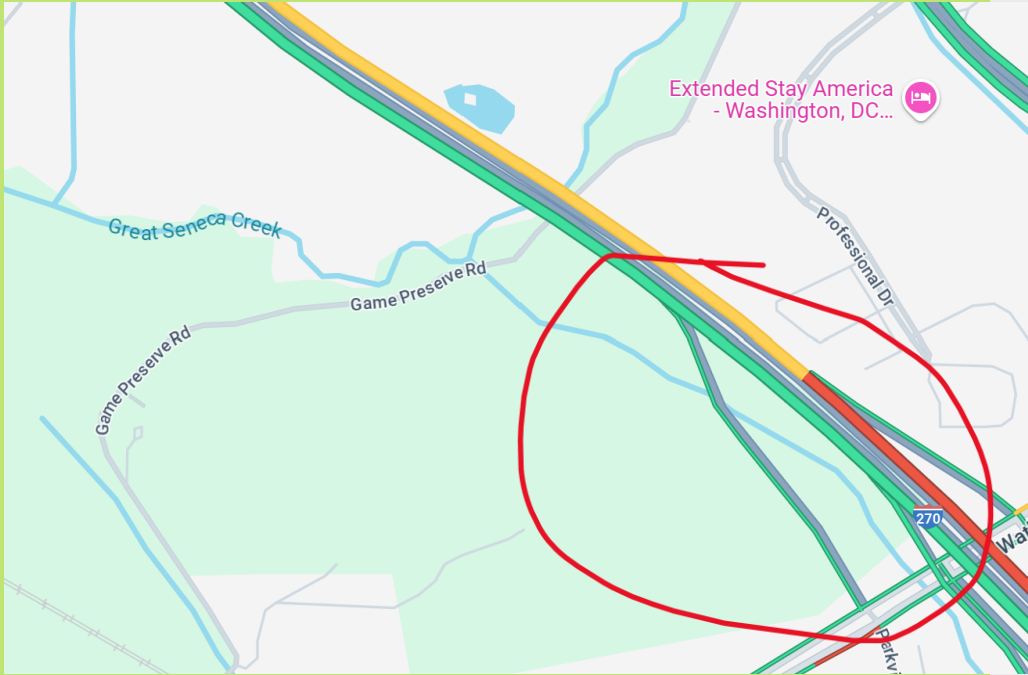
1 hr Bus ride to Shady Grove ?!

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!

ID: 191
Krupal Chukka

Attachment B: Written Testimony

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.

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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,
Krupal Chukka
Resident of Clarksburg, MD

Attachment B: Written Testimony

ID: 192
Santhosh Shetty

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards
Santhosh Shetty
12614 Granite Rock Road
Clarksburg MD 20871

Phone : 248-210-6402

ID: 193

Stephanie Loving-Jones

Attachment B: Written Testimony

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.

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Thank you for your consideration.

Attachment B: Written Testimony

Sincerely,
Stephanie Loving-Jones
23006 Birch Mead Road
Clarksburg, MD 20871

ID: 194
Jaya Pandey

Attachment B: Written Testimony

Dear Planning Board Members:

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Kind Regards

Jaya Pandey

Kigger Jack Lane, Clarksburg, MD 20871

301 466 7922 (mobile)

ID: 195
Supriya Pandu

Attachment B: Written Testimony

Greetings,

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Thank you for your consideration. Sincerely,

Supriya Pandu

Resident of Arora Hills (HOA)

Clarksburg, MD 20871

ID: 196
Srinivasa Putta

Attachment B: Written Testimony

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Thank you for your consideration.

Sincerely,
Srinivasa Putta
23211 British Manor dr

Attachment B: Written Testimony

Clarksburg MD 20871

ID: 197
Paresh Patel

Attachment B: Written Testimony

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Kind Regards,

Paresh Patel

23161 Arora Hills Dr, Clarksburg, MD 20871

301-263-4005

Attachment B: Written Testimony

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Thank you for your consideration.

Paresh Patel
23161 Arora Hills Dr.

Attachment B: Written Testimony

Clarksburg MD 20872

ID: 198

Murali K Devarasu

Attachment B: Written Testimony

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Thank you for your consideration.

Attachment B: Written Testimony

Sincerely,
Murali K Devarsu
11701 Pilgrim Hill Ln
Germantown MD 20876

ID: 199

Bhaskara Bommareddy

Attachment B: Written Testimony

Dear MC Council Members and Planning Board

I am resident of Clarksburg, MD since 2010. I am for the construction of the proposed M-83 as per master plan. I request you to support the construction of M-83

Thanks

Bhaskara Bommareddy

Clarksburg, MD

ID: 200
Anu Agrawal

Attachment B: Written Testimony

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,
Anu Agrawal
Residents of Clarksburg, MD

Attachment B: Written Testimony

ID: 201
Kavita Vyas

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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. It is time to build M-83.

Kind Regards,

Kavita Vyas
11808 Kigger Jack In
Clarksburg, MD

ID: 202

Raghuram Gandluri

Attachment B: Written Testimony

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.

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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,
Raghuram Gandluri
Residents of Clarksburg, MD

Attachment B: Written Testimony

ID: 203
Prashanthi Reddy

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 has been a part of the Clarksburg Master Plan since 1960 and is crucial to the area's development. It offers a direct connection between Clarksburg and the Shady Grove Metro.

Since 2010, Clarksburg's population has grown from 10,000 to over 30,000 residents, and the community continues to expand rapidly. However, the transportation infrastructure is severely lacking. Removing sections of M-83 will negatively impact the quality of life for both current and future residents.

It's time to move forward with the construction of M-83.

Kind regards,
Prashanthi Reddy

Clarksburg MD

ID: 204
Kiran Reddy

Attachment B: Written Testimony

Dear Planning Board Members,

Since its inclusion in the Clarksburg Master Plan in 1960, M-83 has been essential to the area's development, providing a critical connection between Clarksburg and the Shady Grove Metro.

Clarksburg's population has grown from 10,000 in 2010 to over 30,000 today, and it continues to expand rapidly. Unfortunately, transportation infrastructure has not kept pace with this growth. Eliminating sections of M-83 would significantly impact the quality of life for both current and future residents.

Now is the time to move forward with the construction of M-83.

Sincerely,
Kiran Reddy
Clarksburg MD
301-887-3426

ID: 205
Nilesh Rawool

Attachment B: Written Testimony

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.

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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,
Nilesh Rawool
Residents of Clarksburg, MD

Attachment B: Written Testimony

ID: 206

Makesh Ramakrishnan

Attachment B: Written Testimony

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.

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Thank you for your consideration.

Attachment B: Written Testimony

Sincerely,
Makesh Ramakrishnan
Residents of Clarksburg, MD

ID: 207
Ming Zhu

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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.

It is time to build M-83.

Sincerely,

Ming Zhu
11912 Kigger Jack Ln
Clarksburg, MD 20871

ID: 208

Lorraine Copeland Kearney

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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. It is time to build M-83.

Lorraine Copeland Kearney
11930 Kigger Jack Ln
Clarksburg MD 20871

ID: 209

Ajit S

Attachment B: Written Testimony

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It is time to build M-83.

Kind Regards

[Your name]

[Your address]

[Your phone]

ID: 211
Xiuzhu Yang

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

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It is time to build M-83.

Kind Regards

Xiuzhu Yang

12025 Tregoning Place

Clarksburg, MD 20871

301-523-5919

ID: 212
Shrinand Bakshi

Attachment B: Written Testimony

Greetings,

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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.

It is time to build M-83.

Kind Regards

Shrinand BAKSHI & Family of 5

22802 Broadway Ave, Clarksburg, MD 20871

240 715 7760

ID: 213
Ha Thu Au

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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. It is time to build M-83.

Ha Thu Au
12021 Tregoning PI
Clarksburg, MD 20872

ID: 214
Ann Dean

Attachment B: Written Testimony

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,

Ann Dean
8624 Atwell Road
Potomac Md 20854

ID: 215
Molly Hauck

Attachment B: Written Testimony

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.

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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,

Molly Hauck 3900 Decatur Ave ., Kensington, MD 20895

Attachment B: Written Testimony

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,
Molly Hauck
3900 Decatur Ave Kensington, MD 20895-1531
mollyphauck@gmail.com

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris and members of the Planning Board:

I urge you to recommend the removal of the Midcounty Highway Extended (“M83”) from the Master Plan of Highways and Transitways, 20224 Technical Update during your deliberations and final vote and transmittal to the Montgomery County Council.

The proposed M83 highway is an outmoded relic that fails to address modern day mobility, climate change, environmental protection, commuting, and transportation, social and fiscal realities.

M83 highway’s retention in the Master Plan of Highways and Transitways invites its future construction which will:

- Harm quality of life, worsen air pollution, and degrade the living environment for thousands of people who live in the 500+ residences that directly abut the alignment of proposed M83 highway.
- Destroy significant natural resources and habitats—woodlands, floodplains, wetlands, stream systems, forested slopes---that are critical for climate resilience and quality of life for County residents.
- Bisect, fragment, and diminish five (5) public parks: Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County’s Seneca Creek Greenway Trail.

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments removed M83 highway from its long-range transportation plan, *Visualize 2045*, due to air quality violations and excessive pollution that M83 would cause. M83 is also omitted from the TPB’s draft of *Visualize 2050*, the next version of the transportation plan for the greater Washington, DC area. This makes M83 ineligible for any federal funding.

In September 2024, Montgomery County Executive Marc Elrich and the County Department of Transportation both recommend that you remove M83 highway from the Master Plan of Highways and Transitways.

The Montgomery County Council’s 2017 Resolution (No. 18-957, Transportation Solutions for Northwest Montgomery County) prohibits the use of the proposed M83 highway in Master Plans, land development projects, and for addressing future roadway capacity needs and regional traffic movements. The 2017 Resolution nullifies and negates M83’s utility in land use planning. The next logical step is to remove M83 from the Master Plan of Highways and Transitways.

Viable and realistic alternatives to the proposed M83 highway do exist, such as Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day,

Attachment B: Written Testimony

two-way MARC train service to and from Washington, DC, and select roadway enhancements, including widenings and intersection improvements.

Instead of M83 highway, please focus on people-centric, community-building, landscape-affirming, climate-aligned transportation policies that includes transit options as key components.

Utilizing existing infrastructure and transportation systems is the essence of smart growth and sound planning for our future. Please fulfill your role as planning leaders for Montgomery County and remove M83 highway from the Master Plan of Highways and Transitways.

Molly Hauck

3900 Decatur Ave.

Kensington, MD 20895

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

mollyphauck@gmail.com
3900 Decatur Ave.
Kensington, Maryland 20895

ID: 216
Satyesh Kumar

Attachment B: Written Testimony

Greetings!

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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,

Satyesh Kumar

Attachment B: Written Testimony

12512 Boulder Heights Ter, Clarksburg, MD

ID: 217

Sriraman Venkataramany

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards

Sriraman VENKATARAMANY

11877 Country Squire way

Clarksburg MD 20871

240- 720-8947

ID: 218

Meenakshisundaram and Gowri Ananthanarayanan

Attachment B: Written Testimony

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,

Meenakshisundaram and Gowri Ananthanarayanan

11011 Grassy Knoll Ter

Germantown, MD, 20876

ID: 219
Walter Weiss

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

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Sincerely,

Walter weiss 7941 deepwell drive bethesda

ID: 220
Bev Thoms

Attachment B: Written Testimony

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Sincerely,

Bev Thoms
21700 Big Woods Rd
Dickerson, MD 20842

Attachment B: Written Testimony

Honorable Artie Harris,

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Bev Thoms

Thoms.bev@icloud.com

21700 Big Woods Rd

Dickerson, Maryland 20842

ID: 221
Niti Sayal

Attachment B: Written Testimony

Dear Planning Board Members:

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Kind Regards

Niti Sayal
12004 Tregoning place
Clarksburg , MD 20871
301-947-3191

ID: 222

Ann Moczydlowski

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

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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,

The Rev. Ann Moczydlowski
2816 Vixen Lane
Silver Spring, MD 20906

ID: 223
Kevin Scudder

Attachment B: Written Testimony

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,

Kevin Scudder
11243 Minstrel Tune Drive
Germantown, Md. 20876

ID: 224

William Samuel (Testifying as Individual)

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

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

Stop enabling the possible future destruction of our clean drinking water supplies and irreplaceable forests by allowing the 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 while improving transit alternatives. 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. I am particularly affected because I live at Dayspring on its 208 acres of woodlands, meadows, and bodies of water. I am also on the mission group for the Dayspring Silent Retreat Center, which would be greatly impacted if M-83 was built. The proposed route of M-83 would destroy much valuable forest and streams and break up the large expanse of forested area in this part of the County. It would impact human welfare, the welfare of the many creatures who live in this area, and the health and variety of plant life.

I'm a retired career EPA employee. During my entire working career, I never commuted solely by auto to work. I enjoyed the freedom from driving on congested highways and allowing others to carry me on transit. Many more people should be enjoying this freedom, and we need to provide better for those of our citizens who cannot afford the cost of owning a personal automobile.

Therefore, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Sincerely,

Bill Samuel (William S. Samuel III)

11445 Neelsville Church Road

Germantown, MD 20876-4145

billsamuel3@gmail.com

Phone 301-943-6406 (cell), 413-485-2881 (Fax)

240-801-6245 (Google Voice)

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris and members of the Planning Board:

I thank you for expanding the scope of the current review of the Master Plan of Highways and Transitways, 2024 Technical Update to include consideration of the removal of the Midcounty Highway Extended ("M83") from the Master Plan of Highways and Transitways, 2024 Technical Update during your deliberations and final vote and transmittal to the Montgomery County Council. I strongly urge you to recommend such removal to the County Council. I have already registered to give oral testimony at the November 14 hearing.

The proposed M83 highway is an outmoded relic that fails to address today's mobility, climate change, environmental protection, commuting, and transportation, social, and fiscal realities.

M83 highway's retention in the Master Plan of Highways and Transitways would invite its future construction which would:

- Harm the quality of life, worsen air pollution, and degrade the living environment for thousands of people who live in the 500+ residences that directly abut the alignment of the proposed M83 highway.
- Destroy significant natural resources and habitats—woodlands, floodplains, wetlands, stream systems, forested slopes---that are critical for climate resilience and quality of life for County residents.
- Bisect, fragment, and diminish five (5) public parks: Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County's Seneca Creek Greenway Trail.
- Have a significant negative impact on the 208 acres of woodlands, meadows, and bodies of water at Dayspring, including noise and other pollution impacting the Dayspring Silent Retreat Center. I live at Dayspring and am on the Mission Group which oversees the Retreat Center.

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments removed the M83 highway from its long-range transportation plan, *Visualize 2045*, due to air quality violations and excessive pollution that M83 would cause. M83 is also omitted from the TPB's draft of *Visualize 2050*, the next version of the transportation plan for the greater Washington, DC area. This makes M83 ineligible for any federal funding.

Attachment B: Written Testimony

In September 2024, Montgomery County Executive Marc Elrich and the County Department of Transportation both recommended that the M83 highway be removed from the Master Plan of Highways and Transitways. Their recommendations were carefully considered and well-advised.

The Montgomery County Council's 2017 Resolution (No. 18-957, Transportation Solutions for Northwest Montgomery County) prohibits the use of the proposed M83 highway in Master Plans, land development projects, and for addressing future roadway capacity needs and regional traffic movements. The 2017 Resolution nullifies and negates M83's utility in land use planning. The next logical step is to remove M83 from the Master Plan of Highways and Transitways. Now is the time to take that step.

Viable and realistic alternatives to the proposed M83 highway do exist, such as Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day, two-way MARC train service to and from Washington, DC, and select roadway enhancements, including widenings and intersection improvements. I applaud the County's Bus Rapid Transit plans and other measures taken to facilitate convenient public transit, including the Germantown Transit Center and Park and Ride facilities. We are well on our way to providing the needed transit alternatives to the M83 highway. Having never used my vehicle to regularly commute to work during my entire working career before my retirement, I know firsthand the benefits of being transported by public transit and not needing to spend long hours commuting on congested highways in my own automobile. I am also aware that many workers do not have and cannot afford their own personal vehicle, and therefore rely on adequate public transit.

Instead of the M83 highway, please focus on people-centric, community-building, landscape-affirming, climate-aligned transportation policies that include transit options as key components. Using existing infrastructure and transportation systems is the essence of smart growth and sound planning for our future. Please fulfill your role as planning leaders for Montgomery County and recommend to the County Council the removal of the M83 highway from the Master Plan of Highways and Transitways.

Bill Samuel (William S. Samuel III)

11445 Neelsville Church Road
Germantown, MD 20876-4145

billsamuel3@gmail.com

Phone 301-943-6406 (cell), 413-485-2881 (Fax)
240-801-6245 (Google Voice)

Attachment B: Written Testimony

Re: MPOHT Hearing on November 14

Dear Montgomery County Planning Board Chair:

I signed up to testify at the MPOHT hearing on November 14 as a concerned individual.

I want a silent 2½ minute video to play during my testimony and will say when I want it played. The video is at <https://vimeo.com/1028447733/b236e4231a>, where your staff can download it.

Attached is the text of my testimony for the hearing to be placed in the public record.

Sincerely yours,

Bill Samuel (William S. Samuel III)

11445 Neelsville Church Road

Germantown, MD 20876-4145

billsamuel3@gmail.com

Phone 301-943-6406 (cell), 413-485-2881 (Fax)

240-801-6245 (Google Voice)

Attachment B: Written Testimony

**Testimony of William Samuel Before the Montgomery County Planning Board
Master Plan of Highways and Transitways, 2024 Update
November 14, 2024**

Good evening, I am Bill Samuel, testifying as a concerned individual about the proposed removal of the Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways. I thank you for expanding the scope of the current review of the Master Plan to include this consideration. Could you please start the video I provided now?

During the next 2½ minutes, a silent drone video of the route of the planned Bus Rapid Transit along Highway 355 from Milestone in Germantown to Clarksburg will be showing while I speak. It shows the extensive housing and other development very close to that route, much of which has been built since M-83 was originally put into the Master Plan.

I never used my vehicle to regularly commute all the way to work during my entire working career before my retirement. I know firsthand the benefits of using public transit, both bus and train, and not needing to spend long hours commuting on congested highways in my own car. I believe many residents of Clarksburg and the surrounding area will find Bus Rapid Transit and its connections to Metrorail a pleasant alternative to their current vehicular commuting patterns if they give it a chance. I also know many workers do not have and cannot afford their own personal vehicle or two different vehicles for working members of their family, and therefore rely on adequate public transit.

I live at Dayspring in Germantown, an oasis of 208 acres of forest, meadows, and bodies of water adjoined by county parkland making an even larger natural area allowing natural flora and fauna to thrive. I serve on the mission group of the Dayspring Silent Retreat Center. The Retreat Center and the larger Dayspring property would be negatively influenced if M-83 was built.

Please focus on people-centric, community-building, landscape-affirming, climate-aligned transportation policies that include transit options as key components. 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. Instead, we need to invest in better street connections, safe bicycle and pedestrian infrastructure, and transit like the Maryland 355 BRT.

Thank you for the opportunity to testify on this important issue.

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

Please help prevent the destruction of our clean drinking water supplies and irreplaceable forests by allowing the M83 Highway to remain in the master plans. A better future does not lie in more pavement for roads in eco sensitive areas, but in using our existing road space to move more people efficiently and sustainably. I ask you to take action for our climate and communities and support the people-centric transportation shift.

I also need to say that the people of the Clarksburg area have been treated shamefully over the years because they were promised a number of things they never got. In the case of their transportation needs, the better alternative of Bus Rapid Transit (BRT) has been left with no date set for implementation for the northern part of 355. It is unconscionable that BRT for the lower part of 355, which already has a lot of transit options, has been prioritized ahead of the northern part, which has such limited transit options. I ask the Planning Board to state clearly that this priority must be changed to one where the next part of BRT built is between Clarksburg and the Shady Grove Metro. The discriminatory treatment against Upcounty needs to stop now.

The issue of the use of transit rather than more roads is important to me, because it will improve the quality of life for residents of the area impacted while also improving climate justice and transit equity. Therefore, I urge you to support transit alternatives including a new priority for BRT serving Clarksburg, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

William Samuel

billsamuel3@gmail.com

11445 Neelsville Church Road

Germantown, Maryland 20876-4145

ID: 225

Antoinette Hudson

Attachment B: Written Testimony

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,

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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 a relic of past thinking for up-county's transportation needs.

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

Sincerely,

Antoinette Hudson

214 Tulip Dr Gaithersburg, MD 20877-2027 johudson@erols.com

Attachment B: Written Testimony

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 a relic of past thinking for up-county's transportation needs.

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

Sincerely,
Antoinette Hudson
214 Tulip Dr Gaithersburg, MD 20877-2027
johudson@erols.com

ID: 226

Nanci Wilkinson

Attachment B: Written Testimony

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, _____ NNanci Wilkinson
5502 Glenwood Rd Bethesda MD 20817 _____ (your name and address)

Attachment B: Written Testimony

Dear Planning Board Chairman and Members,

I support the removal of unbuilt sections of Midcounty Highway Extended (M-83) including the northern extension between Montgomery Village Avenue and Ridge Road as well as the southern extension between MD 200 and Shady Grove Road from the master plan.

The central issue facing Montgomery County as well as the nation is how to protect nature from human interference that has placed us in the possible extermination of the planet as we know it.

Montgomery County has a chance to show its moral and environmental leadership in the fight against climate change on the local level. Refusing to build more highway infrastructure supports the goals of The Climate Action Plan to “cut greenhouse gas (GHG) emissions by 80% by 2027 and 100% by 2035”. Further, refusing to allow M-83 to remain in the Master Plan supports the Maryland Climate Solutions Now Act of 2022, which establishes the most ambitious GHG reduction goals of any state in the United States.

This opportunity for success in the long hard fight to restore the planet’s natural ecosystems including, parkland, forests, habitats and pollinator and native plant areas will pass by this ONE TIME for this ONE HIGHWAY. It will have a **cascading effect on other attempts to destroy natural systems locally and statewide.**

Please support the removal of M-83 from the master plan.

Thank you.

Nanci Wilkinson
5502 Glenwood Rd
Bethesda MD 20817

nanciwilkinson@gmail.com

703 850 7750

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

nanciwilkinson@gmail.com
5502 Glenwood Rd
Bethesda, Maryland 20817

ID: 227
Stu Simon

Attachment B: Written Testimony

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,

Stu Simon
4833 Chevy Chase Dr, Bethesda, MD 20815

ID: 228

Nat Reid (Testifying as Individual)

Attachment B: Written Testimony

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 preserve the green spaces which make Montgomery County such a great place to live, while also taking local steps to combat global warming and help transit equity. Therefore, I urge you to support transit alternatives, and to **eliminate Midcounty Highway Extended/M83 from all Master Plans.**

Sincerely,

Nat Reid, Montgomery County Resident since 2004
11301 Neelsville Church Rd.
Germantown, MD 20876

ID: 229

Charlene Hoagland

Attachment B: Written Testimony

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,

Charlene Hoagland
10720 Wayfarer Rd
Germantown, MD 20876

ID: 230

James P Marsh, Jr.

Attachment B: Written Testimony

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,

Rev. James P Marsh, Jr.
1829 California St. NW #PH3
Washington, DC 20009

ID: 231
Erica Lloyd

Attachment B: Written Testimony

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,
Erica Lloyd
1015 Ripley St Apt 406 Silver Spring, MD 20910-7479
charlottesvilledreamers@gmail.com

Attachment B: Written Testimony

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,
Erica Lloyd
1015 Ripley St Apt 406 Silver Spring, MD 20910-7479
charlottesvilledreamers@gmail.com

ID: 232
Jigar Bhatt

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards
Jigar Bhatt
12612 Horseshoe Bend Circle,
Clarksburg MD

ID: 233
Siva Ravuri

Attachment B: Written Testimony

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,
Siva Ravuri
22781 Newcut road
Clarksburg, MD 20871

ID: 234
Brian Higgins

Attachment B: Written Testimony

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,

Brian Higgins
11201 Neelsville Church Rd
Germantown, MD 20876
Montgomery County , MD

Sent from my iPhone

ID: 235
Kenneth Bawer

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

I urge you to remove Midcounty Highway Extended/M83 from all master plans and continue to expand Bus Rapid Transit on 355 North into Clarksburg.

Sincerely,

Kenneth Bawer
8 Cleveland Ct
Rockville, MD 20850

Attachment B: Written Testimony

Hello,

Would you please play this video when I am called to testify:

“Montgomery Village & Gaithersburg - Neighborhoods Threatened...”

The video is available for your viewing at <https://vimeo.com/1028504614>

Kindly confirm your receipt of this request.

Thanks,

Kenneth Bawer

ID: 236
Nancy Wallace

Attachment B: Written Testimony

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,

Nancy Wallace,
Candidate for US House of Representatives CD-8, Green Party of Maryland

ID: 237
Anne Sturm

Attachment B: Written Testimony

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 M
83

—
Thank you for your time and consideration,

Anne Sturm
P.O.Box 341
Barnesville, Md.
20838

ID: 238

Elle Elizabeth Grooms

Attachment B: Written Testimony

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.

THIS Planned extension has consumed time, money and energy for years. CALL IT QUILTS !!!

Sincerely,

Elle Elizabeth Grooms

3050 Military Road NW Apt 624
Washington, DC 20015

ID: 239
Jean Brown

Attachment B: Written Testimony

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,

Jean Brown
114445 Neelsville Church Road
Germantown, MD 20876

Attachment B: Written Testimony

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.

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Sincerely,

Jean Brown
114445 Neelsville Church Road
Germantown, MD 20876

ID: 240
James Edmonds

Attachment B: Written Testimony

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.

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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,

James Edmonds; 3050 Military Rd., NW, Washington,
DC 20015 _____

ID: 241
Denise Kearns

Attachment B: Written Testimony

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, Denise Kearns
20004 Yellow Leaf Terrace Germantown, MD 20876

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Denise Kearns

kearns67@verizon.net

20004 Yellow Leaf Terrace

Germantown, Maryland 20876

ID: 242
Lee McNair

Attachment B: Written Testimony

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,

Lee McNair
4707 Chevy Chase Drive
Chevy Chase,
Maryland 20815

Lee McNair (she, her)
Cedar Lane Unitarian Universalist Environmental Justice Ministry

ID: 243

Kolya Braun-Greiner

Attachment B: Written Testimony

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,
Kolya Braun-Greiner, MDiv
7603 Central Ave, Takoma Park, MD 20912

Kolya Braun-Greiner, MDiv
7603 Central Ave., Takoma Park, MD 20912

Attachment B: Written Testimony

Honorable Artie Harris,

I am a member of the Church of the Savior, a network of 7 churches in the metro DC region, which owns the beautiful ecological and spiritual sanctuary of Dayspring Retreat Center on the edge of Germantown. The proposed M83 would eliminate those gifts of sanctuary for wildlife (coyote, fox, eagle, owl, hawk, and many songbirds), and people's souls who find refuge there. I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Kolya Braun-Greiner
kolyabg@gmail.com
7603 Central Ave.
Takoma Park, Maryland 20912

ID: 244

Dixcy Bosley-Smith

Attachment B: Written Testimony

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, _____ (your name and address)

ID: 245
Nona Cresswell

Attachment B: Written Testimony

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,

Nona Cresswell
11301 Neelsville Church Rd.,
Germantown, MD 20876

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Nona Cresswell

nonabeth27@gmail.com

11301 Neelsville Church Road

Germantown, Maryland 20876

ID: 246
John Goode

Attachment B: Written Testimony

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,

John Goode,

1208 Fallsmead Way, Rockville MD,

Member of Dayspring Church, 11301 Neelsville Church Road, Germantown, MD 20876

ID: 247

Bo Sun

Attachment B: Written Testimony

Dear Montgomery County Planning Board,;

We received words that the county is planning to remove the Midcounty Highway of only 5.6 miles from the Clarksburg Master Plan. This would be a huge mistake if you do so. 1. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options. 2. This Highway would be critical for disaster evacuation with all the natural disasters happening. 3. If not building this short distance is for environmental reason, then please think about just 5.6 miles road will have any impact for the county. Anyone using environmental issues as reasons are basically discriminating all their fellow residents living upcounty. Putting a little environmentalism over hundreds of thousands people's critical traffic needs are totally inhumane. 4. This Highway will greatly alleviate the pain for 270 and 355. After the COVID, going back to offices are returning and we are already stuck in the traffic for long enough. Please keep this on the map and look for funding for it.

Thank you.

Sincerely

Bo Sun

Stringtown Road, Clarksburg MD 20871

ID: 248
Mary Kimball

Attachment B: Written Testimony

Remove M83 highway from the Master Plan of Highways and Transitways

Mary Kimball
registered Montgomery County Voter

ID: 249

Linda Li

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

We received words that the county is planning to remove the Midcounty Highway of only 5.6 miles from the Clarksburg Master Plan. This would be a huge mistake if you do so.

1. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options.

2. This Highway would be critical for disaster evacuation with all the natural disasters happening.

3. If not building this short distance is for environmental reason, then please think about just 5.6 miles road will have any impact for the county. Anyone using environmental issues as reasons are basically discriminating all their fellow residents living upcounty. Putting a little environment over hundreds of thousands people's critical traffic needs are totally inhumane.

4. This Highway will greatly alleviate the pain for 270 and 355. After the COVID, going back to offices are returning and we all already stuck in the traffic for long enough. Please keep this on the map and look for funding for it.

Thank you.

Sincerely

Linda Li

11833 Tulip stem Dr.

Clarksburg MD 20871

ID: 250

Wallace E. Garthright

Attachment B: Written Testimony

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.

We must be more selective and up to date when we lay down more pavement for roads, and we must use our existing road space to move more people efficiently and sustainably. This issue is important to me, because it will maintain Montgomery County's excellent quality of life, and it will save funds that can be put to better use. Therefore, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Sincerely,

Wallace E. Garthright, Jr.

419 Russell Ave., Apt 214

Gaithersburg, MD 20877

Attachment B: Written Testimony

M-NCPPC Planning Board, Montgomery County, MD
Public Hearing for Master Plan of Highways and Transitways

Testimony by: Wallace Garthright, Ph.D., Gaithersburg, MD
January 9, 2025

Subject: Midcounty Highway Extended/M83 Highway Removal from Master Plan of Highways and Transitways

Members of the Planning Board, I think I know why M83 Highway has remained in the Master Plan of Highways and Transitways even though for more than 30 years it has been clear that the Montgomery County Council correctly refuses to build it. When I began my career building mathematical models, experienced colleagues advised me: don't fall in love with your models. They said that models cannot give the final answers. Modelling prepares for engineering studies, and studies often show a different best alternative. I think M-83 has stayed in the Master Plan because some former staff fell in love with their transportation model. The Council will not build M-83 because of impacts, benefits, alternatives, and cost. But, is there any harm in just leaving M83 in the plan? Yes, and the harm is serious.

I think the greatest harm of having M-83 in the plan might be why you are considering removing it. Having M-83 in the plan is misleading home buyers. Resident testimony reveals that sales people have painted unrealistic pictures of easy commutes.

Home buyers don't know that County Council decisions for the past 32 years show that M-83 will not be built. The bridge where Watkins Mill Rd crosses the M-83 right-of-way could have been built to fit into M-83, but the Council rejected that design and chose an incompatible design in 1992. The Council never promised the road, and in 2017, the Council passed a Resolution saying that County plans could not rely on M-83 being built. Both the current County Executive and the previous one have opposed that highway. Thus, keeping M-83 in the Master Plan misleads our home buyers.

In conclusion, thank you for considering removal of M83 Highway. If you remove it, you will correct an over-reliance on a model and you will protect our future home buyers.

ID: 251
Shuang Tang

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

We received words that the county is planning to remove the Midcounty Highway of only 5.6 miles from the Clarksburg Master Plan.

This would be a huge mistake if you do so.

1. The Clarksburg and Germantown community continue to build up and now we are 40,000 residents, instead of 3000 from 20 years ago. All those people need transportation options.
2. This Highway would be critical for disaster evacuation with all the natural disasters happening.
3. If not building this short distance is for environmental reason, then please think about just 5.6 miles road will have any impact for the county. Anyone using environmental issues as reasons are basically discriminating all their fellow residents living upcounty. Putting a little environmentalism over hundreds of thousands people's critical traffic needs are totally inhumane.
4. This Highway will greatly alleviate the pain for 270 and 355. After the COVID, going back to offices are returning and we are already stuck in the traffic for long enough. Please keep this on the map and look for funding for it.

Thank you.

Sincerely

Shuang Tang
13000 Ethel Rose Way
Boys, MD 20841

ID: 252
Yibing Chen

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents.

It is time to build M-83.

Kind Regards !

Yibing Chen
12424 ForemanBlvd.
Clarksburg, MD 20871

240-481-4019

ID: 253
Jim Long

Attachment B: Written Testimony

Dear Planning Board Members,

I am writing to urgently request the immediate advancement of the M-83 project, as outlined in the Clarksburg Master Plan since 1960. M-83 is crucial to the continued growth and development of Clarksburg, providing a direct and essential connection to the Shady Grove Metro.

Since 2010, Clarksburg has expanded from a community of 10,000 residents to over 30,000 today, with growth continuing at a rapid pace. Our current transportation infrastructure is insufficient to meet the demands of this expanding population. Removing sections of M-83 would significantly diminish the quality of life for both current and future residents of Clarksburg.

Building M-83 is imperative to support sustainable development and ensure efficient transportation for our community. I strongly urge the Planning Board to prioritize and take swift action on the construction of M-83 at the earliest convenience.

Thank you for your prompt attention to this critical matter.

Kind regards,
Jiye Long
23959 Burdette Forest Rd,
Clarksburg, MD 20871
301-760-9889

ID: 254
Qinghua Zhao

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards

Qinghua zhao/Rui Xu

12704 Fernberry LN, Boyds MD 20841

3014619892

ID: 255
Xiaguang Wang

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards

Xianguang Wang

12646 Granite Rock Road, Clarksburg, MD 20871

301-538-9069

ID: 256

Min Li

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents.

It is time to build M-83.

Kind Regards

Min Li
23124 Turtle Rock Ter
240-743-6206

ID: 257
Yun Bai

Attachment B: Written Testimony

Dear Montgomery County Planning Board,

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Thank you.

Sincerely

Yun Bai
23140 Timber Creek Lane
Clarksburg MD 20871

Clarksburg MD 20871

ID: 258
Ting Song

Attachment B: Written Testimony

> Dear Planning Board Members:

>

> M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

>

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>

> It is time to build M-83.

>

> Sincerely,

>

> Ting Song

> 23040 Winged Elm Dr

> Clarksburg 20871

ID: 259
Ningping Feng

Attachment B: Written Testimony

Dear Planning Board Members:

>

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>

> It is time to build M-83.

>

> Kind Regards

>

> Ningping Feng

> 22431 Heron Neck Terrace

> Clarksburg, MD 20871

> Tel. 301-661-8866

ID: 260
Ying Qiao

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards
Ying Qiao

18438 crownsgate cir. Germantown
2404028757

ID: 261
Tianning Li

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents.

It is time to build M-83.

Kind Regards
Tianning Li
22604 Shining harness st
Clarksburg MD 20871
2405059861

ID: 262
Andy Ramisch

Attachment B: Written Testimony

This road has been on the master plan since the 1960s. The fact that it hasn't been built yet is a disgrace! I believe most, if not all, of the right of way has been reserved. Traffic between Gaithersburg and Germantown continues to increase every week and no plans for improvement in mass transit are going to change that. Be realistic. People are not going to give up their cars. Provide the infrastructure that is necessary to support our lifestyles and preferences. Build the roadways that have been promised and help relieve the congestion that will only get worse if the long-awaited proper solutions are abandoned. Please do the right thing.

FYI, I have a Masters degree in transportation engineering and over 55 years of experience working to improve capacity and safety. M 83 will improve travel conditions for the citizens of Montgomery County just as the ICC, Great Seneca Highway and Mid-County Highway have.

My address is 6 Fullview Court, Gaithersburg, MD 20878 and my phone number is +13018074704.

ID: 263
Jin Qian

Attachment B: Written Testimony

To the Montgomery County Planning Board,

We have learned that the Midcounty Highway, which is only 5.6 miles long, will no longer be included in the Clarksburg Master Plan.

If you do this, you will be making a serious mistake.

1. The population of Germantown and Clarksburg has continued to grow; twenty years ago, only 3,000 people were living here. Today, there are 40,000, and there continues to be a population influx every year. These county residents and taxpayers all require access to transportation.
2. This highway would be essential for disaster evacuation.
3. If the decision not to develop this short distance is due to environmental concerns, please reconsider. Anyone who uses ecological concerns as an excuse is effectively discriminating against all of their fellow up-county neighbors. It is utterly inhumane to deny the vital transportation needs of hundreds of thousands of people.
4. Traffic jams currently on both Interstate 270 and Route 355 in the Germantown and Clarksburg area will be much alleviated by this highway. Following the COVID, people are returning to their offices, and we have all been trapped in traffic for far too long. Please continue this on the map and build it.

Thank you very much.

Sincerely

Jin Qian
13023 Ethel Rose Way
Boys, MD 20841

ID: 264
Art Lian

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents.

It is time to build M-83.

Kind Regards

Art Lian

12804 ethel rose way
Boys, MD 20841

301-318 7753

ID: 265
Bonnie Chojnacki

Attachment B: Written Testimony

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,

Bonnie Chojnacki
303 Churchill Road
Pittsburgh, PA 15235

ID: 266
Bin (Jenny Yu)

Attachment B: Written Testimony

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We have learned that the Midcounty Highway, which is only 5.6 miles long, will no longer be included in the Clarksburg Master Plan.

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3. If the decision not to develop this short distance is due to environmental concerns, please reconsider. Anyone who uses ecological concerns as an excuse is effectively discriminating against all of their fellow up-county neighbors. It is utterly inhumane to deny the vital transportation needs of hundreds of thousands of people.
4. Traffic jams currently on both Interstate 270 and Route 355 in the Germantown and Clarksburg area will be much alleviated by this highway. Following the COVID, people are returning to their offices, and we have all been trapped in traffic for far too long. Please continue this on the map and build it.

Thank you very much.

Sincerely

Bin
12713 Fernberry Ln, Boyds , MD 20841

ID: 267

Dorsey and Susan Shubert

Attachment B: Written Testimony

Good morning Mr. Harris,

I would like to express my desire to have the M83 extension removed from the Master Plan for Germantown. We recently moved here when I retired from Rochester NY to be near our grandchildren. Our home backs up the Seneca Creek Greenway Trail. The grandkids love the scenery and nature path through the trail.

It would be a shame to have this beautiful area ruined by traffic congestion, pollution and noise. We already experience very loud noise from cars accelerating beyond normal speeds on Germantown Road and Middlebrook Road. Adding a third major artery would only contribute to the noise levels we now experience.

Your time and consideration in removing this outdated proposal from the Master Plan is greatly appreciated.

Thank you,
Dorsey & Susan Shubert
11020 Cross Laurel Drive
Germantown MD 20876
585-406-5705

ID: 268

Gary A. Baker

Attachment B: Written Testimony

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,

Gary A. Baker

11101 Sceptre Ridge Terrace, Germantown, MD 20876

ID: 269
Charlotte Cook

Attachment B: Written Testimony

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,
Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392
charlottecook2003@yahoo.com

Attachment B: Written Testimony

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

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charlottecook2003@yahoo.com

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Sincerely,
Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392
scribes.02.decafs@icloud.com

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Dear Ms. Sofia Aldrich,

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Charlotte Cook

10906 Bucknell Dr Silver Spring, MD 20902-4392 scribes.02.decafs@icloud.com

ID: 270

Jane Lyons-Raeder

Attachment B: Written Testimony

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Sincerely,

Jane Lyons-Raeder

1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264

janeplyons@gmail.com

ID: 271

Evan Krichevsky

Attachment B: Written Testimony

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.

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Sincerely,
Evan Krichevsky
9205 Copenhaver Dr Potomac, MD 20854-3016
evank2@aol.com

ID: 272
Anna Holland

Attachment B: Written Testimony

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.

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Sincerely,
Anna Holland
204 E Hamilton Ave Silver Spring, MD 20901-3507
annacarlyleholland@gmail.com

ID: 273
Jane Wang

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents.

It is time to build M-83.

Kind Regards

Jane Wang

23116 Arora Hills, Dr., Clarksburg, MD 20871

ID: 274
Donald Cuming

Attachment B: Written Testimony

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.

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Sincerely,
Donald Cuming
7814 Stratford Rd Bethesda, MD 20814-1340
cumingd@aol.com

ID: 275

Margaret Schoap (Testifying as Individual)

Attachment B: Written Testimony

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.

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Sincerely,
Margaret Schoap
11425 Neelsville Church Rd Germantown, MD 20876-4145
schoapm@aol.com

Attachment B: Written Testimony

Planning Board Public Hearing
Master Plan of Highways and Transitways
Margaret Schoap - testimony
January 9, 2025

Good evening, I'm Margaret Schoap from Germantown.

At the end of 2017, the County Council passed a Resolution (#18-974) titled: Emergency Climate Mobilization. This report was prepared by staff from Montgomery County Government, the Maryland National Capital Park and Planning Commission (M-NCPPC) and Montgomery County Public Schools (MCPS).

I'm going to read a part of that report here, as it is very relevant to the topic of why M83 Highway should be removed from the MPOHT.

In the report, is written:

“The group was formed to identify specific methods for achieving 100% GHG reduction by 2035. It will require a massive cultural shift by aligning all levels of government, residents and businesses, at a scale not comparable to anything previously undertaken by the County.”

The group writes:

“Forging such a dramatically different future will require difficult policy decisions, and a willingness to consider and discuss measures currently regarded as politically charged.”

(Like removing M83 Highway from the Master Plan of Highways and Transitways.
(What topic have you discerned that has been more politically charged than this one?)

I urge the Planning Board and its staff to return to the County Council's Resolution #18-974: Emergency Climate Mobilization use it as your guiding light for removing M83 Highway from the Master Plan, and to focus on prioritizing people-centric transportation by putting more buses on existing major roadways.

Thank you for receiving my testimony.

ID: 276

Mary I Campbell

Attachment B: Written Testimony

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.

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Sincerely,
Mary I Campbell
522 Dartmouth Ave Silver Spring, MD 20910-4263
mcampscomp@aol.com

ID: 277
Patricia Burton

Attachment B: Written Testimony

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Sincerely,

Patricia Burton

334 W Deer Park Rd Gaithersburg, MD 20877-1687

pdjburton@yahoo.com

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334 W Deer Park Rd Gaithersburg, MD 20877-1687 pdjburton@yahoo.com

ID: 278
Susan Levine

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Sincerely,

Susan Levine

15100 Interlachen Dr Silver Spring, MD 20906-5611

llevine101@aol.com

ID: 279
Janet Chernela

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Sincerely,
Janet Chernela
10516 Sweetbriar Pkwy Silver Spring, MD 20903-1237
chernela@gmail.com

ID: 280

Marla Hollander

Attachment B: Written Testimony

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Sincerely,
Marla Hollander
4110 Warner St Kensington, MD 20895-4056
marlakayhollander@gmail.com

ID: 281
Jeff Sutton

Attachment B: Written Testimony

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Sincerely,

Jeff Sutton

1210 Noyes Dr Silver Spring, MD 20910-2717

adder.phonic0q@icloud.com

ID: 282
Marc Petrequin

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Sincerely,

Marc Petrequin

507 Plaza Ct Apt 2A Aberdeen, MD 21001-2826

mcpetreq@gmail.com

ID: 283
Ezio Mattiace

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Sincerely,

Ezio Mattiace

12421 Goldfinch Ct Potomac, MD 20854-3036

eziomattiace@gmail.com

ID: 284

Zachary Weinstein

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Sincerely,
Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436
zcweinstein@gmail.com

ID: 285
Ethan Goffman

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Sincerely,
Ethan Goffman
523 N Horners Ln Rockville, MD 20850-1250
goffmane@yahoo.com

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Ethan Goffman

523 N Horners Ln Rockville, MD 20850-1250 goffmane@yahoo.com

ID: 286
Michael Italiano

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Sincerely,
Michael Italiano
7209 13th Ave Takoma Park, MD 20912-7069
michael.italiano@gmail.com

ID: 287

Roselie Bright

Attachment B: Written Testimony

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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Sincerely,

Roselie Bright

451 Hungerford Dr Ste 119214 Rockville, MD 20850-4151

roseliemail@gmail.com

Attachment B: Written Testimony

Comment on M-83 Extension in "Master Plan of Highways & Transitways Technical Update - Public Hearing Draft Document" <https://montgomeryplanning.org/wp-content/uploads/2024/07/2024MPOHTPublicHearingDraft.pdf>. Submitted to mcp-chair@mncppc-mc.org, CC_county.council@montgomerycountymd.gov on Nov 11, 2024.

Background

The Montgomery Planning Board is looking for comments on whether to keep the unbuilt MidCounty Corridor (M-83) Extension on the Master Plan. My comments are organized around the public health consequences of the types of transportation to be encouraged and supported by the County and State, planning, resilience to protect public health, and the importance of public health impacts.

Comments

Public Health Consequences of Types of Energy for Transportation

Public transit uses less energy per rider-mile and needs to be actively encouraged by building new options for potential riders that are geographically convenient, on-time, and involve minimal transfers. For both public and private vehicles, non-combustion forms of energy should be encouraged and incentivized. Combustion-fuel (oil, gas, biomass, biofuel, trash, etc.) energy should be actively discouraged because of severe public health consequences from toxic water [1-3] and air pollution [4-33], explosions and fires [34], leaks [35-38], and greenhouse gases [39-58]. Note the new study showing that hurricanes, which are increasing due to climate warming, have been causing thousands of excess deaths per storm for years afterwards [59]. Yet, for similar purchasing cost, non-combustion energy sources have relatively few public health consequences [60-63]. I know of none that increase greenhouse gases.

Building and expanding highways to relieve congestion on existing roads has been shown to result in the same or worse congestion several years later [64]. Congestion increases traffic-related pollution [65].

Public transit with electric vehicles will help the County avoid the further development of urban heat islands, which hurt the people in them [66].

A relatively under appreciated local environmental and community concern is noise. Noise pollution has detrimental effects on human health for all ages and on the environment [67-108]. Highways encourage traffic, which generates noise. Public transit generates less noise overall, especially when the vehicles are electric.

Our County has favored neighborhoods with one access point rather than cross-streets. Neighborhoods without cross streets to the surrounding area are much more difficult to serve with public transit and should be discouraged in future developments.

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An option for public transit that I haven't seen yet in Maryland is a type that operates in Cochabamba, Bolivia [109-110]. Cochabamba is a sprawling city of mostly single-story buildings [see top photo at reference 111], the type of layout that is typically considered inefficient for mass transit. Yet, more than half of the vehicles on the road are public transit and no one needs to walk more than a block to access frequent public transit [112]. They do this by having public vehicles that are sized to demand, including full buses, half buses, long vans, short vans, and sedans. Fares are very low. We could use the same type of system with electric vehicles of various sizes to connect riders in closed-off neighborhoods and outlying areas to major transit corridors, and to serve less-well-used routes throughout the County and State.

Public Health Consequences as Part of Planning

Federal, state, and local governments should consider the full public health impacts of the choice of transportation when considering permits for construction. In almost all federal and state Environmental Assessments and Environmental Impact Statements I've read, the effects of individual energy projects are minimized by saying the given project is small relative to the total combustion energy being generated. However, the effects add up.

Federal, state, and local governments should consider the full public health impacts of the expected and actual noise levels when considering permits for construction of transportation networks.

Public health impacts need to be analyzed and evaluated by someone with a doctoral degree and current expertise in the intersection of epidemiology and environmental health science.

Resilience to Protect Public Health

While they should avoid contributing to climate change, transportation network builders and operators also need to plan for the increased threats of climate change in their vicinities: wildfire, drought, heavy rain, wind, and floods [113]. They need to minimize the possibility of physical damage from these threats and ensure that various types of physical breaches don't ignite fires or explosions, or cause some type of toxic release [114-117]. They need to forecast events in time for people to safely evacuate [118-119] and to prudently shut down and secure the equipment.

Importance of Public Health

Public health impacts are important for several reasons [120-121]:

- the duty of our community to protect its members, especially the vulnerable people and the ones who have no say in decisions that will impact them,
- healthy people are more productive for society,
- healthy people are more productive workers and more robust consumers and tax payers,
- healthy people need less costly healthcare and disability support, and

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- disasters that hurt people also hurt the economy.

Closing

Thank you for this opportunity to comment.

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ID: 288
Adam Diamond

Attachment B: Written Testimony

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,

Adam Diamond

12 Valley View Ave Takoma Park, MD 20912-4329

adamvdiamond@gmail.com

ID: 289

Nicole Van Houten

Attachment B: Written Testimony

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.

We now know more lanes and more highways do nothing to alleviate traffic and only harm communities and the natural world. 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,
Nicole Van Houten
11512 Highview Ave Silver Spring, MD 20902-2437
N_vanhouten@hotmail.com

Attachment B: Written Testimony

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.

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Sincerely,

Nicole Van Houten

11512 Highview Ave Silver Spring, MD 20902-2437

n_vanhouten@hotmail.com

ID: 290
Jacob Barker

Attachment B: Written Testimony

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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.

Instead of building more highways which create higher emissions from energy used to move single occupancy vehicles we need to drastically revision. If indeed there is the traffic, resources should go into building bus/bike/walk only infrastructure in that area. And then, we should zone around that area for density so we can stop building large highways through creeks. Highways don't ever help, they only harm the environment and make it so actual humans can't move freely around the world.

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

Sincerely,

Jacob Barker

605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212

jacobbarker@me.com

Attachment B: Written Testimony

Hi,

Thank you for removing an extension of the Midcounty highway from the Master Plan of Highways and Transitways.

The MPOHT should be prioritizing increased busways, bikeways, and multi use pathways instead of highways, and this is a step in the right direction. Next is announcing a plan to build out service, like increased local bus service, and something like RideOn Extra or even RideOn Flash in this area instead of a highway expansion which would only induce demand for single occupancy trips in the area and exacerbate climate change and bicycle/pedestrian injuries and deaths because of the increased energy usage and vehicle miles traveled - not to mention the very negative fiscal implications of building and maintaining highway infrastructure when compared to public transit infrastructure costs per rider.

Spread the music,

Jacob Barker, M.Ed.
605 Hudson Ave, Apt 322
Takoma Park, MD 20912

Attachment B: Written Testimony

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,
Jacob Barker
605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212
jacobbarker@me.com

Attachment B: Written Testimony

I am testifying in support of the removal of the kid county highway expansion from the master plan of highways and transitways.

We are in the midst of a climate emergency. We should not be destroying the local ecosystems near the planned highway just to move mostly single occupancy vehicles quickly. Besides, building and expanding highways does not relieve traffic congestion. The only way to do that is to move more people in less space.

We need bikeways and busways that are not open to single occupancy vehicles (cars). We need to get people to use the most energy efficient means of transportation: public transit and active transit. Cars just ruin cities, and by building more infrastructure to quickly move cars we will ruin our cities. Ckarksburg and the upcounty area needs transitways, not highways, to tackle gridlock, help the local economy, and do better by the environment and climate.

Spread the music,

Jacob Barker, M.Ed.
605 Hudson Ave, Apt 322
Takoma Park, MD 20912

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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,

Jacob Barker

605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212 jacobbarker@me.com

ID: 291
Michael McKee

Attachment B: Written Testimony

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.

Constructing the M-83 would be a mistake. We need to instead be focusing on better street connections, bus rapid transit, and safe bicycle and pedestrian infrastructure to combat climate change and reduce commuting times.

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

Sincerely,

Michael McKee

2109 Sondra Ct Silver Spring, MD 20905-3951

michaelmckee497@gmail.com

ID: 292
Anita Morrison

Attachment B: Written Testimony

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,
Anita Morrison
9318 Worth Ave Silver Spring, MD 20901-4810
anitabmorrison@gmail.com

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Sincerely,

Anita Morrison

9318 Worth Ave Silver Spring, MD 20901-4810 anitabmorrison@gmail.com

ID: 293
Aaron Ucko

Attachment B: Written Testimony

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

Sincerely,
Aaron Ucko
503 Pleasant Dr Rockville, MD 20850-5880
amu@alum.mit.edu

ID: 294
Mimi Brody

Attachment B: Written Testimony

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

Sincerely,
Mimi Brody
102 Fleetwood Ter Silver Spring, MD 20910-5511
mbrody@hslf.org

Attachment B: Written Testimony

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

Sincerely,

Mimi Brody

102 Fleetwood Ter Silver Spring, MD 20910-5511 mbrody@hsf.org

ID: 295

Christopher Vroome

Attachment B: Written Testimony

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

Sincerely,
christopher Vroome
7915 Eastern Ave Silver Spring, MD 20910-4896
chrisvroome@gmail.com

Attachment B: Written Testimony

Dear Planning Chair Artie Harris,

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Sincerely,
christopher Vroome
7915 Eastern Ave Silver Spring, MD 20910-4896
chrisvroome@gmail.com

ID: 296
Erica Bollerud

Attachment B: Written Testimony

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

Sincerely,

Erica Bollerud

601 Hudson Ave Apt 309 Takoma Park, MD 20912-3214

erica.bollerud@gmail.com

ID: 297
Frances Stewart

Attachment B: Written Testimony

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

Sincerely,
Frances Stewart
4407 Maple Ave Bethesda, MD 20814-4732
frances.stewart6@gmail.com

ID: 298
Binyamin Biber

Attachment B: Written Testimony

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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Sincerely,
Rabbi Binyamin Biber
9039 Sligo Creek Pkwy Apt 1108 Silver Spring, MD 20901-3303
rav.bibi@gmail.com

ID: 299

Jamison Donovan

Attachment B: Written Testimony

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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Sincerely,

Jamison Donovan

719 Dartmouth Ave Silver Spring, MD 20910-5540

jdonovan07@gmail.com

ID: 300
Lee Lindahl

Attachment B: Written Testimony

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.

I understand that the county's Department of Transportation recommends the removal of the M-83 extension and that their "ongoing investments in transit along MD 355, as well as other Corridor Connectors identified in the I-270 Corridor Forward Plan, all represent a more sustainable path forward for connecting the Clarksburg, Germantown, and Gaithersburg areas."

Let the experts guide us on this.

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

Sincerely,
Lee Lindahl
813 Violet Pl Silver Spring, MD 20910-4918
leealindahl@gmail.com

ID: 301
Elisabeth Fidler

Attachment B: Written Testimony

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

Sincerely,
Elisabeth Fidler
6106 Wilson Ln Bethesda, MD 20817-3111
elisabeth.l.fidler@gmail.com

ID: 302
Sylvia Diss

Attachment B: Written Testimony

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.

I WAS TOLD BY ONE OF YOU, EARLIER THIS YEAR, THAT WE DIDN'T HAVE TO WORRY ABOUT M-83!

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.

PLEASE REMOVE THIS HIGHWAY FROM YOUR OFFICIAL MASTER PLANS.

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

Attachment B: Written Testimony

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

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. We need a well designed Bus Rapid Transit on route 355 into clarksburg. We must preserve our forests and streams, they are irreplaceable.

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.

sylvia diss

dissplay3@gmail.com

10326 Lloyd road

potomac, Maryland 20854

ID: 303

Kathleen Holmay

Attachment B: Written Testimony

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,
Kathleen Holmay
9625 E Bexhill Dr Kensington, MD 20895-3104
kathleen@holmay.us

ID: 304

Jacqueline Crawley

Attachment B: Written Testimony

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

Sincerely,
Jacqueline Crawley
STRATFORD Rd Chevy Chase, MD 20815
neuropeptides@yahoo.com

ID: 305
Krista Kurth

Attachment B: Written Testimony

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

Sincerely,
Krista Kurth
9428 Garden Ct Potomac, MD 20854-3964
kkurth@comcast.net

ID: 306
Jaime Ware

Attachment B: Written Testimony

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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MOCO has done a great job in planning. Dont derail all the positive results of your inclusive and democratic planning process.

r

Jaime

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

Sincerely,

Jaime ware

1201 E West Hwy Apt 352 Silver Spring, MD 20910-7201

jaime.b.ware@gmail.com

ID: 307
Alex Demarais

Attachment B: Written Testimony

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

Sincerely,
Alex Demarais
9116 Eton Rd Silver Spring, MD 20901-4902
ademarais@gmail.com

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

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.

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Sincerely,

Alex Demarais

9116 Eton Rd Silver Spring, MD 20901-4902 ademarais@gmail.com

ID: 308
Lauren Harris

Attachment B: Written Testimony

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

Sincerely,

Lauren Harris

110 Monroe St Rockville, MD 20850-2508

laurenharris111489@yahoo.com

ID: 309
Cathie Nelsen

Attachment B: Written Testimony

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

Sincerely,

Cathie Nelsen

5 Froude Cir Cabin John, MD 20818-1805

cfrance48@comcast.net

ID: 310
Andrea Cimino

Attachment B: Written Testimony

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

Sincerely,
Andrea Cimino
3913 Hampden St Kensington, MD 20895-2006
cimino.andrea.m@gmail.com

Attachment B: Written Testimony

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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Sincerely,

Andrea Cimino

3913 Hampden St Kensington, MD 20895-2006

cimino.andrea.m@gmail.com

Attachment B: Written Testimony

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Sincerely,

Andrea Cimino

3913 Hampden St Kensington, MD 20895-2006 cimino.andrea.m@gmail.com

ID: 311
Daniel Flatow

Attachment B: Written Testimony

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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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Sincerely,

Daniel Flatow

1110 Fidler Ln Apt 1414 Silver Spring, MD 20910-3420

danflat3@gmail.com

ID: 312
Alison Farmer

Attachment B: Written Testimony

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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Sincerely,
Alison Farmer
407 Laurel Ave Laurel, MD 20707-4224
realitymaintenancesystems@gmail.com

ID: 313
Leslie Wharton

Attachment B: Written Testimony

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

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Sincerely,

Leslie Wharton

4978 Sentinel Dr Apt 501 Bethesda, MD 20816-3575

leslie.b.wharton@gmail.com

Attachment B: Written Testimony

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Sincerely,

Leslie Wharton

4978 Sentinel Dr Apt 501 Bethesda, MD 20816-3575

lesliew@eldersclimateaction.org

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Leslie Wharton
leslie.b.wharton@gmail.com
4978 Sentinel Drive #501
Bethesda, Maryland 20816

ID: 314
Patricia Duran

Attachment B: Written Testimony

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

Sincerely,

Patricia Duran

3414 Gleneagles Dr Silver Spring, MD 20906-1666

mgent1@aol.com

ID: 315
James Miller

Attachment B: Written Testimony

Dear Planning Chair Artie Harris,

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

Sincerely,
James Miller
507 Elm Ave Takoma Park, MD 20912-5433
jmiller2@umd.edu

Attachment B: Written Testimony

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Sincerely,
James Miller
507 Elm Ave Takoma Park, MD 20912-5433
jmiller2@umd.edu

ID: 316
Carol Amburgey

Attachment B: Written Testimony

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

Sincerely,
Carol Amburgey
14300 Gaines Ave Rockville, MD 20853-2155
carol_amburgey@yahoo.com

ID: 317
Anne Ambler

Attachment B: Written Testimony

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.

Once upon a time, planners and the public saw additional highways as the answer to mobility. But over and over, this was proven false, with studies of induced demand showing how. But in addition, since those days of highway building everywhere--very often through disadvantaged communities, wiping them out (see NYC Bronx, I-95 through Richmond, VA)--we have discovered that not only have we lost communities, we have lost valuable natural areas critical to our health, both mental and physical. If built, the Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. We in the public now recognize that M-83 is the wrong choice for our county. With our large population, reliance on cars means congestion at the very least, and certain environmental destruction, all without benefit. Mobility lies instead in transit investment, better street connections, and safe bicycle and pedestrian infrastructure. We are already planning the MD-355 BRT, which should have been built years ago. But the next best time is now.

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

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

Sincerely,
Anne Ambler
12505 Kuhl Rd Silver Spring, MD 20902-1443
anambler@gmail.com

Attachment B: Written Testimony

Honorable Artie Harris,

I urge you to eliminate proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, consistent with our county's efforts to do its part to address climate change, please accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg, which would enable greater stewardship of our forests and streams and give Clarksburg residents a way to avoid the frustrations of driving.

Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain like a sword of Damocles over our heads.

Our future is not in more pavement for roads, but in using our existing road space more effectively. Have you seen the graphic showing how much road space is occupied by people on a bus versus all driving their own car? As our population grows, we obviously need to enable them to move around. And we have the means. It is transit. We need 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 in showing how my county has the wits and courage to address climate disruption and transportation equity. For the good of all of us, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Anne Ambler
anambler@gmail.com
12505 Kuhl Road
Silver Spring, Maryland 20902

ID: 318
Andrew Fister

Attachment B: Written Testimony

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.

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

Sincerely,

Andrew Fister

8908 Courts Way Silver Spring, MD 20910-2276

andrewfister@gmail.com

ID: 319
Michael DeLong

Attachment B: Written Testimony

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

Sincerely,

Michael DeLong

2210 Washington Ave Apt 201 Silver Spring, MD 20910-2619

michaeldelong94@gmail.com

ID: 320
Lingyan Liu

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan in 1960. It is integral to the development of Clarksburg. It provides a much more direct connection from Clarksburg to Shady Grove Metro. Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Best Regards,
Lingyan Liu
22072 Newcut Road, Clarksburg, MD 20871

ID: 321
Paul Meyer

Attachment B: Written Testimony

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,

Paul Meyer

217 Beckwith St Gaithersburg, MD 20878-5606

pmeyer19@gmail.com

ID: 322

Jonathan Bernstein

Attachment B: Written Testimony

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.

Now is not the time for more roads! Spend the money on better transit, protected bike lanes, and last mile scooters! 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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It is time to remove this destructive and unnecessary proposed highway from the county's official master plans.

Sincerely,
Jonathan Bernstein
9924 KINGSBURY Dr Silver Spring, MD 20910
jonathan@bernthews.net

ID: 323
Mary Rooker

Attachment B: Written Testimony

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.

Environmental experts everywhere point to the need to stop cutting down trees. The outdated Mid-County Highway Extended (M-83) would violate that guidance -- destroying farmland, forests and wetlands through the Seneca Creek watershed. We need to be adding 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 needs to be removed from the Plan today.

Thanks.

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

Sincerely,
Mary Rooker
804 Larch Ave Takoma Park, MD 20912-5828
greentyrtle@gmail.com

Attachment B: Written Testimony

Honorable Artie Harris,

I am writing (again) about a key environmental and quality of life issue for Montgomery County. Please eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways.

I ask that you instead accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams. Please help stop enabling the destruction of our clean drinking water supplies and irreplaceable forests by allowing M83 Highway to remain in the master plans.

Research repeatedly shows that more roads simply mean more traffic, and that our future rests 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.

Mary Rooker

greentyrtle@gmail.com

804 Larch Ave.

Takoma Park, Maryland 20912

ID: 324
Neal Capple

Attachment B: Written Testimony

Hello,

I currently reside @ 10812 Eberhardt Dr, Gaithersburg MD 20879, and I would like the planning board to please consider removing the M83 highway from the Master Plan of Highways and Transitways. Thank you for your time and consideration!

Thank You!

Neal Capple

Routing Specialist

Transportation Support Services

Montgomery County Public Schools

UpCounty Regional Services Center

12900 Middlebrook Rd, Suite 3380, Germantown, MD 20874

240-740-8200



ID: 325
Fenwick Anderson

Attachment B: Written Testimony

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,

Fenwick Anderson

8319 Roanoke Ave Takoma Park, MD 20912-6285

fenwickanderson@starpower.net

ID: 326
Tim Shank

Attachment B: Written Testimony

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,

Tim Shank

8301 River Trail Ln Bethesda, MD 20817-4327

tshank1@verizon.net

ID: 327
Josh Sachs

Attachment B: Written Testimony

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,

Josh Sachs

9127 Walden Rd Silver Spring, MD 20901-3529

witty.dust9197@fastmail.com

ID: 328
Yiqing Ren

Attachment B: Written Testimony

To the Montgomery County Planning Board,

We have learned that the Midcounty Highway, which is only 5.6 miles long, will no longer be included in the Clarksburg Master Plan.

If you do this, you will be making a serious mistake.

1. The population of Germantown and Clarksburg has continued to grow; twenty years ago, only 3,000 people were living here. Today, there are 40,000, and there continues to be a population influx every year. These county residents and taxpayers all require access to transportation.
2. This highway would be essential for disaster evacuation.
3. If the decision not to develop this short distance is due to environmental concerns, please reconsider. Anyone who uses ecological concerns as an excuse is effectively discriminating against all of their fellow up-county neighbors. It is utterly inhumane to deny the vital transportation needs of hundreds of thousands of people.
4. Traffic jams currently on both Interstate 270 and Route 355 in the Germantown and Clarksburg area will be much alleviated by this highway. Following the COVID, people are returning to their offices, and we have all been trapped in traffic for far too long. Please continue this on the map and build it.

Thank you very much.

Sincerely

Yiqing Ren
12702 Fernberry Lane,
Boys, MD 20841

ID: 329
Laurie Ryan

Attachment B: Written Testimony

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,

Laurie Ryan

10008 Menlo Ave Silver Spring, MD 20910-1054

laurie.m.ryan@gmail.com

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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,

Laurie Ryan

10008 Menlo Ave Silver Spring, MD 20910-1054 laurie.m.ryan@gmail.com

ID: 330
Susan Shu

Attachment B: Written Testimony

Hello: Montgomery County Planning Board,:

We have learned that the Midcounty Highway, which is only 5.6 miles long, will no longer be included in the Clarksburg Master Plan. If you do this, you will be making a serious mistake.

1. The population of Germantown and Clarksburg has continued to grow; twenty years ago, only 3,000 people were living here. Today, there are 40,000, and there continues to be a population influx every year. These county residents and taxpayers all require access to transportation.

2. This highway would be essential for disaster evacuation.

3. If the decision not to develop this short distance is due to environmental concerns, please reconsider. Anyone who uses ecological concerns as an excuse is effectively discriminating against all of their fellow up-county neighbors. It is utterly inhumane to deny the vital transportation needs of hundreds of thousands of people.

4. Traffic jams currently on both Interstate 270 and Route 355 in the Germantown and Clarksburg area will be much alleviated by this highway. Following the COVID, people are returning to their offices, and we have all been trapped in traffic for far too long. Please continue this on the map and build it.

Thank you very much.

Sincerely

Susan shu
12802 Ethel Rose way ,
Boys, MD 20841

ID: 331
Shaz Siddiqi

Attachment B: Written Testimony

Dear MCP Chair,

I'm reaching out to express my concern about the potential cancellation of the M83 project and its adverse impact on the Clarksburg community. **Clarksburg has experienced exponential population growth in recent years**, and our existing infrastructure can no longer support the rising demand. M83 is crucial for alleviating traffic congestion, enhancing safety, and sustaining the community's rapid development.

Canceling M83 risks stalling our economic growth, worsening daily commutes, and diminishing quality of life for Clarksburg residents. I urge you to consider how essential this project is to the future and sustainability of our community.

Thank you for your attention to this crucial matter.

Sincerely,

Dr. Shaz Siddiqi, M.D.

resident of Clarksburg Village

ID: 332

Robert Portanova

Attachment B: Written Testimony

Planning Board Chair Artie Harris -

PLEASE PERMANENTLY REMOVE THE M83 HIGHWAY FROM MONTGOMERY COUNTY'S MASTER PLAN OF HIGHWAYS & TRANSITWAYS (MPOHT).

This debate needs to end, NOW, and put an end to the senseless discussion of this harmful, destructive, environmentally criminal highway project.

We all know, you included, of the enormous harm this highway will have on our area - demolishing pristine untouched Seneca Creek parkland, clear cutting essential forest habitat and the climate protection that forests provide. Instead, this highway would create massive heat zones, 24x7 noise pollution and enormous run off.

It is an injustice to residents and to the earth stewardship which every Master Plan should take into account.

Robert Portanova
Gaithersburg, MD
301-990-4881

ID: 333
David Greene

Attachment B: Written Testimony

Please remove the M83 from the MPOHT. It would destroy the forested streambed that my dog and I walk in every morning next to the Windbrooke condominiums.

Thank you

David L Greene

ID: 334

Samira J. Siddiqi

Attachment B: Written Testimony

Dear MCP Chair,

I'm reaching out to express my concern about the potential cancellation of the M83 project and its adverse impact on the Clarksburg community. **Clarksburg has experienced exponential population growth in recent years**, and our existing infrastructure can no longer support the rising demand. M83 is crucial for alleviating traffic congestion, enhancing safety, and sustaining the community's rapid development.

Canceling M83 risks stalling our economic growth, worsening daily commutes, and diminishing quality of life for Clarksburg residents. I urge you to consider how essential this project is to the future and sustainability of our community.

Thank you for your attention to this critical issue.

Sincerely,

ID: 335
Charles Goldman

Attachment B: Written Testimony

Please take this road off the planning schedule. it will be an environmental disaster.

/s/

Charles Goldman
Silver Spring, MD

ID: 336
Robert Eisinger

Attachment B: Written Testimony

Written Testimony for the M-83 Hearing on November 14th at 8:30:

The High Road Foundation's Civil Engineers studied the Up County M-83 alignment back in 2019 for a possible location for the Monorail to Frederick. We determined that due to the terrain/topography, and environmental considerations associated with bridge construction in that right of way, that it was not suitable or advisable. The issue was really the height of the piers required to provide the appropriate slope of the monorail rails, but the same issue occurs with a roadway. The number of bridges required, the height of the bridges and the environmental conditions will prevent the utilization of that part of the right of way practically and economically.

I would recommend you do a complete cost study of utilizing the right of way for a road, given the extreme topography/stream valleys. What will be the cost per mile to construct the roadway in that right of way.

I seriously doubt it will make any economic sense, much less do anything but damage the environmental stream systems shedding into the Potomac River.

If you want to really fire up the County's ability to attract Employers, create jobs, and housing and create a higher image that transcends the typical, I recommend lighting a fire under MDOT to complete the NEPA study of 270 for the Monorail. It removes the need to utilize the M-83 right of way completely. The monorail utilizes the existing I 270 right of way.

Sincerely submitted for your consideration.

Bob

PS: If you have done the cost study and determination of the number of bridges and overpasses required to construct M-83, I would really like to see it.

ID: 338
Tina Slater

Attachment B: Written Testimony

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.

Please, please consider removing M-83 from the Master Plan of Highways & Transitways.

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.

We're facing a Climate Crisis and therefore must *rethink* the projects that have been lying "fallow" on the bookshelves.

Let's be PROACTIVE and use greener options for getting around -- we've already started working on greener options --- meanwhile, let's just put this old relic (M-83) in the trash bin!

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.

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

Sincerely,

Tina Slater

402 Mansfield Rd Silver Spring, MD 20910-5515

slater.tina@gmail.com

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Please remove M-83 --- it has been "lingering" far too long on the MPHT. Safe bicycle and pedestrian infrastructure, and investments in great transit like Bus Rapid Transit on MD-355 will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83.

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.

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.

Let's do the right thing!

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

Sincerely,

Tina Slater

402 Mansfield Rd Silver Spring, MD 20910-5515 slater.tina@gmail.com

ID: 339

Christopher Higham

Attachment B: Written Testimony

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 Christopher Higham, and this is my mailing address:
17305 Beauvoir Blvd
Derwood, MD 20855

Please remove any plans to extend Midcounty Highway to Ridge Road or MD-200. This plan would cut right through heavily forested areas on both ends. The county has demonstrated that we can be creative in moving people. We don't need any new highways.

Thank you
Christopher

ID: 340
Fred Lau

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 was included in the Clarksburg Master Plan since 1960. It is an integral to the development of Clarksburg. It provides a much direct connection from Clarksburg to Shady Grove Metro.

Clarksburg has grown from a community of 10,000 residents in 2010 to over 30,000 residents. 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 Clarksburg residents. It is time to build M-83.

Kind Regards,

Fred Lau
12617 Blue Sky Drive, Clarksburg, MD
(202)276-8114

ID: 341

John and Michelle Tatum

Attachment B: Written Testimony

Dear Mr. Harris,

I am writing to you as a long time Resident of Gaithersburg, MD requesting that you please REMOVE M83 Highway from the Master Plan for the Highways and Transitways. We have lived in Gaithersburg, MD since 1981 and have worried about M83 being built and destroying the beautiful woods/flood plane that we have in the back of our house on 1344 Carlsbad Drive, Gaithersburg, MD.

M83 would bisect and degrade 5 public parks, forest lands and importance recreational resources like the Seneca Creek Greenway Trail. Further, the cars on M83 would increase the air pollution in our area and also increase the "urban heat islands" harming our neighborhoods and community.

Finally we believe, that it would divert funding from transit alternatives and sound transportation solutions like the Bus Rapid Transit on MD 355 to Clarksburg, MD. We also worry about the increase sound pollution it will produce in our neighborhoods. For all these reasons and more, we respectfully request that the M83 Highway plan be removed from the Master Plan and not be considered in the future.

Thank you and we look forward to the removal of M83 Highway from the Master Plan!

V/R,

John and Michelle Tatum

1344 Carlsbad Drive

Gaithersburg, Maryland

20879

ID: 342
Elaine Shank

Attachment B: Written Testimony

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.

We need better bus and rail service in the Upcounty!!

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,

Elaine Shank

11425 Neelsville Church Rd Germantown, MD 20876-4145

shankelaine@gmail.com

ID: 343

Madeline Amalphy

Attachment B: Written Testimony

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.

As a young Gaithersburg resident who is extremely concerned about the climate crisis and deforestation, I strongly oppose the outdated Mid-County Highway Extended (M-83). If built, it 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,
Madeline Amalphy
651 Saybrooke Oaks Blvd Gaithersburg, MD 20877-3488
radchic05@gmail.com

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

As a young nature lover from Gaithersburg who is extremely concerned about the climate crisis, I strongly oppose M-83. 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. This is your last chance to do everything in your power to prevent millions of innocent Americans from dying in hurricanes, floods, famines, droughts, heat waves, and wildfires caused by the climate crisis.

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,

Madeline Amalphy

651 Saybrooke Oaks Blvd Gaithersburg, MD 20877-3488 radchic05@gmail.com

ID: 344
Luis Segrera

Attachment B: Written Testimony

Dear Members of the Montgomery County Council,

I am writing to express my strong support for the M-83 project. As a resident of Montgomery County, I am increasingly concerned about the rapid growth of housing in the Clarksburg area, where the population is now around double of what it was a decade ago. A substantial portion of this population consists of minority communities, and this growth is putting immense pressure on our current infrastructure, leading to worsening traffic conditions. Without timely intervention, I fear that congestion will escalate, resulting not only in safety issues but also causing significant pain and hardship for families who depend on reliable transportation.

The Clarksburg area is playing a significant role in providing more dwellings for county residents, yet it is receiving little support to accommodate this growth. Many residents chose to move to areas like Clarksburg based on various factors, including the expectation of future developments that were anticipated to support this growth. The M-83 project is crucial for addressing the challenges posed by our increasing population and ensuring that our roads can adequately support it.

The M-83 corridor serves as a vital link for Clarksburg and surrounding areas, which are expected to continue growing at a rate of over 4% per year, with projections suggesting a further 20% increase in the coming five years.

While I understand that environmental concerns are often raised, I believe they can be misleading. Every infrastructure project will have some level of environmental impact, and it is essential to evaluate these impacts in context. Rather than halting vital projects like M-83, we should focus on employing innovative technology and sustainable practices to mitigate any negative effects. This approach allows us to meet the needs of our growing community while being mindful of environmental stewardship.

The M-83 project promises to enhance travel times, improve safety, and increase access to essential services, particularly for the diverse population of Clarksburg. Furthermore, it aligns with our county's goals of sustainable development by promoting public transportation options and reducing our carbon footprint.

I encourage the Council to look beyond immediate local concerns and consider the long-term advantages of M-83 for the entire county. By investing in this project, we are not only enhancing our transportation infrastructure but also fostering a more equitable and connected community. Taking action now will be a push for a better quality of life for all residents and ensure our community remains vibrant and accessible.

Thank you for considering my support for this vital initiative. I look forward to seeing the positive impact it will have on our county.

Sincerely,

Attachment B: Written Testimony

Luis Segrera
12857 Clarksburg Square Road
Clarksburg, MD 20871

ID: 345
Sarah Peters

Attachment B: Written Testimony

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.

I would much rather see investment in public transportation for disabled people like me who can't drive. 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 Peters
1220 E West Hwy Silver Spring, MD 20910-3244
petesa05@gmail.com

ID: 346
Emily Higham

Attachment B: Written Testimony

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 Emily Higham, and this is my mailing address:

17305 Beauvoir Blvd
Derwood, MD 20855

Please remove any plans to extend Midcounty Highway to Ridge Road and MD-200. This plan would cut right through heavily forested areas on both ends. The county has demonstrated that we can be creative in moving people. We don't need any new highways.

Thank you,
Emily Higham

ID: 347
Justin Brightbill

Attachment B: Written Testimony

Please remove the extension of mid county highway from Shady Grove Road to Redland road from the scope of work. The area between shady Grove road and the ICC is dense residential and contains two parks.

There are certainly better uses of our highway funding than fighting eminent domain lawsuits for the next ten years.

There is already sufficient access to the ICC from mid county highway less than a mile up shady Grove road.

ID: 348
Katharine Kosin

Attachment B: Written Testimony

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,
Katharine Kosin
4970 Battery Ln Unit 201 Bethesda, MD 20814-4967
katharinekosin@gmail.com

ID: 349
Catherine Guie

Attachment B: Written Testimony

Remove M83 highway from the master plan of highways and transitways.

Thank you

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Catherine Guie
catherine.guie@gmail.com
10621 Seneca Spring Way
Montgomery Village, Maryland 20886

ID: 350

Maria and Anthony Corio

Attachment B: Written Testimony

----- Original Message -----

From: Maria Corio <mariacorio325@gmail.com>;

Received: Thu Oct 31 2024 11:27:41 GMT-0400 (Eastern Daylight Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Please cancel M83 and save the environment and \$380 Million.

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

Maria and Anthony Corio

ID: 351
Kelly Leonard

Attachment B: Written Testimony

Dear Planning Board Chair Harris and Members of the Planning Board,

As a 22-year resident of Montgomery Village, I am writing to express my strong opposition to the construction of the M-83 highway. While I empathize with the traffic challenges faced by Clarksburg residents, I believe that the proposed roadway would have **significant negative implications** for Montgomery Village, particularly for our historically marginalized communities.

Montgomery Village (with its **population approximating 40,000 residents**) is a diverse community that continues to grow, reflecting our vibrance and inclusive nature. Our community has long been a haven for families from various socioeconomic backgrounds. The construction of M-83 threatens to disrupt this fabric by **introducing increased traffic, noise pollution, and environmental degradation**. These changes would disproportionately and inequitably affect our most vulnerable residents, including lower-income populations and communities of color, who already face numerous challenges.

One of the primary concerns is the potential for increased air pollution. Studies have shown that highways contribute significantly to air quality deterioration, which can lead to respiratory issues and other health problems. Our community, which includes many children and elderly residents, cannot afford to bear this additional health burden. Of further concern is the proximity of M-83, which would run directly behind Watkins Mill Elementary School. Increased traffic and pollution near the school could create **hazardous conditions, compromising the health and well-being of our children**.

Moreover, the construction of M-83 would likely lead to the **displacement of residents and businesses** and place a physical divider between some Village communities creating community inclusion issues. Historically marginalized communities are often the first to be impacted by such developments, leading to a loss of affordable housing and local businesses that are integral to our community's identity and economy.

While I understand the need to address traffic congestion in Clarksburg, **M-83 will ultimately create congestion at Midcounty, not alleviating congestion for Clarksburg residents**. It simply moves the congestion south to Montgomery Village placing an even larger population of residents in traffic congestion. I urge the Planning Board to **consider alternative solutions that do not come at the expense of Montgomery Village**. One forward-thinking approach could be the expansion of public transportation options. By improving bus services and extending the reach of the Metro, we can provide Clarksburg residents with reliable and efficient alternatives to driving. This would not only alleviate traffic but also promote sustainable transportation practices.

Another innovative solution could be the implementation of smart traffic management systems. These systems use real-time data to optimize traffic flow, reduce congestion, and improve safety. By investing in such technologies, we can address traffic issues without the need for new highways that disrupt communities.

In conclusion, while I empathize with the traffic woes of Clarksburg residents, **the construction of M-83 is not the solution**. I urge the Planning Board to explore alternative solutions that address traffic concerns while preserving the health, safety, and integrity of our community.

Thank you for your thoughtful consideration.

In community always,

Attachment B: Written Testimony

Kelly Leonard (she/her)
240.994.4861 (mobile)
Montgomery Village, MD

ID: 352

Andy Z

Attachment B: Written Testimony

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.

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. If built, the outdated Mid-County Highway Extended (M-83) would also destroy farmland, forests and wetlands in its path through the Seneca Creek watershed

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,

Andy Z

RESTON Reston, VA 20191

zavala21andres@gmail.com

ID: 353
Gail Landy

Attachment B: Written Testimony

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.

The forests in Gaithersburg must be maintained both for the environmental benefits such as cleansing water, preserving wildlife habitat and providing shade from summer heat but also the aesthetic benefits of preserving parkland. This is one of the benefits of living in Gaithersburg, a city that prioritizes walkability and other recreational pursuits.

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

Sincerely,

Gail Landy

17600 Silver Dollar Ct Gaithersburg, MD 20877-4237

ag7dollar@msn.com

Attachment B: Written Testimony

To whom it may concern,

I am providing written testimony opposing the Master Plan of Highways and Transitways (MPOHT) for M83 highway

Hearing Date: November 14, 2024

Sincerely,

Gail Landy

17600 Silver Dollar CT

Gaithersburg, MD 20877

I support the no build option for the Mid-County Highway Extension project, another highway expansion plan which is counter to our goal of reducing vehicle miles traveled and the adjoined air, climate, and water pollution caused by storm runoff. The option to increase transit along Rt.355 was not considered as a viable alternative that adheres to the current goal of reducing the number of cars on highways and arterial roads. Congestion can be reduced without expanding highways. Extending and widening Mid-County Highway to a six lane expanse will evoke induced demand, the false conjecture that congestion will be reduced. In retrospect, transit such as Bus Rapid Transit could be employed on RT. 355, combined with an expanded MARC service, and increased funding for WMATA which can increase Metro's viability as a source of transportation. Express buses on I-270 can address traffic disparities and provide a connection to the Shady Grove Metro Station for transport to the inner suburbs and DC.

The six-lane highway which is planned for connecting Gaithersburg to Clarksburg will induce speeding, which poses danger to bicyclists and pedestrians even if provisions are provided.

Pedestrians will likely be forced to walk long distances for safe crossing in once connected neighborhoods, even when needed infrastructure exists.

M83 will divide neighborhoods, a predicament reminiscent of the 60's interstate project which broke up and divided thriving communities. It will make it difficult and dangerous for children walking and bicycling to school as the highway high speed traffic races pass them, often unaware of their presence. Neighborhoods in Montgomery Village will suffer the consequences of the highway, upending local parks and green spaces that are the pride of Montgomery County living. M83 will override and destroy Whetstone Run, the closest publicly accessible park for observing and communing with nature for thousands of people which runs amuck the proposed highway. Wetlands that filter and cleanse water and remove sediment will be overrun and eliminated. These natural places provide habitat for birds and other wildlife.

The Mid-Highway Extension will predicate urban sprawl as development overrides the once uninhabited, natural landscape. It overrides the goal of placing multiplex, dense development in established suburban neighborhoods. Rather than deeming Clarksburg an outlying suburb that can only be traversed with a car, Ride-On buses which are prevalent and popular for transport in lower Montgomery County can be implemented in Clarksburg which will eliminate the need for a car for many life endeavors and reduce suburban congestion.

M83 will upend our climate goals, for which transportation is the biggest contributor to greenhouse gas emissions and air pollution. The highway also overrides land-use goals of not encumbering our streams, wetlands, and natural forests, but instead developing new housing in already established neighborhoods and business districts, in other words building densely.

Expanding highways defeats the directive of the 21st Century, which is instituting reliable and affordable transit and overlaying the use of a the car for intercity and longer distance travel. This will facilitate the fight against catastrophic climate change. Transit is not only safer, with cars being much more prone to collisions but a cheaper form of transportation that permits indulging in

Attachment B: Written Testimony

transformative reading on your trip to the office. Expanding highways and connective routes are not required, only debasing the landscape, increasing vehicle miles traveled and congestion over the short run.

Attachment B: Written Testimony

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.

The proposed bike lanes along a high-speed highway (45mph) will pose danger to both bicyclists and pedestrians. On higher speed roads, driver's attention to adjoining bicycle is nill. Mid County HWY extended will not only distroy established parks and wetlands but cut through now peaceful neighborhoods. This will also put children walking to school at risk from collisions with cars and trucks, whose view from a high vantage point is obstructed. The community spirit will be forever tarnished. Do we have to repeat the same mistakea we made when the interstate system constructed in the 1960s? M-83 project will not solve the congestion problem on Rt. 355 for long. More people will choose to drive when we have the option to employ bus rapid transit, an environmental save. Why not instead use the property to construct a bicycle-pedestrian trail between Gaithersburg and Clarksburg? The highway plan is back dating.

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

Sincerely,
Gail Landy
17600 Silver Dollar Ct Gaithersburg, MD 20877-4237
ag7dollar@msn.com

ID: 354
Henry Renze

Attachment B: Written Testimony

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 great state 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,
Henry Renze
2903 War Admiral Ct Bowie, MD 20721-1279
henry.renze@gmail.com

ID: 355
Unknown Caller

Attachment B: Written Testimony

Voice mail: I'm just giving my opinion on the M-83. I recognize that we cut down a lot of forest, but with all the new housing projects done in Montgomery Village, unfortunately we're going to need more infrastructure. So just want to share that opinion. Thank you.

ID: 356
Victor R. Siegel

Attachment B: Written Testimony

I am writing to express my position regarding M-83. It should be removed from the plan entirely.

I am a resident of the Salem's Grant community located in Montgomery Village.

Victor R. Siegel

My address is

9321 Vineyard Haven Drive
Montgomery Village, MD 20886

Victor R. Siegel

ID: 357
Khoi Tran

Attachment B: Written Testimony

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

Khoi Tran
12301 Cherry Branch Dr
Clarksburg, MD 20871

301-252-8672
tgkhoi@gmail.com

ID: 358
Amber Zidek

Attachment B: Written Testimony

Good morning,

I am a veteran and resident of Clarksburg, MD. I commute to Walter Reed everyday in Bethesda. 270S is currently dangerous, and keeping M-83 as a plan and alternate would mean that I get home to my children safely at night, and can commute and support the metro system. My spouse and I are debating whether we stay in Clarksburg or move to another state altogether and this would mean our quality of life here would be so much better.

Thank you
Amber Zidek

ID: 359
Donna Pfeiffer

Attachment B: Written Testimony

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< PLEASE<PLEASE keep M-83 on the Master Plan!!

Kind Regards,

Donna

Donna Pfeiffer

23916 Janbeall Ct. Clarksburg, MD. 20871

C: 301-370-3200

Attachment B: Written Testimony

Hello Planning Board Members!

I grew up in the Air Force, moving constantly, never imagining I'd call one place home for more than a few years. But Clarksburg changed that. This incredible, caring community won me over, and my husband and I have been proud to raise our family here. Over the years, I've been deeply involved in Clarksburg—through the PTA, our civic association, and serving on the Clarksburg Baseball board. I've witnessed our town grow from a population of just 1,300 to over 35,000 today, and it's still growing!

As a Realtor, I reviewed the Master Plan before we purchased our home to understand how infrastructure would support this incredible transformation. What was once a community surrounded by cornfields is now home to some of the largest HOAs in the county.

→**But here's the problem:** while housing permits have been granted for decades, the road infrastructure promised in the Master Plan has **not** been built. M-83 is the missing link—the backbone needed to manage this growth. After decades of development, how can the county say, “Just kidding!” and remove M-83 from the Master Plan?

The 2017 resolution excusing the Planning Office from considering M-83 doesn't excuse the county from addressing our infrastructure needs and ALL the houses that were approved AND built with the commitment of this Parkway in place.

Until we have more up-county employment opportunities, commuting down-county to Virginia and DC remains our reality.

Simply adding a couple of buses to 355 won't solve the congestion and connectivity issues we face. We're pleading with you: Please do NOT remove the missing 5.6-mile Master Plan alignment! We get that the powers that be are not building this now- but don't eliminate this option for our future!

Clarksburg is a vibrant thriving community that needs roads to support our growth and provide safe, reliable connections.

Appreciate your careful consideration (*this is a pretty big deal to those of us in the Upcounty!*),

Donna

Donna Pfeiffer
23916 Janbeall Ct Clarksburg, MD. 20871
C: 301-370-3200
DonnaPfeiffer@gmail.com

ID: 360

Pedro Bringas-Casado

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 has been a key component of the Clarksburg Master Plan since 1960, integral to Clarksburg's development. This multimodal route (serving cars, buses, and bikes) provides a direct link between Clarksburg, the Shady Grove Metro, and the Intercounty Connector (ICC-200). The M-83 right-of-way presents a potential opportunity to extend the Red Line from Shady Grove Metro to Clarksburg, offering a viable solution to increasing traffic in Upcounty. It could also serve as a corridor for the proposed Monorail from Frederick through Clarksburg, Shady Grove Metro, Bethesda Metro, and across the bridge to Tysons Corner.

Clarksburg's population has surged from 10,000 residents in 2010 to over 40,000 today, with continued rapid growth. However, the existing transportation infrastructure is insufficient to meet these needs. Removing key sections of M-83 would severely undermine its effectiveness and negatively impact the quality of life for both current and future residents in Clarksburg and Upcounty. Safety experts have also recommended including M-83 in an emergency evacuation plan. Eliminating M-83 would further hinder the county's future economic growth.

Please keep M-83 on the Master Plan.

Kind Regards

--

Pedro Bringas-Casado
13116 Hawkeye Aly, Clarksburg, MD 20871-4050
(917) 727 3376
pbringas@gmail.com

ID: 361

Maria Fernanda McClure

Attachment B: Written Testimony

Dear Planning Board Members:

Please keep M-83 on the Master Plan.

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 and 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 an emergency. Removing M-83 would also adversely impact the future economic growth of the county.

Respectfully,

Maria Fernanda McClure
12847 Murphy Grove Terrace
Clarksburg, Md 20871
301-802-4834
mariafernanda.mcclure.com

ID: 362

Sarwar Faraz (Testifying as Individual)

Attachment B: Written Testimony

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

Sarwar Faraz
11932 Kigger Jack Lane
Clarksburg, MD 20871
240-899-7254
sarwar98@yahoo.com

ID: 363
Kevin Shen

Attachment B: Written Testimony

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.

As you may know, expanding highways comes with a host of harms to our communities, our climate, and our wallets. In a recent study by the Union of Concerned Scientists, Freedom to Move (<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.ucsusa.org%2Fresources%2Ffreedom-move&data=05%7C02%7CMCP-Chair%40mncppc-mc.org%7C0d1493b0026d43a0ff7008dcfd24006a%7Ca9061e0c24ca4c1cbef039bb8c05816%7C0%7C0%7C638663578983341921%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=CbkFNNTyIGkqBEwvBF0SnOAOpf1z4B7xisC WTOAkhf4%3D&reserved=0>), they cite a large range of scholarship (p.48) that shows that highway expansions do not decrease congestion due to induced demand (especially in areas like the DMV), stymie local economic growth, and serve to divide and harm communities, disproportionately communities of color. In addition, polling (<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Ft4america.org%2Fwp-content%2Fuploads%2F2020%2F03%2FTransit-Polling-Memo-final.pdf&data=05%7C02%7CMCP-Chair%40mncppc-mc.org%7C0d1493b0026d43a0ff7008dcfd24006a%7Ca9061e0c24ca4c1cbef039bb8c05816%7C0%7C0%7C638663578983361195%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=TZCRJB%2BLu3xCDWJ%2BLeruo9VavxXQsO wlvvruxvLYpLM%3D&reserved=0>, p.13) has shown that 61% of people in the US support a highway expansion moratorium. The evidence is mounting against car dependence.

And personally, as a Montgomery County resident, I'd prefer not to have my and my family's life in danger. On Montgomery County highways alone, we've already almost died twice, once ending up in the hospital with some severe injuries due to a car crash. Many of my fellow community members and I imagine a different future -- one with better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT which would help provide much needed transportation improvements upcounty without the devastating 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,
Kevin Shen
8201 16th St Silver Spring, MD 20910-3240
kshen1110@gmail.com

ID: 364

Carolyn A. McAllister

Attachment B: Written Testimony

Dear Planning Board Member:

Did you know that it takes approximately 30 minutes for Clarksburg residents to get through Clarksburg/Germantown during morning rush? Did you know it takes that same amount of time to get back home during evening rush hour? Although many of you might live down county, **please consider visiting Clarksburg** during morning or evening rush hour. **You will feel our pain!**

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

Carolyn A. McAllister
Clarksburg Town Center Resident since 2002

Attachment B: Written Testimony

Dear Planning Board Members:

M-83 has been included in the Clarksburg Master Plan since 1960, and 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. In addition, 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**, and 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 an 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,

Carolyn McAllister
23917 Burdette Forest Road
Clarksburg, MD 20871

ID: 365

Elissa and Bob Stafford

Attachment B: Written Testimony

Reference: A second public hearing will be held on Thursday, November 14, 2024, at 6:30 p.m. at the **M -NCPPC Building (2nd floor auditorium), 2425 Reedie Drive, Wheaton, Maryland 20902** to consider whether the unbuilt sections of Midcounty Highway Extended should be removed from the Master Plan of Highways and Transitways.

Dear MCP-Chair,

As Mill Creek Towne residents, we are in favor of removing the Midcounty Highway Extended from the Master Plan of Highways and Transitways. This highway extension would take away our green space and add unnecessary noise to our community and our two local parks. It would also dump out more traffic onto Redland Road, which is a two lane Road that is already busy at peak times. Increased traffic would make it more difficult for us to get out of our neighborhood, and make it less safe for our children who walk to the restaurants along Redland Road.

Kind regards,

Elissa and Bob Stafford
7200 Blanchard Drive
Derwood, MD 20855

ID: 367
Ken Ayres

Attachment B: Written Testimony

RE: Hearing November 14, 2024: Master Plan of Highways and Transitways, 2024 Technical Update.

Dear Planning Board Chair Artie Harris and members of the Planning Board:

I urge you to vote to remove the entirety of Midcounty Highway Extended ("M83") from the Master Plan of Highways and Transitways, 2024 Technical Update and send this recommendation to the Montgomery County Council.

Improving mobility and increasing capacity on roadways while reducing travel times in the Midcounty can be achieved without:

- Destroying significant natural resources and habitats—woodlands, floodplains, wetlands, stream systems, forested slopes---that are critical for climate resilience and quality of life for County residents.
- Bisecting, fragmenting, and diminishing five (5) public parks: Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County's Seneca Creek Greenway Trail.
- Harming and degrading the Montgomery Parks-identified high biodiversity areas within the North Germantown Greenway Stream Valley Park and within the Seneca Creek Stream Valley Park.
- Imperiling the health of the thousands of people who live directly adjacent to M83 highway alignment with increased air pollution that M83 would cause.

Viable and realistic alternatives to the proposed M83 highway do exist. Alternative to M83 highway include: Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day, two-way MARC train service to and from Washington, DC, and select roadway enhancements, including widenings and intersection improvements in the Midcounty Corridor.

Utilizing existing infrastructure and transportation systems is the essence of smart growth and sound planning for our future.

As long as M83 highway remains in the Master Plan of Highways and Transitways, it can be funded and constructed at any time by future administrations. The only way to permanently cancel this threat to our

Attachment B: Written Testimony

community, neighborhoods, public parkland, and natural resources is to remove M83 from the Master Plan of Highways and Transitways.

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments removed M83 highway from its long-range transportation plan, *Visualize 2045*, due to air quality violations and excessive pollution that M83 would cause. M83 is also omitted from the TPB's draft of *Visualize 2050*, the next version of the transportation plan for the greater Washington, DC area. This makes M83 ineligible for any federal funding.

Please fulfill your role as planning leaders and parkland stewards for Montgomery County and remove the entirety of M83 highway from the Master Plan of Highways and Transitways in 2024.

Sincerely,

Ken Ayres

105 Dale Drive

Rockville, Maryland 20850

ID: 368

Victoria Schneider

Attachment B: Written Testimony

Please do not build the M83. Why spend so much money and destroy acres of forest?

Victoria Schneider

ID: 369

Marc Bendick Jr

Attachment B: Written Testimony

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,
Marc Bendick Jr
319 Prince St Alexandria, VA 22314-3315
marc@bendickegan.com

ID: 370
Amy Gravell

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris and members of the Planning Board:

I urge you to vote to remove the entirety of Midcounty Highway Extended (“M83”) from the Master Plan of Highways and Transitways, 20224 Technical Update, as part of your official transmittal to the Montgomery County Council.

Our climate crisis demands that we retain carbon-sequestering forests and wetlands---and not replace them with M83 highway. Stewardship of our public parks and open spaces mandates retention of these public amenities and resources---not destroying and diminishing them with M83 highway.

Viable and realistic alternatives to the proposed M83 highway do exist that will improve mobility, reduce travel times, and increase capacity on roadways---without destroying significant natural resources, bisecting and degrading five (5) public parks (Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County’s Seneca Creek Greenway Trail), and polluting the air for thousands of people who live directly adjacent to the M83 highway alignment.

Alternatives to M83 highway include: Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day, two-way MARC train service to and from Washington, DC, and select roadway enhancements, including widenings and intersection improvements.

Utilizing existing infrastructure and transportation systems is the essence of smart growth and sound planning for our future. Smart planning dictates an environmentally-focused, community-building, landscape-affirming, transit-centric future----without M83 highway.

As long as M83 highway remains in the Master Plan of Highways and Transitways, it can be funded and constructed at any time by future administrations. The only way to permanently cancel this threat to our community, neighborhoods, public parkland, and natural resources is to remove M83 from the Master Plan of Highways and Transitways.

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments removed M83 highway from its long-range transportation plan, *Visualize 2045*, due to air quality violations and excessive pollution that M83 would cause. M83 is also omitted from the TPB’s draft of *Visualize 2050*, the next version of the transportation plan for the greater Washington, DC area. This makes M83 ineligible for any federal funding.

The Montgomery County Council’s 2017 Resolution (No. 18-957, Transportation Solutions for Northwest Montgomery County) prohibits the use of the proposed M83 highway in Master Plans. The 2017 Resolution nullifies and negates M83’s utility in land use planning. The next logical step is to remove M83 from the Master Plan of Highways and Transitways.

Attachment B: Written Testimony

Please fulfill your role as planning leaders and parkland stewards for Montgomery County and remove the entirety of M83 highway from the Master Plan of Highways and Transitways in 2024.

Sincerely,

Amy Gravell

105 Dale Drive

Rockville, Maryland 20850

ID: 371

Linda Bergofsky

Attachment B: Written Testimony

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,
Linda Bergofsky
17317 Hughes Rd Poolesville, MD 20837-2038
bergo72@hotmail.com

ID: 372
Barbara Siegel

Attachment B: Written Testimony

I am writing to register my opposition to the further development of M-83.

It should be removed from any future development plan entirely.

I am a resident of the Salem's Grant community located in Montgomery Village

Barbara Siegel

My address is 9321 Vineyard Haven Drive
Montgomery Village MD 20886

Again, I would like M83 to be removed from the master plan.

Thank you.

Barbara Siegel

ID: 373

Rachel Brightbill

Attachment B: Written Testimony

Hello - I would like to file a formal request to remove the M-83 mid county highway extension from the master plan. I live on Beauvoir blvd and having this extension built would affect my family, community and our neighborhood in the following ways:

- Prevent access to both parks from our home
- Create more street parking issues when sports games are played at Redland or Shady Grove parks. Currently overflow parking ends up on our street vs along Redland road
- Create excessive traffic noise in the front of my home
- Disrupt the natural wildlife who live in the woods and park across from our house
- My house would directly face the easement which would bring down the value of my property significantly and make this neighborhood less desirable for new families to move in
- Limit access to my son's school bus pickup and drop off locations
- Cut off our children from easily being able to access their friends who live in the neighborhood on the other side of Redlands Park
- The increase in road traffic and inability to cut through parks would make it less safe for our children to be walking outside, especially since we have no sidewalks in our neighborhood either

From the master plan maps, I don't think this is a necessary extension and would create more disruption than it does benefit the community. Thank you for your consideration.

Rachel Brightbill

ID: 374
Terry Haynes

Attachment B: Written Testimony

I am writing to voice my opinion as a Montgomery Village homeowner I am "against" the M83 cut through to Clarksburg.

This M83 roadway will destroy our forest/hiking trails and cause more traffic and more traffic noise for the residents of Montgomery Village. Additionally, the existing 270 provides adequate access to Clarksburg and adding additional lanes to the existing 270 would lessen traffic to Clarksburg, be less costly, and would not have as great of an adverse impact to our forest and the residents of Montgomery Village.

Regards,

Terry Haynes

Home Owner

10508 Seneca Ridge Dr, Montgomery Village, MD 20886

(cell) 301-339-3484

(email) senyaha2@gmail.com

ID: 375

Richard Yobst

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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,

Richard Yobst

2009 Hermitage Ave Silver Spring, MD 20902-2875 ryobst@gmail.com

ID: 376
Judith Lantz

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

jlantz1@gmail.com

ID: 377
Jonathan Nowick

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

ID: 378
Marney Bruce

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

ID: 379
Humza Faraz

Attachment B: Written Testimony

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

Humza Faraz

11932 Kigger Jack Lane, Clarksburg, MD 20871

240-660-0661

humzafaraz2000@gmail.com

ID: 380
Sunil Patil

Attachment B: Written Testimony

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

Sunil Patil

12724 Grand Elm St

Clarksburg MD 20871

301-528-7575

ID: 381

Gary McKelvey Jr.

Attachment B: Written Testimony

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.

Thank you for listening,
Gary McKelvey Jr.
21813 Woodcock Way, Clarksburg MD 20871
2408122224
garymckjr@yahoo.com

ID: 382

Roman Kastin

Attachment B: Written Testimony

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,

Roman Kastin
23359 Arora Hills Drive, Clarksburg, MD 20871
202-215-6930
rkastin78@yahoo.com

ID: 384
Edward Pfister

Attachment B: Written Testimony

Honorable Artie Harris,

I live in Montgomery Village and I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

Please also consider looking to the future with a light rail or METRO extension to serve the up county communities.

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

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.

epfister@comcast.net
10717 SENECA SPRING WAY
MONTGOMERY VILLAGE, Maryland 20886

ID: 388

Michael Boyle

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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 extremely important to me, because it will improve my quality of life while also improving climate justice and transit equity. I have personally walked the route which M 83 would take through Montgomery Village and I was flabbergasted at the impact which it would have on so many. The road would literally go just beyond the backyards of numerous people and the effect on these neighborhoods would be dramatic. I do not believe that any member of the panel or anyone in Clarksburg would want to have the destructive and derogatory influence on their neighborhood which M 83 would do two large portions of Montgomery Village. Therefore, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Michael Boyle
boylewings@verizon.net
10640 Seneca Spring Way
Montgomery Village , Maryland 20886

ID: 389
Linda Boyle

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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 EXTREMELY important to me, because it will very greatly improve my quality of life. IF THE M83 MASTER PLAN IS ALLOWED TO STAY IN PLACE IT WILL DESTROY MY QUALITY OF LIFE AND OUR ENTIRE NEIGHBORHOOD OF SENECA SPRING WAY IN MONTGOMERY VILLAGE!! Therefore, I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Linda Boyle
lindaboyle4him@gmail.com
10640 Seneca Spring Way
Montgomery Village, Maryland 20886

ID: 391
Beth Kosiak

Attachment B: Written Testimony

Thank you for the opportunity to provide citizen input on the proposal to remove M-83 from the Master Plan. My name is Beth Kosiak, and my husband Steve and I have lived in the County since 1987. The specter of this road being built has haunted my husband and me since 1990 when we were purchasing a townhome in Woodland Hills, a community adjacent to a section of the road that is along Whetstone Run and the Watkins Mill Elementary School. We purchased only after we heard that Governor Parris Glendening declared the road would never be built. We thought we were safe. Ten years later, we moved to a serene, wooded community in Montgomery Village and years later learned that the proposed road was back on the table and our home directly abutted another section.

We support removing M-83 permanently from the Master Plan because it will literally decimate many sections of Montgomery Village. It will install a 4-lane highway that completely eliminates the playground area behind Watkins Elementary School, leaving young children to navigate a busy thoroughfare when currently they walk to school in relative safety. It will remove irreplaceable, unique old-growth trees in parkland directly adjacent to our home, forever wipe out precious wetlands that provide critical run-off for the increasing storms due to climate change and destroy limited remaining green space for thousands of low and moderate income residents in the Village. The increased traffic noise, compromised air quality, loss of parkland where people, especially with dogs, regularly walk the trails to relax and exercise will significantly reduce quality of life and negatively impact our property values.

Not only has the Montgomery Village Foundation repeatedly announced its opposition to this additional road but even the County Council and the County Executive have been opposed to its inclusion in planning. For years, Montgomery County has been a leader in thinking about the challenges of the future and encouraging development that reduces such horrific environmental effects. It has actively promoted the idea of mass transit, bicycles, and pedestrian friendly neighborhoods. Retention of this road is in direct contradiction to such policies.

The Village is a 60-year-old community of 35,000 which was intentionally designed to be economically and culturally diverse. That diversity is clearly reflected in the student body of Watkins Mill Elementary School which is 69% Hispanic, 19% African American, and 6% Asian, with 86% receiving reduced priced meals. The median home price in Montgomery Village is \$380,000 and the median income of Montgomery Village is \$91,000. Residents of Montgomery Village are high users of buses that take them to Shady Grove Metro station and local places of work. It is hard to understand why, especially after the extension of Watkins Mill Road to 270 with its attendant increased traffic and noise, we are expected to shoulder the additional effects of even more asphalt and traffic than wealthier communities, when mass transit solutions would alleviate traffic without such wholesale destruction.

Attachment B: Written Testimony

Honorable Artie Harris,

I respectfully request that you eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. This road will cause more damage than good. The residents of Clarksburg need help, but so does thie entire upcounty area. It is NOT just them. Please do not look at this road in isolation to appease one community against another. We desperately need mass transit alternatives. I ask that you accelerate any possible mass transit options and investment in Bus Rapid Transit on Rt. 355 into Clarksburg as more roads in in the upcounty are ultimately unsustainable in the near term--we are heading towards gridlock.

For example, LakeForest Mall will be redeveloped into residential and commercial use within the next couple of years. That will accelerate gridlock on Montgomery Village Ave, 355 and surrounding roads if the Commission keeps adding roads without mass transit alternatives. I have not seen this addressed at all in the public conversation about M-83. The Village already has had an extension of Watkins Mill Road added to enable traffic flow to 270. We have more than done our share. And, on a related note, promised "mitigation" of a 4 lane highway plowing through the playground area of Watkins Mill Elementary is simply an empty euphemism for calming alarmed residents--you cannot have elementary school children safely navigate a major highway crossing to school!

In addition, the continued erosion of our green spaces is creating an asphalt jungle. Please help stop the destruction of our clean drinking water supplies and irreplaceable forests and wildlife 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. Both Clarksburg and Montgomery Village need mass transit.

This issue is important to me, because it will ensure the continued health of Montgomery Village, instead of literally destroying an economically and ethnically mixed community by bifurcating it with a highway to temporarily assuage frustrated Clarksburg constituents instead of developing the mass transit long term solutions we all need. Removal will also improve climate justice and transit equity. I urge you to support transit alternatives, and to eliminate Midcounty Highway Extended/M83 from all Master Plans.

Beth Kosiak

b_kosiak@hotmail.com

10709 Seneca Spring Way

Montgomery Village, Maryland 20886

ID: 404

Miriam Schoenbaum

Attachment B: Written Testimony

Attached please find my supplemental written testimony about the Master Plan of Highways and Transitways (MPOHT) 2024 Technical Update - specifically in support of removing Midcounty Highway Extended M-83 from the MPOHT.

Thank you,

Miriam Schoenbaum
15004 Clopper Rd
Boys MD 20841

Attachment B: Written Testimony

MIRIAM SCHOENBAUM
15004 CLOPPER RD
BOYDS MD 20841

MASTER PLAN OF HIGHWAYS AND TRANSITWAYS 2024 TECHNICAL UPDATE

Thank you for the opportunity to testify at the public hearing on Thursday, November 14, in favor of removing M-83 from the Master Plan of Highways and Transitways. I have appended a transcript of my in-person testimony, with the chords (see p. 4).

In this supplemental written testimony, I would like to address two ideas that were mentioned by supporters of M-83 at that public hearing.

1. **Great Seneca Highway does not demonstrate the benefits of M-83. It demonstrates the harms of M-83.**

- A court ruling in 1989 allowed the county to build Great Seneca Highway through Seneca Creek State Park (see the article appended below on p. 5: “Ruling paves way for highway through Seneca Park,” by Steven C. Fehr, Washington Post, April 12, 1989).
 - Edgar Gonzales was involved in the project.
 - The 1989 article cited the claim that “When finished, the highway should accommodate up to 40,000 vehicles a day, taking many of them off of I-270 and Rtes. 28 and 355.”
 - In reality, Average Annual Daily Traffic (AADT) on this section of Great Seneca Highway has never been higher than 23,000.
 - In reality, Great Seneca Highway did not fix congestion on I-270, MD 28, or MD 355.
- On this section of Great Seneca Highway, drivers get in each other’s way (i.e., there is traffic congestion) for 10-15 hours a week, at most.
- The environmental damage from Great Seneca Highway is 24/7/365.
- The operating and maintenance costs of Great Seneca Highway are 24/7/365.
- During the 90% of the time when drivers can drive on Great Seneca Highway unimpeded by other drivers, the road induces high-speed, dangerous driving. Deaths include (but are not limited to):
 - Northwest High School student Alicia Allen, 15, who was walking to school when she was killed by a driver in January 2002.
 - Three deaths in 2012 (at High Gables Drive, Lakelands Drive, and Longdraft Road) – see <https://patch.com/maryland/gaithersburg/sha-no-plans-to-change-great-seneca-speed-limit>.

Attachment B: Written Testimony

MIRIAM SCHOENBAUM
15004 CLOPPER RD
BOYDS MD 20841

- Juan Guerrero-Moreno, 28, who was killed by a driver on August 20, 2024, around 1:13 pm, at High Gables Drive, on a riding lawn mower, while he was working with the crew that mows the median and roadsides.



- Dinora Aleman Amaya, 30, who was killed by a driver on October 7, 2024, around 9:17 pm, at Kentlands Boulevard, while crossing to the RideOn bus stop after work. (Photo from the family's GoFundMe.)



- 2. The people who put M-83 on the master plan of highways in the 1960s did not demonstrate wisdom. They demonstrated hubris and folly.**
- The 1960s were the peak of the highway-building era, which ended with the highway revolts of the 1960s and 1970s.
 - The 1967 Master Plan of Highways, posted at <https://montgomeryplanning.org/wp-content/uploads/2017/07/MPOHT-1967.pdf>, which includes M-83, also includes:
 - an Outer Beltway (F-9)
 - an Outer Outer Beltway (F-11)
 - a new north-south freeway west of I-270 (F-12)
 - a new north-south freeway east of Georgia Avenue (F-4, “Northern Parkway”)
 - circumferential arterial highways around Germantown (A-80) and Olney (A-46)
 - In Boyds, according to the 1967 MPOH:
 - White Ground Road was supposed to be a major highway (M-57) with a grade-separated interchange with the F-12 freeway.
 - West Old Baltimore Road was supposed to be an arterial highway (A-7).
 - Hoyles Mill Road was supposed to be an arterial highway (A-254).
 - All three roads are now Exceptional Rustic Roads.
 - In Germantown, the 1967 MPOH includes plans for most the big, high-speed roads that now encourage driving; discourage people from walking, bicycling, or using transit; and prevent successful transit-oriented development:
 - Germantown Road (M-27)
 - Father Hurley Boulevard (M-6)
 - Middlebrook Road (M-85)
 - Crystal Rock Drive (M-84)

Attachment B: Written Testimony

MIRIAM SCHOENBAUM
15004 CLOPPER RD
BOYDS MD 20841

The No M-83 Song (to the tune of “Particle Man” by They Might Be Giants) Miriam Schoenbaum

C M-83, M-83	C My kid’s new high school cost 150 million
C G A bad idea that’s older than me	G C M-83 costs 10 times as much
F C Remove it from the MPOHT	F G 10 new high schools or M-83?
C No M-83	F C Boondoggle, M-83
C F Will it alleviate traffic concerns?	C M-83, M-83
G C MCDOT says no	C G Harms our water quality
F G Just more drivers, driving more	F C Hurts our climate resiliency
F C Induced demand, M-83	C M-83
C M-83, M-83	C F What’s it take to stop M-83?
C G Worse for traffic than BRT	G C Why is this road even still on the plans?
F C While also increasing VMT	F G How many hearings will there be?
C M-83	F C Take it off, M-83
C M-83, M-83	C M-83, M-83
C G Will split up our communities	C G A bad idea that’s older than me
F C With asphalt, noise, and SUVs	F C Remove it from the MPOHT
C M-83	C No M-83

Attachment B: Written Testimony

MIRIAM SCHOENBAUM
15004 CLOPPER RD
BOYDS MD 20841

RULING PAVES WAY FOR HIGHWAY THROUGH SENECA PARK

By Stephen C. Fehr
Washington Post
April 12, 1989

A federal appeals court in Richmond has cleared the way for completion of the Great Seneca Highway through Seneca Creek State Park in Montgomery County, nearly ending a five-year legal battle over the largest highway project ever undertaken by the county. A three-judge panel of the 4th U.S. Circuit Court of Appeals, in upholding a District Court judge, said Monday that the Montgomery citizens groups seeking to block the four-lane highway waited too long to file their lawsuit. Approving the groups' request for an injunction to halt construction would have been unreasonably costly to Montgomery, the panel said. "Equity demands that those who would challenge the legal sufficiency of administrative decisions concerning time-sensitive public construction projects do so with haste and dispatch," the panel said. "To require any less could well result in a costly disruption of ongoing public planning and construction." The panel's decision means the county can complete a 1.8-mile stretch of the eight-mile highway through about 15 acres of open park land in the 6,000-acre nature preserve. The \$43 million highway, which county officials say will relieve traffic congestion in the growing "upcounty" area, generally snakes from the northern edge of Rockville across the park near Gaithersburg to Germantown. County officials were so confident that they would prevail in the legal challenge that they began construction of the \$11 million section through the park last year. It is the last of three phases of the project and is expected to be finished by December. The two other phases, from Middlebrook Road to Clopper Road and from Rte. 28 to Rte. 124, are open. "We didn't see this as a threat," county engineer Edgar Gonzales said of the lawsuit by the Quince Orchard Valley Citizens Association and the West Riding Citizens Association. "We were certain about the outcome all along." Citing environmental damage from the highway construction, the citizens groups filed the lawsuit in March 1988, nine months after the federal government granted permission for the county to build the highway through the park. The three-judge panel said the nine-month gap was too long. John Walker, a spokesman for the Quince Orchard Valley association, said such legal action takes time. He noted that the appeal has been before the appellate judges for six months. Walker said that the groups initially challenged the highway project in 1984. A second part of the groups' lawsuit, which challenges the environmental analysis of the highway through the park, is pending in U.S. District Court in Baltimore. But Randy Shaheen, attorney for the two associations, said the groups were close to reaching an agreement with the county that would end the lawsuit. County transportation director Robert S. McGarry said the federal appeals court's decision would accelerate the conclusion of the legal battle. Up to now, he said, the county has refrained from talking to residents because of the pending lawsuit. County officials have been hard-pressed to win approval of the project, which first was proposed in the late 1960s. The biggest obstacle had been opposition, on environmental grounds, from the Department of Interior. The agency changed its mind after the county agreed to correct some of the environmental damage, such as building noise barriers. When finished, the highway should accommodate up to 40,000 vehicles a day, taking many of them off of I-270 and Rtes. 28 and 355.

ID: 406

Suburban Maryland Transportation Alliance

Attachment B: Written Testimony

M83 - SMTA TESTIMONY

My name is Edgar Gonzalez. I am one of the founders of the Suburban Maryland Transportation Alliance (SMTA). This testimony is **in strong opposition** to the elimination of M83 from the Master Plan of Highways.

I am a Civil Engineer with more than 40 years of experience in Transportation Planning, Traffic Engineering and Public Policy working for the Montgomery County Department of Transportation as a Senior Transportation Planner, Chief Engineer and Deputy Director for Public Policy.

I have no personal economic interests in the area of the project, and nobody is paying me or SMTA to express our professional opinion on this matter.

During my 40-year career in the County I directly participated in more than 300 transportation projects, involving planning, engineering and construction. Only one of those projects received no opposition from adjacent property owners or from environmental advocacy groups. Opposition to projects is the norm in the County.

The development and approval of the Master Plans for Clarksburg, Germantown, Damascus and the Gaithersburg Vicinity involved many years of study; numerous community meetings; thousands of your professional staff hours were involved in the process. Millions of public dollars were spent in those efforts.

For about ten years, the County DOT conducted studies, including an Environmental Impact Statement for M83. Thousands of independent consultant hours, staff time in the County Executive Branch and your organization were spent on that effort. Eleven alternatives, including transit options were included in the analysis.

As a result of the process, impacts to parks, streams, noise sensitive areas and wetlands were reduced and mitigation measures developed.

The same arguments you are hearing now in support of deleting the project from the Master Plan, other Commissioners heard in the past. But, at that time, Commissioners also heard numerous comments in support of the project from those negatively impacted if the road was not built. They were residents along Brink Road, Wightman Road, Goshen Road Montgomery Village East and the elected officials from the City of Gaithersburg. Most are probably unaware of the current proposal. **We urge you to have direct outreach to them.**

Hundreds of people participated in the Mandatory Referral Public Hearing on the EIS in March 2013. After several hours of testimony and deliberation, the Modified Master Plan Alignment was approved -once again- by the Commissioners.

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Before you make a final decision, please consider that:

1. M-83 is not just a road. It is a multi-modal facility that will provide accommodations to trucks and buses. It will provide the longest continuous sidewalk in the up county and will integrate bikeway facilities in the area by connecting the park bike trails in Clarksburg thus providing safe and continuous access from Clarksburg to the Shady Grove Metro Station.
2. Commission staff planned the M83 alignment. Commissioners and elected officials approved it. Those involved knew that the road would go through parks, cross streams and impact wetlands. But the EIS study showed that all impacts can be mitigated and wetland impacts were reduced to under one acre, from the initial 14 acres impacted by the original Master Plan alignment.
3. No elected official is proposing the construction of the road at this time, and it is very unlikely that the project will be implemented during this Commission's term. **However, elimination of the Master Plan alignment will result in elimination of protection of the existing 65% of the right of way already in public ownership and prevent you, and future Boards, from requiring additional dedication of the road's right of way as development occurs. These actions will deny the rights of future generations to make decisions on how to use that land.**
4. Thousands of residents and employers in Clarksburg and Upper Montgomery County have invested millions of dollars with the expectation and assumption that someday M83 would be built.
5. Today, Clarksburg has less than 30 percent of the homes and jobs envisioned in the Approved Master Plan. So, congestion, air quality emissions and traffic safety will deteriorate in the corridor, and adjacent areas, unless this transportation facility is built someday.
6. Clarksburg will continue to be that area of the County where your children, your children's children families and new immigrants will find opportunities to acquire homes at reasonable prices and with open spaces for recreational and after school activities for their kids.
7. Future Boards, elected officials, residents and regulatory agencies will continue to have large influence on **HOW AND WHEN** to proceed. **Today is not that day.**

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Remember:

- a. The alignment must go thru parkland for which the Commission has ownership and authority over its use. Nothing can be implemented at a future time without the Commission's involvement and approval.
- b. The Commission and other State and Federal Regulatory Agencies will continue to have an approval role for the protection of streams and wetlands, existing development and protection of noise sensitive sites.
- c. Future Commissions will continue to have Mandatory Referral authority, thus conserving the ability to further reduce impacts.

There are two main reasons for the existence of the Planning Board as a reliable and credible institution:

- d. Expansion, protection and operation of Parks; and
- e. Planning for balanced and orderly growth of the County.

The Commission manages this orderly growth by the development of Master Plans, by monitoring and regulating growth thru the subdivision approval process and by mandatory referrals.

We urge you to keep faith with those who invested their economic resources in the purchase of their homes and provision of jobs relying on the future existence of this facility.

We urge you to resist today's calls to delete the project from the Master Plan of Highways and to preserve the rights of future generations. Previous commissioners have rejected those calls honoring the role your institution plays in the reliable and orderly planned growth of the County.

If necessary, we urge you to hire an independent consultant to conduct a detailed study of the consequences of eliminating the road, including a review of the previous and extensive MCDOT technical studies.

If you approve removal of this road alignment without a detailed and independent technical analysis, the fundamental faith in the validity of the planning process of this organization will be called into question, thus threatening the very reason for the existence of the Planning Board.



Comments to Montgomery County Planning Board In Support of Keeping M-83 in County Master Plan

By Richard Parsons, Vice Chair, SMTA

January 10, 2025

As a resident of Derwood, a former transportation consultant on MDOT's American Legion Bridge and I-270 Corridor project team, a former Board member of both the Corridor Cities Transitway Coalition and Purple Line Now, and a co-founder of the Suburban Maryland Transportation Alliance, I offer the following comments regarding M-83. I have served on multiple Montgomery County and County Planning Board task forces that have studied smart growth and transportation challenges in the upcounty and the DC region over the past 20+ years, and I would like to offer some historical perspective that drives home the need for M-83 and its importance far beyond the immediate area it serves. The case for leaving it in the County's master plans is compelling, including the following points.

1. Mid-County Highway/M-83 is a Key Element of the County's Transportation Network and its Removal Raises Significant Equity Issues:

When the original "wedges and corridors" land-use and transportation plans were developed, the I-270 corridor was envisioned to extend from the Capital Beltway to Frederick, with a major interstate highway at its core to handle interstate through-traffic, shipping and freight, as well as long distance commuting and non-commuting trips. The Metro Red Line to Shady Grove and other transit services were added serving closer-in, higher-density suburbs in the corridor. The plan also identified MD 355 as the main commercial "main street" and **two critical "ladder arterials," one on either side of I-270**, to divert medium-to-long-distance trips off of I-270, MD 355, and surrounding local roads, and connect a series of "corridor cities" together, all the way from North Bethesda to Clarksburg.

The western ladder arterial, Great Seneca Highway, was completed long ago, facilitating improved mobility and supporting award-winning smart growth developments like Kentlands and Lakelands (neither of which would exist without it), along with robust bioscience-led employment growth. Great Seneca Highway has been a huge benefit for the relatively affluent western suburbs in the I-270 corridor. It also had significant environmental impacts, which were successfully avoided, minimized and/or mitigated. The result: A major planning success for the western side of the corridor, but no progress whatsoever on the east side.

This raises an important equity question: We gave the relatively well-to-do residents of North Potomac their ladder arterial to serve their community – but what about those of us in the more diverse, working-class, eastern side of the I-270 corridor, from Derwood to Clarksburg? We are still waiting – often in horrible traffic – for the long-promised ladder arterial for OUR side of the corridor. This is not just a transportation and planning issue for us, it raises significant equity issues due to the lack of mobility, lack of employment growth and relatively lower property values that have resulted on the east side of the corridor from decades of delay in delivering this major and urgently needed regional facility.

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The truth is, Midcounty Highway Extended, or M-83, is not just a local roadway. It is a **core element** of the entire transportation plan serving the I-270 corridor. Its removal from any master plans is no small thing, and should not be dictated by a small but vocal minority of not-in-my-backyard activists, many of whom knowingly bought properties immediately adjacent to a major planned transportation facility that they knew about at the time. Its removal is short-sighted and ill-advised, it would undermine the balance and integrity of the entire corridor's transportation network, worsen the east-west economic divide in the corridor, and cause many more problems than it would solve from a transportation standpoint.

2. M-83 is the Only Viable Option to Improve Mobility and Access to Jobs in this Corridor:

M-83 is the only option that provides a direct connection from Clarksburg to Montgomery Village, Gaithersburg's struggling town center, planned redevelopment around Lake Forest Mall, Shady Grove and the ICC. One of its primary purposes is to divert traffic off local roads and other main arteries – MD 355 and I-270 in particular – and the County's own data shows it does so quite effectively. The County's most recent 2017 study concluded that, even with a MD 355 busway, M-83 was still needed to meet the needs of local residents and provide both an alternative route and reduced intersection congestion throughout the surrounding neighborhoods. In fact, it outperformed all other alternatives in relieving traffic on local roads.

Also consider the promises that were made to communities like Clarksburg. Some 46,000 residents now live there, depending on a roadway network that was designed for 6,000 residents. This will never work, and there are no viable or realistic transit solutions for low-density suburban communities like this where well over 90% of daily trips are – and will always be – made on our road network. The reality is, residents of Clarksburg and surrounding communities were promised M-83 and there is no “plan B” that meets their needs.

There are lots of totally unrealistic transit “alternatives” that are now being cited by M-83 opponents, most of which will never happen AND would make almost no difference on intersection congestion levels in this corridor even if they did. These non-viable alternatives include:

- **Extending the Metro Red Line beyond Shady Grove** - This has been studied repeatedly over the years, and due to relatively low densities of employment and housing north of Rockville this will NEVER (at least out to 2050) even come close to meeting minimum federal cost-effectiveness standards for heavy rail, therefore it will NEVER qualify for federal grant funding and WILL NEVER HAPPEN (especially given Maryland's severe budget shortfalls). Add to this the incoming Trump Administration's well-known aversion to transit funding. In addition, this boondoggle of a project faces crippling logistical challenges that make it a non-starter. For example, extending the Red Line just as far as Metropolitan Grove was found to cause roughly twice the residential and commercial property displacements than would result from widening the entire top-side of the Beltway. Finally, in the face of steadily declining transit mode share, the demand for such an expensive multi-billion-dollar project simply isn't there. So, if you want to remove something totally unrealistic, unaffordable and unnecessary from any master plans, please start right here. This is not a viable alternative.
- **Expanding Passenger Service on the MARC Brunswick Line** - One check of a map shows how ineffectively this extremely expensive project would be a relieving traffic on

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Woodfield Road and other intersections from Clarksburg, to Goshen, to Derwood that M-83 would significantly improve. The MARC Brunswick Line doesn't go there. Moreover, the cost of this project exceeds \$2 billion because it requires a third set of tracks and/or concessions from the current owner that CSX is never going to agree to, due to heavy demand for freight rail on this line. The ridership gains from this \$2 billion project and the new riders diverted off surrounding roads like I-270 are so small they don't even register in regional traffic models. Finally, the chances of this project ever happening given Maryland's dire fiscal shape, lack of federal grant funds, and long list of much higher priorities is not exactly zero but pretty close to zero between now and 2050. This too is no alternative. It is a distraction.

- **BRT on 355** - This too has been studied for years and found not to provide the mobility benefits of M-83, nor does it provide a direct connection to the ICC, or divert any significant traffic off I-270, or reduce congestion delays on MD-355 or any of the most congested intersections in the corridor. Then there are ongoing concerns about the viability of taking away existing travel lanes on the already congested MD 355 to convert to a bus-only lane, without providing an alternative route (such as Mid-County Highway) to relieve the pressure, and the nagging question of what to do with the one-lane sections of 355 nearing Clarksburg. So this too is not an alternative to M-83, if anything, it is a complement.

As you can see, none of these are realistic alternatives to M-83. Neither is expanded bus service on existing local roads, or a series of local road widenings and intersection improvements on many of the existing two-lane roads in the area. These options too were studied several times, had more collective environmental impacts than M-83, and came up short when it came to traffic relief metrics.

3. The County's 2017 Study Underscores the Need for M-83, But Needs to Be Updated to Reflect Recent Changes and Include a More Robust Range of Options:

The County's 2017 study clearly shows **there is still a need for M-83, even with a MD 355 busway**, and concludes that the two projects have independent utility and meet two different travel needs. In fact, none of the previous studies have found an effective alternative to M-83. The most recent 2017 study also had several serious flaws that need to be addressed before any decision of this magnitude is made, including:

- The alternatives studied were not balanced or relevant to today's best thinking. For example, M-83 was not modeled together with the 355 busway option, as some of the other alternatives were (yielding apples-to-oranges results); nor was an option studied that included both M-83 and an integrated bus-rapid transit line on Midcounty Highway itself, which might be a highly effective way to connect Clarksburg with not only Shady Grove – without clogging up 355 further or taking away lanes – but also connecting to the entire east-county bus network via the ICC. We don't know how well such a hybrid M-83/BRT option would perform because this option was never studied.
- All the transit assumptions in this study were based on 2015 ridership estimates, in a pre-COVID environment before demand for transit trips dropped by 40-50% across the board. These vastly overstated transit assumptions all need to be revisited before making any decisions relating to M-83 or the 355 busway.

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- The study was too focused on the wrong metrics – like “reducing VMT,” which has nothing to do with improving mobility, person through-put or intersection performance. Access to jobs and travel time reduction by various modes ought to have been given much greater weight in the analysis, and the origin and destination pairs studied ought to include major activity centers beyond the immediate corridor (i.e. what happens to auto and transit travel times from Clarksburg to Lake Forest, Rockville Town Center, the FDA/White Oak campus, or downtown Silver Spring under each alternative, etc.).
- Prior studies did not properly address the impact of the **City of Gaithersburg’s new plans to develop much higher density, mixed-use activity centers at Lakeforest Mall and the County Fairgrounds**. When these new communities come online, where is all the new traffic going to go? Montgomery Village Avenue? Jamming onto a Route 355 with one less travel lane each way than it has now? That sounds like a recipe for disaster without adding some alternative capacity in the corridor (i.e. M-83) to disperse the travel demand that will be generated onto a more robust and balanced network. This too was not part of the 2017 study and needs to be reexamined now that the City’s plans have progressed.

4. A Better Way Forward: Take the Time to Get This Right:

There is a better path forward that we strongly recommend, but it requires a short-term decision by this Planning Board to take no action at this time regarding M-83. Instead, what would be advisable is to launch an updated study that evaluates the factors listed above that were not included in the County’s outdated 2017 study. It should also consider new alternative designs that reflect what a modern multi-modal M-83 could look like, with advanced environmental mitigation, integrated bike trail and bus-rapid-transit service, and updated transit assumptions that reflect today’s reality. It should also focus on metrics like travel time savings, and access to jobs within 45 min commute (by auto and transit), and include a broader set of origins and destinations in the travel time analysis. We believe this offers a way forward that respects the promises made to residents on the east side of I-270 for improved mobility, equity and access to opportunity, but it must be based on good data and sound analysis. We stand ready to assist the Planning Board in any such an effort.

5. Claims that Road Improvements Don’t Improve Traffic Congestion are Patently False:

Claims from anti-road special interest groups that adding new road capacity does not relieve congestion have been thoroughly debunked, both by traffic engineers and by recent real-world experience right here in the DC region. Here are just a few of many examples illustrating how **adding capacity can and does reduce congestion**:

- Similar claims were made regarding **MD 200** (the InterCounty Connector, or ICC). It was said by some of the same people making this argument now that, if we built it as planned, it would just fill up with traffic and congestion in the corridor would get worse. **THAT DID NOT HAPPEN**. Our regional traffic models, which fully account for the “induced demand” effects road opponents cite when making this argument, indicated the ICC would cut average peak-hour travel times from I-270 to I-95 by 50%. That is exactly what happened. Average peak travel times were reduced by 50% and tens of thousands of daily trips that used to be made on heavily congested local roads are now being made on the ICC instead. As a result, accident rates were also significantly reduced. Now, more than 10 years later, those dramatic traffic relief and safety

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benefits **are still with us**, with travel times and intersection congestion levels on surrounding roads in this corridor still significantly lower than they were a decade ago, despite all those years of continued population growth in our region.

- **Montrose Parkway** has improved traffic flows in that corridor and reduced peak-period congestion delays dramatically since its completion in 2008, enabling the highly successful Pike & Rose development, which could not have gone forward without it. Travel times on Montrose Parkway from I-270 to MD 355 are still dramatically improved compared to the lengthy daily delays that used to make driving on Montrose Road a living nightmare.
- **The Wilson Bridge replacement** nearly two decades ago on I-495 dramatically reduced travel delays, despite far more robust job and population growth in that area of Virginia and Prince George's County than Montgomery County has experienced in the years since. Delays are still less severe today than they were before the new lanes were added despite significant increases in travel volumes.
- **I-270** was cited as a counter-example at the last hearing, but that is not accurate. Only certain sections of I-270 were widened in the 1990s, leaving serious bottlenecks at either end that have plagued travelers ever since. It narrows to just two lanes each way heading north near Clarksburg creating a chokepoint that radiates southward for miles every afternoon. This section, from Clarksburg to Frederick, **has never been widened** since it was built in 1960. Until recently, the same was true headed south in the morning, where the central section that was widened used to narrow down to just two general purpose lanes merging onto I-495, creating another chokepoint. Notably, when that bottleneck was addressed as part of the State's Innovative Congestion Management program, by adding an additional southbound lane, delays were significantly reduced. Removing choke points makes a real difference, it turns out.
- **Great Seneca Highway**, as noted above, not only made possible the award-winning Kentlands and Lakelands mixed-use developments, it significantly reduced travel times and improved safety by diverting traffic off other existing local roads.

There are many, many more examples, large and small, where **adding capacity reduced congestion**, yet M-83 opponents continue to make this false claim despite these major success stories. They were wrong then, and they are just as wrong now. As any traffic engineer can tell you, adding capacity in heavily congested corridors is a proven way to reduce congestion delays and quite often those improvements are both significant and lasting. For more information on how opponents overstate their case in this regard, please see the fact sheet "On Induced Demand" attached at the end of these comments.

Conclusion:

In conclusion, for all of these reasons, please leave M-83 in the master plan for now, at least until an updated analysis has been completed, so County officials can make an informed decision that properly weighs the consequences – one way or the other – on such a significant core feature of the entire County's long-term transportation plans.

Thank you.



On Induced Demand: Fact vs. Fiction

Special-interest groups that oppose local transportation investments often point to “induced demand” or “induced travel” (the idea that adding new capacity to a transportation corridor generates increased travel demand that negates any benefit) as an excuse to do nothing in the face of rising congestion. In doing so, they often display a basic lack of understanding of transportation planning practice and the way regional traffic models forecast future conditions. As a result, they vastly overstate the impact of induced demand.

What often gets mistaken for “induced demand” are not new trips, but two factors that show up in traffic models when new lanes are added to a major highway, or new transit service is provided, in a congested corridor. Both reflect latent demand for peak-hour travel in the corridor, not induced demand:

- **The first is “time shifting.”** By focusing only on data showing increased volumes or vehicle miles traveled (VMT) during a single peak hour or peak period, transportation opponents vastly overstate induced demand effects. An example: Under current heavily congested conditions, you might delay your trip home until 6:30pm to avoid rush hour traffic. If new lanes are added along your route and peak-hour congestion is reduced, you might then be able to leave earlier and get home in time for dinner with your family (a major social benefit). This shows up in traffic models as an additional trip during the peak-hour, between 5 and 6:00pm, because the model is only looking at that one-hour peak period. However, this is not a new trip. The model will show a new trip during the peak-hour because the new capacity allows it, but total daily trips or VMT may not change at all. The real effect of adding new capacity is improved peak-period and non-peak-period travel times and a shrinking of the duration of daily “rush-hour” congestion that commuters experience. These beneficial effects from adding capacity tend to far more than offset any actual induced travel effects. That is why regional traffic models in the Metropolitan Washington region, which fully account for induced travel effects, still show significant and lasting reductions in traffic congestion and associated travel delays when capacity expansion projects are added to the network. This is also what we see in real life – adding new capacity in heavily congested corridors has significantly improved average peak-period travel times and reduced congestion delays (examples include the ICC and the Woodrow Wilson Bridge, to name two, but there are many more examples). In all these cases, opponents’ fears that traffic would get worse did not materialize. Traffic got much better.
- **The second is “route shifting.”** In a similar manner, adding new capacity in a congested corridor may prompt some travelers to choose a faster, more direct route. This may show up in the traffic model as a new trip on the expanded facility itself but is actually an existing trip being diverted off other routes. In some cases, those trips were already being made on a longer, less direct, less safe route that may not have been entirely within the project study area. That trip now shows on the expanded facility because a shorter, faster route became available. If the trip was diverted off smaller secondary roads important safety and quality-of-life benefits can result but, importantly, these are not new trips and vehicle miles traveled (VMT) in some cases may be reduced. Again, misreading the data leads to a misleading result that vastly overstates induced demand effects.

Some academic studies (by non-traffic-engineers) have claimed large induced-demand impacts but have not adequately separated out these time-shifting and route-shifting effects, so their results are not valid. When those effects are properly aggregated out, the actual induced trip volume is a much smaller factor. How small? According to the Federal Highway Administration (FHWA), a trusted authority on induced travel: **“The net effect on region-wide daily vehicle miles of travel (VMT) resulting from these travel behavior changes is minimal”** (see: <https://www.fhwa.dot.gov/planning/itfaq.cfm#qsup3>).

FHWA also notes: **“...induced travel” effects are not limited to road improvements, but occur with transit improvements too** and are generally agreed to be a minor factor:

Attachment B: Written Testimony

“there is general agreement among transportation planning professionals that entirely new trips represent a relatively small share of the increased traffic appearing on a new or widened highway facility.”³ “

The footnote above leads to this study: *Working Together to Address Induced Demand: Proceedings of a Forum*, ENO Transportation Foundation, Washington, DC, 2002. An excerpt from page 15 of this report dismisses this concern in even stronger terms:

Several recent matched-pair studies have found no measurable induced demand effects. A fairly rigorous matched-pair analysis in Melbourne, Australia recorded no induced travel over a 10-year period as a consequence of linking a major freeway to a major arterial (Luk and Chung, 1997). After netting out estimated traffic gains due to route and time-of-day shifts, the authors recorded an annual traffic-volume growth rate of 1.7 percent along the improved corridor. The average traffic growth rate of two control routes was actually more, 2.7 percent, suggesting no new travel was generated by the network completion. A recent matched-pair comparison of 18 California state highway segments over 1976 to 1996 period also found little evidence of induced demand (Mokhtarian *et al.*, 2000). The study found statistically and practically indistinguishable differences in ADT growth rates between improved and unimproved segments. The authors cautioned the inability to choose truly random and similar control sites could have meant matched-pair models understated induced demand effects (though one might expect any biasing effects to work in both directions).

The bottom line: Induced travel is a small factor and does not offset the much more significant traffic relief effects that generally occur when new capacity is added to a congested transportation corridor. This is why one should never buy into the false notion that “we can’t build our way out of congestion.” This is a demonstrably false statement, as we build our way out of congestion quite successfully ALL THE TIME, and we have done so quite often in the DC region with both new roads and transit projects. Examples include the ICC, Montrose Parkway, the Wilson Bridge, Virginia’s express lanes on I-495 and I-95, construction of Metro and lots more – all have delivered lasting, measurable, and in many cases dramatic congestion relief:

- **Inter County Connector (ICC):** Peak-hour travel times were cut by 50% and surrounding roadways saw significant, and in some cases dramatic, decreases in congestion since it fully opened in 2014.
- **Woodrow Wilson Bridge replacement:** Doubled the lane capacity of a severely congested bridge over the Potomac River and sharply reduced travel delays at one of the nation’s worst bottlenecks. Two decades later, congestion delays remain far less than before it was widened in 2006.
- **Montrose Parkway:** Reduced peak-hour travel times between I-270 and MD 355 from up to 25 minutes before to under 5 minutes on average, after completion, providing lasting congestion relief since its construction in 2008, despite strong employment growth in the area it serves.
- **Virginia’s I-495 express lanes:** Cut average peak hour travel times by up to 60% for those using the new express lanes and 40% for those using the free lanes – dramatic time savings even for those who pay nothing – and carpooling has increased over 400% since the HOT lanes opened in 2012.
- **Metro:** Washington’s Metro rail system takes hundreds of thousands of trips per day off local roads. Imagine the congestion we’d see with those thousands of cars back on the street, yet another case where we absolutely “built our way out of congestion.”

Time and time again we find that **adding new capacity reduces congestion**. Period. The so-called “induced travel” effects opponents predicted in these cases never materialized and did not offset the resulting traffic relief. It turns out, “not adding capacity” in a growing region is what causes increased congestion. The truth is, adding new lanes on our region’s crowded highways, and new transit services, can and does significantly reduce congestion for many years to come, induced travel effects notwithstanding.

ID: 408
Marion Edey

Attachment B: Written Testimony

Hello,

Attached is my individual testimony for the November 14 hearings regarding the Master Plan of Highways and Transitways, 2024 technical update, hearing #2.

Please confirm that you received this.

Thank you.

Marion Edey Address: 10019 Menlo Avenue, Silver Spring MD 20910

Attachment B: Written Testimony

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 I-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 1-83 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 I-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 I-83 construction and the toxic air pollution from diesel and gasoline exhaust. They will suffer too from the loss of tree cover

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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

ID: 409

Conservation Montgomery

Attachment B: Written Testimony

Gouws-Dewar, Karen

From: Aldrich, Sofia
Sent: Thursday, November 21, 2024 3:04 PM
To: Gouws-Dewar, Karen
Subject: FW: M-83 testimony

----- Original Message -----

From: Ginny Barnes <ginnybarnes94@gmail.com>;
Received: Fri Nov 15 2024 11:12:28 GMT-0500 (Eastern Standard Time)
To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; MCP-Chair # <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;
Subject: M-83 testimony

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

For the record -Here is the testimony I gave last night at the hearing. I only had paper copies to give out. Regards.....~g



To:M-NCPPC - Chair Harris and Commissioners
Re: **M-83 Highway - Remove from Master Plan of Highways and Transitways**

M-83 is a relic of another era before we knew the real value of forests vital to both climate and human health. Conservation Montgomery has long supported removal of this 5 mile stretch of proposed highway from the Master Plan.esrrrxIt's value to our environment far outweighs the use for which it was intended. We can't afford to lose what it will take.

The proposed extension will cause irreparable damage to two of our parks: Great Seneca SVP and North Germantown Greenway SVP would lose vital forests, wetlands and further fragmentation of needed habitat. Several other parks are jeopardized including South Valley Park (Montgomery Village Foundation), Blohm Park (City of Gaithersburg) and Wildcat Branch SVP (M-NCPPC). Six streams would be crossed (listed from north to south): Wildcat Branch, Dayspring Creek, Brandermill Tributary, Great Seneca Creek, Whetstone Run and Watkins Run. Long bridge construction would be required over the floodplains of Great Seneca Creek and Brandermill Tributaries. All of these steams contribute to the public water supply intake downstream at the WSSC water filtration plant that provides drinking water to 3 jurisdictions. A portion of the Agricultural Reserve is also impacted.

Attachment B: Written Testimony

Given our current knowledge, particularly regarding the value of forests and trees to mitigating co2 emissions and climate warming, the sum total of losses far outweigh any perceived benefit. We've lost too much forest already since between 2008 and 2016, development in Montgomery County cleared over 1300 acres of forest and replanted only 768 acres, a net loss of 615 forest acres. Preserving forest should be ***the top priority*** in reversing climate impacts to our region.

This highway proposal is a boondogle and should have been removed decades ago. We need what it would cost more than we need another highway.

Ginny Barnes, *Advocacy Chair*
Conservation Montgomery ~

(301) 762-6423

ID: 412

Mary Anne Hardy

Attachment B: Written Testimony

Dear Mr. Harris and Members of the Planning Board:

I support **taking both M-83 extensions off of the Master Plan.**

I live in Derwood, in Mill Creek Towne, one block from where the southern extension of M-83 would connect to Redland Rd. and the ICC. I testified during the second hearing to this effect for the following reasons:

- Worsened local traffic due to the on grade intersections at both Shady Grove Rd. and Redland Rd., especially on Redland Rd.
- No easier access to Metro-you still have to go down Shady Grove Rd.
- An already existing alternative to access the ICC from exists, as you can drive easily down Shady Grove Rd. a short way to the ICC.
- Residents will be cut off from our local parks and neighbors by this 4 lane road.
- The road will cut into the parks, the right of way isn't sufficient.
- Habitat will be destroyed.
- Air, noise, and light pollution will be dramatically increased locally.

While I have a lot of sympathy for residents of Clarksburg and their traffic woes, they chose to live in an area that was not served by more roads. Developers continued to develop and due to housing needs, people continued to buy there. The county does need to address their concerns.

However, after listening to testimony on two evenings, there would so much destruction of parklands and even part of the Agricultural Reserve, that it would be truly devastating for the residents of our county. I don't know the best way to resolve all these concerns, but more transportation options need to be explored.

For these reasons, I urge you to take the M-83 extensions off the Master Plan (or recommend this to the County Council).

I appreciate the opportunity to weigh in on your upcoming decision.

Best regards,

Attachment B: Written Testimony

Mary Anne Hardy

7104 Blanchard Dr.

Derwood, MD 20855

301-963-4512

p.s. Where I live in Derwood, except for Shady Grove Rd., we are surrounded by a lot of 2-lane roads, as well. I understand the frustration of the upcountry residents. We also chose to live in this area, with these little 2-lane roads. I would not want any of them to turn into 4 lane roads! MAH

ID: 416
Robert Nelson

Attachment B: Written Testimony

After living in the Downcounty for 23 years, we moved to the Upcounty 20 years ago. Based on Master Plans, we purchased a new home in Goshen.

When I went to college in Philadelphia, I used light rail and the subway every day. The Master Plan was to have light rail extending from the Shady Grove Metrorail to Clarksburg. "Corridor Cities" justified the explosive Upcounty development, but was never built.

A quarter century ago, Goshen Road was identified as having twice the average vehicular accident rate and five times the pedestrian accident rates. The Master Plan showed improvements, but nothing has ever been done and we don't even have sidewalks along most of the road.

According to the Master Plan, the Snowden Farm Parkway was built in Clarksburg, but the 5.6 mile gap in the Eastern Arterial remains. When we moved to Goshen, millions of dollars were being spent on studying multiple routing alternatives for M-83, so we thought that the road would surely be built. After years of studies, the final recommendation supported building M-83 on the Master Plan Route.

The Goshen community was shocked when the county allowed our Goshen Branch Stream Valley Park to be turned into wetlands. To offset the Inter County Connector loss of wetlands, over 100 trees a foot in diameter or larger were cut down and about four feet of soil was removed just three blocks from my home. It's ridiculous to allow M-83 objectors to give as a reason that one acre of wetlands will be lost, when Goshen has already donated 25 acres of parkland to establish new wetlands.

The current traffic on our rural roads is horrendous. Electronic speed limit signs are being ignored. The bridge on Brink Road over Seneca Creek carries as many vehicles per day per lane as the Key Bridge that collapsed in Baltimore.

Build M-83 on the Master Plan Route!

Robert Nelson
22104 Goshen School Road
Gaithersburg, MD 20882-1404
BuildM83@gmail.com

Attachment B: Written Testimony

Bob Nelson's Testimony to MC Planning Board - January 9, 2025

I'm Bob Nelson, Past Chair of the Upcounty Citizens Advisory Board (UCAB) and a member of the Greater Goshen Civic Association (GGCA).

After living in the Downcounty for 23 years, we moved Upcounty nearly 20 years ago. Based on Master Plans, we purchased a new home in Goshen.

When I went to college in Philadelphia, I used light rail and the subway every day. The Master Plan was to have light rail extending from the Shady Grove Metrorail to Clarksburg. "Corridor Cities' justified the explosive Upcounty development, but was never built.

A quarter century ago, Goshen Road was identified as having twice the average vehicular accident rate and five times the pedestrian accident rate. The Master Plan showed improvements, but nothing has ever been done and we don't even have sidewalks along most of the road.

According to the Master Plan, the Snowden Farm Parkway was built in Clarksburg, but the 5.6 mile gap in the Eastern Arterial remains. When we moved to Goshen, millions of dollars were being spent on studying multiple routing alternatives for M-83, so we thought that the road surely would be built. After years of studies, the final recommendation supported building M-83 on the Master Plan Route and the Montgomery Planning Board supported this recommendation 11 years ago this month.

The Goshen community was shocked when the county allowed our Goshen Branch Stream Valley Park to be turned into wetlands. To offset the Inter County Connector loss of wetlands, over 100 trees a foot in diameter or larger were cut down and about four feet of soil was removed just three blocks from my home. It's ridiculous that M-83 objectors give as a reason that one acre of wetlands will be lost, when Goshen has already donated 25 acres of parkland to establish new wetlands.

The current traffic on our rural roads is horrendous. Electronic speed limit signs are being ignored. The bridge on Brink Road over Seneca Creek carries as many vehicles per day per lane as the Key Bridge that collapsed in Baltimore.

Each year I have been testifying to the Montgomery County Council at the Capital Improvement Program hearings that M-83 needs to be built. The official M-83 cost estimate of \$371M is much higher than the costs of the recent dualization of Maryland Route 32 in Howard County. MDOT SHA finished the nine-mile project in 2022 and the total project cost was \$172 million, of which \$139 million was construction costs. Bioswales to filter and manage stormwater were constructed and 14,000 trees were planted.

Attachment B: Written Testimony

The speed limit on the already completed section of the Mid-County Highway is up to 50 miles per hour. A bus on Rt. 355 with a speed limit of 30 mph cannot compete in efficiency with a bus on M-83 traveling 50 mph.

At the Federal Government level there is a new Department of Government Efficiency. When prudently allocating limited resources, I think that the funds should be used to benefit the maximum number of people. There is no other proposed Upcounty Project that will benefit as many people as M-83.

Build M-83 on the Master Plan Route!

Robert Nelson, 22104 Goshen School Road, Gaithersburg, MD 20882-1404

ID: 419
Carol Smouse

Attachment B: Written Testimony

Carol Smouse
11511 Aberstraw Way
Brandermill Community
Germantown, MD 20876

January 21, 2025

Montgomery County Maryland Planning Board

RE: Hearing #3 / M-83 Extension, January 9, 2025

To Whom it May Concern:

I testified virtually in November and did not see a posting for the hearing on the 9th, so I missed the chance to testify in person. However, I still want my views to go on the record.

I live in the Brandermill community of Germantown, and we are surrounded by N. Frederick Ave (Rt. 355) on the west, Watkins Mill Road (Rt. 118) on the north, and Middlebrook Road on the south, and the right of way for M83 is to our east. If M83 is constructed, my neighborhood would be completely boxed in by multilane highways all around us.

I already suffer from the pollution of i-270 located 1 mile from my house – rubber particulates from millions of tires going down the road coat the exterior of my home - and even power washing will not remove them. The doorknobs in my home need to be tightened every few weeks because vibrations from traffic going by make the screws loose. Pictures fall off the wall because the nails jiggle in the holes until the hole is too big and it just falls out. The vibrations from traffic are proven to cause health issues. I can rarely open my windows because of the smell of exhaust. It is unfair to my neighborhood to surround us with traffic and pollution.

During the hearing in November, I heard a lot of angry and demanding people from Clarksburg who called people like me “liars” and portrayed us as unwilling to help with the traffic situation. The fact remains that traffic everywhere in the area is a problem, and as soon as you get off the mid county highway, you are in traffic. It is rude and inconsiderate for residents of Clarksburg to demand we tear out the only remaining green space in the county so they can experience a few minutes off their commute. I am also not sure if the proposed road will be a toll road, but if it is, it is giving the wealthy residents of Clarksburg a

Attachment B: Written Testimony

few minutes off their commute to the detriment of me and all the residents of my neighborhood.

I would like to remind the residents of Clarksburg that my water bill has been higher than other county residents for 30 years now, in order to build the water infrastructure to Germantown. Now that Germantown is built, I am being charged to build the infrastructure of Clarksburg and upcountry residents. Those residents sure have a lot of nerve expecting us to pay by give up our woods too!

At November's meeting I presented Landsat images of how the area looked when I moved to Brandermill in 1987. My neighborhood was surrounded by farms and green space. But now, the only remaining greenspace would be destroyed by putting the M83 through there.

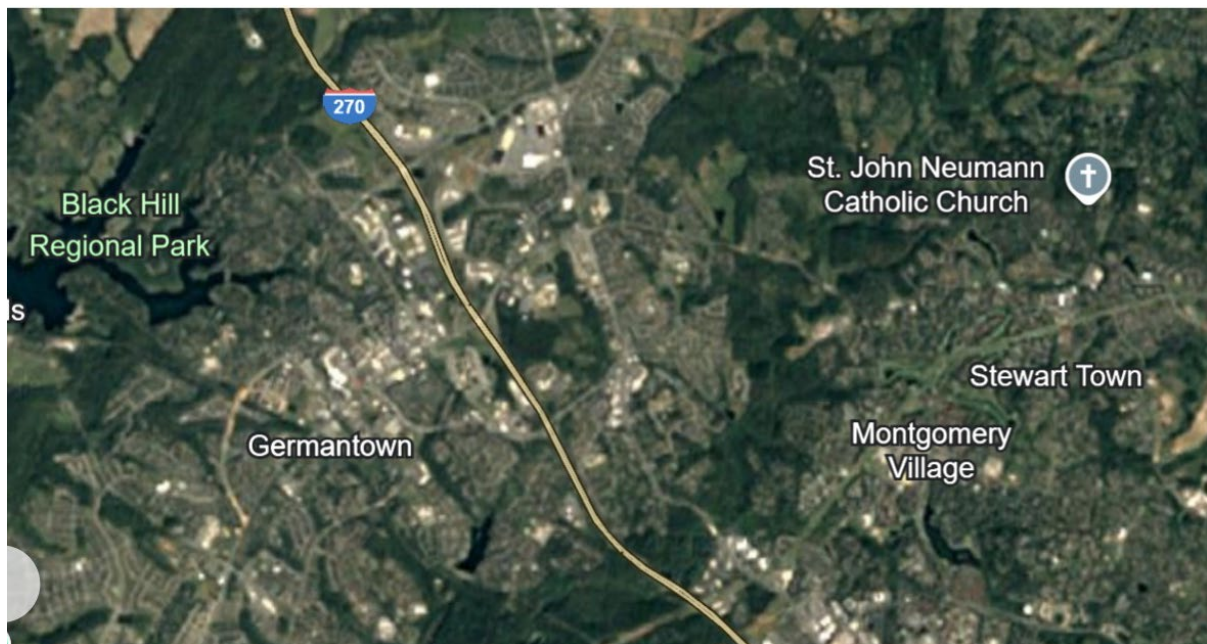
The day after I testified, I walked by dog down by the woods that will be cut off by construction of that road and heard a pair of Barred Owls. They do not live in those woods but live in the area that will be destroyed by construction of this highway.

Watkins Mill Road was already extended at a cost of millions of dollars as an alternative to the M83. People from Clarksburg have multiple options for getting to Gaithersburg, including 2 highways that already run parallel to the proposed route.

I am opposed to the construction of this project, not only for the damage to my neighborhood, which is now an underprivileged area compared to Clarksburg (90% of the children at Daly Elementary School are on assistance) but for the expense of construction and maintenance of another highway.

The following images show what the area looked like in 1984 compared to 2010. We have lost all our green space. All the tan areas are developments being built. All the gray areas are developments with roads and houses.

Attachment B: Written Testimony



Please remove the planned extension M83 from the plan finally and for good.

Sincerely,

Carol Smouse

Life-long resident of Montgomery County since 1960

ID: 420
Valerie Beattie

Attachment B: Written Testimony

Re: Master Plan of Highways and Transitways, 2024 update

Hearing Date: Nov 14 2024

Dear Planning Board Chair Artie Harris and members of the Planning Board:

I urge you to recommend the removal of the Midcounty Highway Extended ("M83") from the Master Plan of Highways and Transitways, 20224 Technical Update during your deliberations and final vote and transmittal to the Montgomery County Council.

The proposed M83 highway is an outmoded relic that fails to address modern day mobility, climate change, environmental protection, commuting, and transportation, social and fiscal realities.

M83 highway's retention in the Master Plan of Highways and Transitways invites its future construction which will:

- Harm quality of life, worsen air pollution, and degrade the living environment for thousands of people who live in the 500+ residences that directly abut the alignment of proposed M83 highway.
- Destroy significant natural resources and habitats—woodlands, floodplains, wetlands, stream systems, forested slopes---that are critical for climate resilience and quality of life for County residents.
- Bisect, fragment, and diminish five (5) public parks: Blohm Park, Seneca Creek Stream Valley Park, North Germantown Greenway Stream Valley Park, Seneca Crossing Local Park, and Wildcat Branch Stream Valley Park, plus Montgomery Village Community Open Space Parcels, and the County's Seneca Creek Greenway Trail.

I have walked in the beautiful, mature woods that would be destroyed by this expensive and unnecessary highway if it were built.

The Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments removed M83 highway from its long-range transportation plan, *Visualize 2045*, due to air quality violations and excessive pollution that M83 would cause. M83 is also omitted from the TPB's draft of *Visualize 2050*, the next version of the transportation plan for the greater Washington, DC area. This makes M83 ineligible for any federal funding.

In September 2024, Montgomery County Executive Marc Elrich and the County Department of Transportation both recommended that you remove M83 highway from the Master Plan of Highways and Transitways.

Attachment B: Written Testimony

The Montgomery County Council's 2017 Resolution (No. 18-957, Transportation Solutions for Northwest Montgomery County) prohibits the use of the proposed M83 highway in Master Plans, land development projects, and for addressing future roadway capacity needs and regional traffic movements. The 2017 Resolution nullifies and negates M83's utility in land use planning. The next logical step is to remove M83 from the Master Plan of Highways and Transitways.

Viable and realistic alternatives to the proposed M83 highway do exist, such as Bus Rapid Transit on MD 355 to Clarksburg (with no inefficient, substitute diversion onto MD 27), all-day, two-way MARC train service to and from Washington, DC, and select roadway enhancements, including widenings and intersection improvements.

Instead of the M83 highway, please focus on people-centric, community-building, landscape-affirming, climate-aligned transportation policies that include transit options as key components.

Utilizing existing infrastructure and transportation systems is the essence of smart growth and sound planning for our future. Please fulfill your role as planning leaders for Montgomery County and remove M83 highway from the Master Plan of Highways and Transitways.

Thank you.

Regards,

Valerie Beattie

18605 Winding Creek Place, Germantown, MD 20874

ID: 421
Irene Abdou

Attachment B: Written Testimony

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,

Irene Abdou

22634 Shining Harness St, Clarksburg, MD 20871

Tel. 202-367-6071

E-mail: irene@ireneabdou.com

ID: 422
Karthik Krishnan

Attachment B: Written Testimony

Dear Planning Board Members:

The M-83 corridor, a key component of the Clarksburg Master Plan since 1960, is essential to the area's development. It offers a multimodal connection between Clarksburg and Shady Grove Metro, easing traffic congestion. This corridor could potentially accommodate future transit solutions, such as a Red Line extension or a proposed monorail linking Frederick, Clarksburg, Shady Grove, Bethesda, and Tysons Corner.

Clarksburg has experienced significant growth, expanding from a population of 10,000 in 2010 to over 40,000 today. This rapid growth has outpaced the development of essential infrastructure, particularly transportation. The removal of key sections of M-83 would further exacerbate these issues, severely compromising the quality of life for current and future residents of Clarksburg and UpCounty.

Please keep M-83 on the Master Plan.

Kind Regards

Karthik Krishnan

141 Limpkin Ave Clarksburg MD 20871

240-800-7081

JianliKarthik@gmail.com

Attachment B: Written Testimony

Hearing date: Thursday, January 9, 2025, at 6 p.m.

Item: **Public Hearing #3 regarding removal of unbuilt northern and southern extensions of Midcounty Highway Extended (M-83)**

Mailing address: **141 Limpkin Ave Clarksburg MD 20871**

My Comment:

"Clarksburg has experienced significant growth, expanding from a population of 10,000 in 2010 to over 40,000 today. This rapid growth has outpaced the development of essential infrastructure, particularly transportation. The removal of key sections of M-83 would further exacerbate these issues. The proposal will also jeopardize any potential future transit solutions, such as a Red Line extension or a proposed monorail linking Frederick, Clarksburg, Shady Grove, Bethesda, and Tysons Corner. If adopted, the proposed changes will severely compromise the quality of life for current and future residents of Clarksburg and UpCounty. Please implement the M-83 master plan without any changes."

Sincerely

Karthik Krishnan,

141 Limpkin Ave, Clarksburg, MD 20871

240-800-7081

ID: 423
Shaun Rashid

Attachment B: Written Testimony

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

Shaun Rashid
11407 Piedmont Court
CLarksburg, MD 20871

240-330-2028
shaun.rashid@gmail.com

ID: 424

Cassandra Zacharkiw

Attachment B: Written Testimony

Dear Planning Board,

I am a resident of Beauvoir Ct in Derwood, MD, and I support removing M-83 from the Master Plan.

Building the M-83 southern extension from Shady Grove Rd to Redland Rd is absolutely unnecessary. Commuters are already able to easily access 200 and 270 from Shady Grove Rd from the existing portion of Midcounty Highway. If needed, removal of the southern extension should be done independent of considerations for the northern extension between Montgomery Village Ave and Ridge Rd.

I purchased my home in 2022. One of the reasons we fell in love with the property is because of the wooded area directly behind the house, which has a path leading to Redland Park that is widely used by all of the neighborhood kids (including my own), dog walkers, and others to access the park and playground. On any given morning, I will see a family of deer, rabbits, groundhogs, and myriad birds enjoying the wooded area.

Building the southern extension would be an extreme waste of taxpayer dollars, have adverse climate effects, and decimate the Mill Creek Towne neighborhood in Derwood. It would ruin an important wildlife area and completely alter the usefulness and enjoyment of two beloved parks with playing fields that are booked solid each weekend. It will drive down property values—especially for many original owners of Mill Creek Towne who are relying on their home values for retirement. It would destroy the allure and neighborhood feel of the community.

I urge you to permanently remove the obsolete M-83 southern extension from Shady Grove Rd to Redland Rd from the Master Plan and preserve the integrity of these well-established neighborhoods and parks.

Thank you,

Cassandra Zacharkiw

10 Beauvoir Ct

Derwood, MD 20855

ID: 425
Sue Green

Attachment B: Written Testimony

Dear Mr. Harris,

I am writing to request the removal of the M83 highway from the Mater Plan of Highways and Transitways for Montgomery County.

Thank you,

Sue Green
Gaithersburg, MD

ID: 426

James and Jeanne Young

Attachment B: Written Testimony

I live in the subject area and my wife and I are voting to remove the M83 extension project from the master plan.

Thank for this notice.

James and Jeanne Young

ID: 427
Thomas Gillikin

Attachment B: Written Testimony

I am writing to support the removal of the undeveloped land at each end of the intercounty highway from the master plan. My main reason is the protection of wildlife that lives on this small strip of land. I see herds of deer, many foxes, raccoons and rabbits wandering into my neighborhood in search of food. With every road built their habitat is further reduced. They are forced to live on tiny pockets of land with many killed each year trying to cross our roads. We must do our part to conserve as much undeveloped land as possible...both for ourselves and our children as well as our responsibility to wildlife who now depend on us to protect them by preserving what's left of their disappearing habitat.

A secondary reason for supporting the removal of the M-83 mid county highway from the master plan is that extending this highway between Shady Grove Road and MD 200 will wipe out 2 parks that are used by many local residents and their children. It's important to have places that encourage kids to get outside to get exercise and fresh air.

Thank you for taking input from the public on this matter.

Thomas Gillikin
7217 Sugar Maple Ct
Rockville, MD. 20855

ID: 428
Janet Cushing

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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. As a frequent visitor/user to Dayspring Retreat Center, a highway anywhere near there would cause environmental harm and ruin the peacefulness of the Center. I doubt the County can afford the compensation to that Center that would be needed for ruining the livelihood of its inhabitants.

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,

Janet Cushing

1538 Poplar Grove Dr Reston, VA 20194-1730 j_cushing@yahoo.com

ID: 429
Tobi Athanas

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

ID: 430

Ryan Nieuwendaal

Attachment B: Written Testimony

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.

Sincerely,

Ryan Nieuwendaal

23408 Winemiller Way

Clarksburg, MD 20871

240-498-6135

rnieuwendaal@gmail.com

ID: 431

Laurie Wallace-Lanham

Attachment B: Written Testimony

To Whom it may concern,

I am writing this email to say that I am against the construction of M83. It would be devastating to the environment of the area and our county. As I understand it ,it would effect and perhaps demolish 77 acres of forest and create added damage to the streams and waterways. Those streams feed into the Chesapeake Bay and would cause untold havoc there too. Animals residing in the forest would be killed by speeding cars and car racing would be heard as is happening on 270 at night

We need our forests to filter our air and make us oxygen and keep our climate more regular. We certainly should not be spending 380 million dollars on another road when there are so many other more valuable and necessary ways to use that money and other road improvements to current roads that have not been done.

I understand that the up- county group wants added convenience of another road, but our world and communities need to think about the long term of our planet and our country and what is a better choice.

I hope it will be taken out of the road plan for good and forever!

Thank You,

Laurie Wallace-Lanham @ wannabezm@aol.com

ID: 432
Doris Bryant

Attachment B: Written Testimony

Subject: Keep M-83 on the Master Plan 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.

Regards,

Doris Bryant

12832 Clarksburg Square Road, Unit 307

Clarksburg, MD 20871

301-580-5564

normnme2@gmail.com

ID: 433

Paula and William Koch

Attachment B: Written Testimony

We are in favor of removing M-83 from all future highway planning in Montgomery County. This proposed road has already cost millions of dollars to study, and at this point, will do little or nothing to alleviate traffic. Instead, these continuous discussions about this project has created anxiety and disruption in our quiet community,

Remove M-83 from all future planning.

Paula and William Koch
20468 Watkins Meadow Drive
Germantown, MD 20876
301-943-1529

ID: 434
Wendy White

Attachment B: Written Testimony

To Whom It May Concern,

I have lived on Wayfarer Rd for 24 years and have participated in many meetings about M-83 and also read about the results of surveys and other meetings. It is distressing as both a regional homeowner and a Montgomery County taxpayer that this matter has not been settled. The county and my tax money has paid for countless expensive surveys and possible planning alternatives. Everytime, the results are the same- the original plan for M-83 would cause irreplaceable damage to the environment and there are very viable alternatives.

I am tired of the repetitive nature of this inquiry, the constant threat of the road being built, and the clear need for any money for the road to go to much more important county matters. I highly urge the County Planning Board to listen to both the data and the taxpayers and remove the plans for M-83

Regards,

Wendy I. White

10717 Wayfarer Rd

Germantown, MD 20876

ID: 435
Michael Green

Attachment B: Written Testimony

Dear Mr. Harris,

I am writing to request the removal of the M83 highway from the Master Plan of Highways and Transitways for Montgomery County.

Thank you,

Michael Green
Gaithersburg, MD

ID: 436
Jordan Day

Attachment B: Written Testimony

Hello,

I support the removal of the unnecessary and environmentally destructive Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways.

My mailing address is 1401 Blair Mill Rd, Apt 1606, Silver Spring, MD, 20190.

Thank you,

Jordan Day

ID: 437

Michael Larkin (Testifying as Individual)

Attachment B: Written Testimony

Good morning,

Please find attached my individual testimony for the written record regarding the November 14 Master Plan of Highways and Transitways hearing.

This testimony is not the WABA statement I will be presenting in person on November 14.

Thank you for your time.

Michael Larkin

Attachment B: Written Testimony

Michael Larkin
7981 Eastern Avenue, Apt. 201
Silver Spring, MD 20910

November 12, 2024

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

Re: November 14 – Master Plan Public Hearing – Master Plan of Highways and Transitways – 2024 Technical Update – Public Hearing #2

Dear Chair Harris and Commissioners of the Montgomery County Planning Board:

The update to the Master Plan of Highways and Transitways is an opportunity to continue moving forward with our county's efforts to build a transportation network with public transit, walking, and biking as the best ways to reach the destinations people want to go to. The update should remove the Mid-County Highway Extended (M-83) from the plan but retain the bike plan along the right-of-way. Removal of the M-83 and keeping the option open for alternative transportation is a clear statement that sustainable transportation will be prioritized.

Montgomery County has repeatedly committed itself to environmentally sustainable transportation. The Climate Action Plan states we have to reduce the use of cars and increase the use of active transportation options and transit to decrease greenhouse gas emissions. The Thrive 2050 general plan explains reducing vehicle miles traveled is imperative for achieving the county's climate goals. The continuing existence of the M-83 in the master plan is an obvious contradiction. Furthermore, the building of a new highway [will not](#) deliver relief from traffic but will increase congestion when more people choose to drive because a better option is lacking. Safer bicycle and pedestrian infrastructure and frequent transit such as MD-355 Bus Rapid Transit can provide much-needed transportation improvements the upcounty requires without the environmental impacts of building the M-83.

The time has come to put an end to the idea that the M-83 is part of our county's future. It is clearly not, and the various other plans already passed by the Planning Board and the County Council logically point to the choice of removing this highway from the Master Plan of Highways and Transitways. Thank you for your time and consideration.

Sincerely,

Michael Larkin

ID: 438
Amy Moffitt

Attachment B: Written Testimony

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.

ADDITIONALLY, this highway would significantly negatively impact Dayspring Retreat Center, a silent retreat center within an easy drive from DC and a respite for many, MANY folks who find it difficult to get to quiet spaces that are further way. This space has been a place of prayer and refuge for decades, and is a lifeline for many.

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

Sincerely,

Amy Moffitt

8308 Flower Ave Apt 501 Takoma Park, MD 20912-6756

amymoffitt42@gmail.com

Attachment B: Written Testimony

Honorable Artie Harris,

Good morning, Council Members. The below is a form letter from an activist group that I'm retaining because I agree with all of it and it makes the case better than I can. I'm adding this at the beginning.

I attended a Council meeting a couple of months back and I was struck by the constant theme of the "diversity" of folks in Clarksburg, MD, who are campaigning passionately to keep the Highway on the plan.

I am a supporter of Dayspring Retreat Center, which would be significantly impacted by this Highway. During the many day retreats I've attended there, I've been struck by how many women of color, primarily black women, make Retreat there. Some of these women are exhausted new mothers and aunties who are taking care of multiple family obligations. Some of them sit and fall asleep during the day. Some wander the land and talk about how they *never* get to walk in the woods. They talk about the peace and respite they feel in that space, and many express profound gratitude for this miracle to be found so close to the city. They are old and they are young and they are everywhere in between, and for them, this space is holy.

As I listened to the angry statements from Clarksburg citizens, I thought about economic diversity. I am white, but I cannot afford a house in Clarksburg. I can't afford a house in Gaithersburg, or Damascus, or Rockville. I can't afford a house anywhere near any of these areas. But I CAN drive to the Seneca Stream Valley trails in my 2012 Mazda 3 and experience the peace and quiet of the corridor that this Highway would erase or pollute. I discovered the Seneca Stream Valley during COVID, and I have been profoundly grateful for the gift of the entire area, a miracle for people like me who will never be able to afford to live near something like this.

I have a great deal of respect for what you all are doing and your commitment to our communities. As a 24.5 year resident of the DC area and an 11 year resident of Montgomery County, I urge you all to not let the loud voices of the affluent drown out the voices of people who still know how to love the land and who find such comfort in the miracle of these spaces.

Thank you for your consideration. Form letter below.

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Attachment B: Written Testimony

Amy Moffitt

amymoffitt42@gmail.com

8308 Flower Avenue, APT 501

Takoma Park, Maryland 20912

ID: 439
Susan Drilea

Attachment B: Written Testimony

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,
Susan Drilea
14305 Platinum Dr North Potomac, MD 20878-4358
drilea@verizon.net

ID: 440
Deborah Sokolove

Attachment B: Written Testimony

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.

As a member the Church of the Saviour, the owner of Wellspring and Dayspring Retreat Centers, I object to the outdated Mid-County Highway Extended (M-83). If it were built, it would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. M-83 is the wrong choice for the county at a time when it is important to invest 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,

Deborah Sokolove

1621 Monroe St NW Washington, DC 20010-1803

deborah@seekerschurch.org

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Deborah Sokolove Yakushiji
debsokolove@gmail.com
1621 Monroe St NW
Washington, District of Columbia 20010

ID: 441
Jessica Fisher

Attachment B: Written Testimony

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,

Jessica Fisher

1001 Chillum Rd Apt 120 Hyattsville, MD 20782-2213

jfisher3663@gmail.com

ID: 442
Mike Croghan

Attachment B: Written Testimony

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,
Mike Croghan
13337 Feldman Pl Herndon, VA 20170-4312
mcroghan@gmail.com

ID: 444

Michael Carlowicz

Attachment B: Written Testimony

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,
Michael Carlowicz
5603 44th Ave Hyattsville, MD 20781-1656
racheldaddy@yahoo.com

ID: 445

Richard Ingebretsen

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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.

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

Sincerely,

Richard Ingebretsen

9205 Three Oaks Dr Silver Spring, MD 20901-3363 ringebre@gmail.com

ID: 446
Liz Gould-Leger

Attachment B: Written Testimony

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,
Liz Gould-Leger
10301 Duvawn Pl Silver Spring, MD 20902-4827
camleger@gmail.com

ID: 447

Joann H. Lee

Attachment B: Written Testimony

Dear Planning Board,

I am writing to express my strong support for retaining M-83 in the Clarksburg Master Plan. M-83 has been part of the master plan since 1960 and essential to the development of Upcounty communities, including Clarksburg and Germantown.

Today, the need for M-83 is more critical than ever. It provides a vital multi-modal, direct connection from Clarksburg to the Shady Grove Metro, addressing the growing transportation needs of the region. Moreover, M-83 supports the planned economic revitalization of key areas, such as the former Lakeforest Mall, while serving the daily transportation demands of the rapidly growing population in the surrounding areas.

Currently, MD 355 is the primary route for Clarksburg and Upcounty traffic, but it is no longer sufficient. Frequent congestion on MD 355 makes access from feeder streets extremely difficult, resulting in significant delays, increased air pollution, and lost time and wages for residents who are already facing economic challenges.

Clarksburg has seen explosive growth, from 10,000 residents in 2010 to over 40,000 residents today, with additional development underway. This rapid expansion has far outpaced the existing infrastructure, creating a critical gap that M-83 is intended to address.

Removing sections of M-83 would have devastating consequences for the Upcounty region, severely impacting the quality of life for current and future residents alike. It would undermine the transportation and economic goals of the area and fail to meet the needs of the ever growing Upcounty Community.

For these reasons, I strongly urge the Planning Board to retain M-83 in the Master Plan.

Thank you for your attention and consideration.

Sincerely,

Joann H. Lee
Summerfield Crossing Resident (off 355)

ID: 448
Atul Ganatra

Attachment B: Written Testimony

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,
Atul Ganatra
Summerfield Crossing Resident (off 355)

ID: 449

Melissa Steenson

Attachment B: Written Testimony

NO to Midcounty HWY Extension Plan (M-83)

To Whom It May Concern:

My name is Melissa Steenson and I live at 17312 Beauvoir Boulevard in Mill Creek Towne. I would like to ask for the **elimination** of the plan to extend Midcounty Highway southward past Shady Grove Road (M-83 portion).

Our house is the second one down from the beautiful and peaceful woods that would be destroyed in such an extension.

This narrow stretch of woods shelters a variety of wildlife, which I have personally seen, including: mink, foxes, raccoons, stags, does and speckled fawns; as well as crayfish and turtles that come up from Mill Creek to lay eggs in the spring.

These woods which would fall to a 4-lane highway are also the habitat of red-shouldered hawks and barred owls that raise their young in those woods, as well as migrating warblers, spring peepers, green frogs and tree frogs.

Furthermore, the green spaces need to be preserved for the well-being of adults and children.

My school-aged children walk our dog along those woods. Children from Mill Creek South come through those woods to get to the neighborhood pool.

A 4-lane highway tearing through our neighborhood would be dangerous to pedestrians and divide a community.

Please remove the proposed extension of MidCounty Highway (M-83) past Shady Grove!!!

Sincerely,

Melissa Steenson

ID: 450
Charu Kamdar

Attachment B: Written Testimony

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 Gve 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.

*Charu kamdar
Summerfield Crossing Resident (off 355)*

ID: 451
Rajal Ganatra

Attachment B: Written Testimony

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,

Rajal Ganatra
Resident of Summerfield Crossing, close to 355

ID: 452

Mani Subramanian

Attachment B: Written Testimony

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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-Mani

Mani Subramanian
(240) 575 5169

ID: 453
Hong Ge

Attachment B: Written Testimony

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.

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Thank you for your consideration.

Sincerely,

Hong Ge
Summerfield Crossing Resident (off 355)
Sent from my iPhone

ID: 454
Amol Buche

Attachment B: Written Testimony

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.

Amol Buche

Summerfield Crossing Resident (off 355)

ID: 455
Ketan Ganatra

Attachment B: Written Testimony

Dear Planning Board Members,

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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.

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Sincerely,

Ketan Ganatra

Summerfield Crossing Resident (off 355)

ID: 456
Jyotin Shah

Attachment B: Written Testimony

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,

Jyotin Shah Summerfield Crossing Resident (off 355)

ID: 457

Ayesha Amsa

Attachment B: Written Testimony

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,

Ayesha Amsa

8021 Georgia Ave Silver Spring, MD 20910-4967

ayesha@smartergrowth.net

Attachment B: Written Testimony

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,

Ayesha Amsa

1320 Fenwick Ln Silver Spring, MD 20910-3514 ayesha567a@gmail.com

ID: 458
Amit Patani

Attachment B: Written Testimony

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

Amit Patani
Clarksburg Village HOA member
12500 Grand Elm St, Clarksburg MD
Cell #443-864-8042

ID: 459
Alta Miller

Attachment B: Written Testimony

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,
Alta Miller
7406 Spring Village Dr Springfield, VA 22150-4481
alta.dabney@gmail.com

ID: 460
Eric Fowler

Attachment B: Written Testimony

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,

Eric Fowler

17723 Meadow Vista Way Gaithersburg, MD 20877-1046

ericfowler24@gmail.com

ID: 461
Mark Obrinsky

Attachment B: Written Testimony

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.

As you must know, outdated Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands as it cuts through the Seneca Creek watershed. This is just not the right choice for our county. What we need to be doing is investing in more sustainable transportation options, rather than more roads, both to combat climate change and also to protect delicate ecosystems.

I personally use all kinds of transportation options. I walk, I ride my bike, I drive, I take buses and Metrorail. And what I'd love to see is better street connections, safe bicycle and pedestrian infrastructure, and investments in transit like MD-355 BRT; these 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,
Mark Obrinsky
4517 W Virginia Ave Bethesda, MD 20814-4611
omarksky@gmail.com

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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 greatly harm farmland, forests and wetlands in its path through the Seneca Creek watershed. I believe that the M-83 is the wrong choice for our county; I really think we should invest in sustainable transportation—not more roads—to protect the environment and stop worsening climate change.

Here's what I'd much rather see: better street connections, safe bicycle and pedestrian infrastructure, and investments in transit options like MD-355 BRT. These will help provide badly needed transportation improvements upcounty without the extreme harm 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,

Mark Obrinsky

4517 W Virginia Ave Bethesda, MD 20814-4611 omarksky@gmail.com

ID: 463
Dan Leggett

Attachment B: Written Testimony

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.

I live near Comus and commute to Fulton, MD. I regularly travel on MD 355 from Comus Rd to Brink Road, on the full length of Brink Rd., on Snowden Farm Pkwy, and MD 27 during morning and evening rush hours. My observation is that traffic is not bad, and I really dislike slow traffic. Given that Clarksburg is mostly built out, it is hard to see a current or future need for completion of M-83.

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,

Dan Leggett

24240 Peach Tree Rd Clarksburg, MD 20871-9112

dleggett@rcn.com

ID: 464
Stephen Schlaikjer

Attachment B: Written Testimony

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,
Stephen Schlaikjer
11102 Sceptre Ridge Ter Germantown, MD 20876-6341
sschlaikjer@verizon.net

ID: 465
Sarah Forrest

Attachment B: Written Testimony

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.

The reason that many of us choose to live in Montgomery County is woodlands, wetlands, and farmland, and if M-83 should be built, it will have a serious, negative change that will result in some of us moving from a county we've lived in, loved, and have contributed to for many years.

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 Forrest

19247 Dunbridge Way Montgomery Village, MD 20886-3961

maxforrest@comcast.net

ID: 466
Laurent Ozbun

Attachment B: Written Testimony

Dear Planning Board Members:

I am writing to request the Montgomery County Council to formally remove the M-83 (Mid-County Highway Extended) from the county's Master Plan. The construction of M-83, originally envisioned as a new highway extending from I-270 to US 29, is no longer aligned with the County's goals for sustainable development, environmental protection, or smart growth. Removing M-83 from the Master Plan will ensure that resources are focused on more modern, equitable transportation alternatives and will help preserve critical natural and community spaces.

As we know, the M-83 was initially proposed in the 1960s as a response to the rapid suburbanization of Montgomery County. However, over the decades, both the regional transportation landscape and planning priorities have shifted significantly. Current trends favor multi-modal transportation networks that reduce reliance on automobiles, promote walkability, and focus on the environmental sustainability of new projects. In recent years, there has been growing consensus among urban planners, environmental advocates, and community organizations that constructing M-83 would be detrimental to the county's long-term objectives of sustainable development and environmental preservation.

There are several justifications for removing M-83 from the Master Plan. I will list four.

1. Environmental Impact

One of the most significant reasons for removal is the potential environmental harm caused by the highway's construction. M-83 would disrupt several environmentally sensitive areas, including:

- **Forested Areas and Wildlife Habitats:** The proposed route of M-83 runs through sensitive forested areas, which provide critical habitats for native wildlife. Construction would lead to deforestation and fragmentation of these ecosystems.
- **Wetlands and Streams:** The highway's path would also cross over several important wetlands and streams, increasing the risk of habitat loss and waterway pollution.
- **Air and Noise Pollution:** Increased vehicle traffic on M-83 would contribute to air and noise pollution in surrounding neighborhoods, significantly impacting public health.

Given the urgent need to address climate change and preserve natural spaces, it is imperative to reconsider projects that would harm the county's environment.

2. Shifting Transportation Priorities

The transportation planning landscape has evolved since M-83 was first proposed. Montgomery County's own **Transportation and Land Use Planning Goals** now prioritize:

- **Public Transit Expansion:** Montgomery County has committed to expanding and improving its public transit network, including bus rapid transit (BRT) corridors, metro expansion, and bike infrastructure. These alternatives provide a more sustainable and efficient means of transportation compared to car-centric highway expansion.

Attachment B: Written Testimony

- **Traffic Mitigation over Expansion:** Expanding highways such as M-83 often leads to increased traffic congestion, a phenomenon known as **induced demand**. As traffic increases, so too does the need for further road expansion, creating a vicious cycle. Instead, the county should focus on traffic mitigation strategies that prioritize public transit, pedestrian pathways, and bike lanes.

Removing M-83 would allow resources to be reallocated towards more forward-thinking solutions that align with modern transportation trends.

3. Impact on Communities and Quality of Life

M-83's proposed route would affect many established residential communities. These areas are home to thousands of residents who would experience:

- **Displacement:** In order to accommodate the highway, residential properties would be demolished, displacing families and altering long-standing neighborhoods.
- **Community Fragmentation:** Building a highway through established neighborhoods would divide communities, reducing social cohesion and increasing traffic dangers for pedestrians and cyclists.

In contrast, investing in neighborhood-friendly, multi-modal transportation options would strengthen communities rather than divide them.

4. Financial Considerations

The construction of M-83 would come with substantial financial costs. These include:

- **Initial Construction Costs:** Estimates for the construction of a new highway like M-83 range from hundreds of millions to over a billion dollars.
- **Ongoing Maintenance:** Highways require constant maintenance, including resurfacing, bridge repairs, and general upkeep.

These funds could be better spent on more cost-effective solutions, such as improving public transit infrastructure, enhancing local roadways, and investing in pedestrian and bicycle facilities, which would benefit a broader segment of the population.

Rather than constructing M-83, the following alternative transportation strategies have already been discussed for many years and these align with Montgomery County's sustainable growth objectives:

1. **Public Transit Expansion:** Invest in additional bus rapid transit (BRT) corridors, light rail lines, and improved metro connectivity that would provide convenient, fast, and environmentally friendly alternatives to car travel.
2. **Improved Roadway Networks:** Enhance existing roads, particularly those in the central and eastern portions of the county, to accommodate more vehicles and improve traffic flow without the need for major new highway construction.
3. **Active Transportation Infrastructure:** Develop and expand pedestrian and cycling networks, making it safer and easier for people to get around without relying on cars.

Attachment B: Written Testimony

4. **Carpool and Ridesharing Programs:** Promote shared mobility options, such as carpooling, ridesharing, and micro-mobility, to reduce traffic congestion and environmental impact.

By focusing on these alternatives, the county can address transportation needs in a way that minimizes environmental harm, supports healthy communities, and aligns with current transportation trends.

In conclusions, I firmly believe removing M-83 from the Master Plan is the right decision for Montgomery County. It will protect the environment, enhance the quality of life for residents, and help the county move toward a more sustainable, equitable, and innovative transportation future. I urge the Montgomery County Council to take decisive action to remove M-83 from the Master Plan and direct resources toward building a more sustainable and resilient transportation system.

Thank you for your consideration of this important issue.

Warm regards,
Laurent Ozbun, PhD

22645 Majestic Elm Ct
Clarksburg, MD 20871

ID: 467
Shannon Shea

Attachment B: Written Testimony

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,
Shannon Shea
70 Moore Dr Rockville, MD 20850-1230
shannonbshea@gmail.com

ID: 468

Carolyn and John Wright

Attachment B: Written Testimony

Artie Harris,

Can you please do whatever it takes to remove M83 highway from the Master Plan of Highways and Transitways?

This highway would cut our peaceful neighborhood in half, bisect a number of parks, forestlands, and a trail that is used by many. Any given day/night we have multiple deer in our yard, fox, owls, squirrels and bunnies. A 4-6 lane highway would not only disrupt the wildlife, the woods, our neighborhood and others, it would go directly behind quite a few houses. The noise and pollution would be problematic. We would no longer be able to let our children ride bikes and scooters in the neighborhood.

Increase the number of buses that would take people from MD 355 to Clarksburg. That seems to be a less costly solution.

Thank you for listening to our concerns,

Carolyn and John Wright
6 Longworth Ct
Gaithersburg, MD 20879

ID: 469
Mark Brzezinski

Attachment B: Written Testimony

Regarding: MPOHT public hearing on November 14, 2024 on the potential removal of Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways

Dear Chair Harris and members of the Montgomery County Planning Board:

This is not another copied and pasted form letter from residents who want a shortcut route saving very little time regardless of the environmental impact, but an impassioned, heartfelt plea from a homeowner whose neighborhood would be destroyed. M-83 cuts the Seneca Whetstone subdivision in half and would be devastating to the quality of life in the neighborhood. The road would be constructed on a very narrow strip of land that abuts the back lot line of several homes. Many children in the area have friends that would live on the opposite side of M-83, creating an unsafe crossing to visit what previously would have been close neighbors. Seneca Whetstone is also home to many groups of walkers that regularly navigate all the streets of the subdivision and a highway through the center of it would ruin that experience. Anyone that is in favor of keeping M-83 in the master plan should come visit the Seneca Whetstone subdivision and witness the absurdity of a highway cutting through the middle of a beautiful 40-year-old neighborhood.

The county has a determined dedication to save the environment, proof of which the law against the use of herbicides on our lawns. The county has long believed it is important to save our Agriculture Reserve, another nod to preserving our land from aggressive development. M-83 not only crosses Seneca Creek, it also runs in Great Seneca Stream Valley Park for several tenths of a mile. In this portion of the park is a 2.9 mile section of The Seneca Greenway Trail which runs from 355 to Damascus. The roadway would destroy several sections of a trail used by many county residents. Before deciding to keep M-83 in the master plan, I recommend anyone in favor of it take a walk on The Seneca Greenway Trail and observe the destruction of natural resources it would bring if ever built. Its inclusion in the master plan is in direct opposition to the desire of the county government's commitment to be better environmental stewards.

People are tired of inaction from our elected and appointed officials and now is the time to act. To this day, no one has found a good enough reason to build M-83, just the opposite. By not including it in regional transportation planning in Visualize 2045 or Visualize 2050, the county has made its intentions obvious. If there was any desire by the county to build M-83, it would have been built by now. The message is clear – while this connection may have made sense at the time of its inclusion of the master plan, other more viable options have surfaced that make the continued presence of this roadway in the master plan illogical.

I understand the desire for an upcounty traffic solution and one is indeed necessary, but this is not it. If this right of way did not exist and we were attempting to create a transit solution right now, M-83 would not be considered an acceptable solution as better ones exist. Leaving this relic from a past era of planning handcuffs us from developing other viable solutions that make sense for the present and future of transportation in the region.

Mark Brzezinski
10725 Game Preserve Rd

Attachment B: Written Testimony

Gaithersburg, MD

ID: 470
Faith Kelley

Attachment B: Written Testimony

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,
Faith Kelley
5454 Ruth Ave Oakland, CA 94601-5526
ottergirlkelley@gmail.com

ID: 471

Barbara and James Natoli

Attachment B: Written Testimony

Please remove the M83 plan from construction. If constructed, it will divide our peaceful neighborhood (Seneca Whetstone) in half and go right behind a number of homes, including our home.

Additionally, we love this neighborhood because of the beautiful wildlife and it's peaceful nature. Construction of M83 will affect the multitude of owl, deer, fox, squirrels and bunnies in the neighborhood. It would bisect a number of parks, woods and the Seneca Greenway Trail.

It will also increase the noise and add pollution to our beautiful neighborhood. It would make living in this neighborhood awful. Right now, we enjoy walking and riding bikes in our neighborhood. Construction of M83 would curtail our children's bike riding and skateboarding.

A 4-6 lane highway would be devastating to our neighborhood and surrounding area. Adding more buses on 355 into Clarksburg would be a less costly solution.

Please remove the construction of M83,
Barbara & James Natoli
5 Longworth Ct
Gaithersburg, MD 20879

ID: 472

Thomas J and Petra J Rabil

Attachment B: Written Testimony

To Whom It May Concern

Hi - we moved to Eberhardt Drive just about four months ago; the natural beauty and peaceful surroundings were major attractions to us; the proximity of wildlife is so rare and wonderful and the plans surrounding M-83 sound like a horrid nightmare. The destruction of natural habitats must go against the principles of Montgomery County policies and beliefs, simply to apparently serve the needs of the Clarksburg community. The noise, pollution and utter destruction would cut this peaceful neighborhood into shreds; not to mention the monies needed to compensate homeowners for their losses of home, property values and peace of mind. A huge multilane highway is certainly not the answer to serve more and more bedroom communities in the ever expanding beltway, not only ruining natural habitats but also historically important sites. There are better and more efficient ways to deal with an onslaught of traffic- in addition to improving safe and accessible public transport in a climate friendly manner, for example active electronic traffic flow management on I 270 and improvements on Frederick Road. Those are the designated high-traffic thruways; lets keep it that way.

Sincerely,

Thomas J and Petra J Rabil

10824 Eberhardt Drive Gatithersburg MD 20879

ID: 473
Lisa Acuna

Attachment B: Written Testimony

Good Afternoon and Happy Holiday Season,

I would like to share that we live 10708 Game Preserve Road, Gaithersburg MD 20879 and have for the last 23 years. We purchased this home as we wanted our son to have a connection with nature and this home allowed for him to be in the backyard and woods for hours on end. This home and the quiet surroundings have been the most wonderful place to live and raise our child.

I could not imagine walking up to the sound of traffic in my backyard versus the AMAZING wildlife we enjoy daily.

PLEASE do not allow the M83 to stay on the books, it needs to be removed as it would be disastrous to our community- the wildlife and property values.

Thank you for your consideration and I wish you a warm and wonderful holiday season.

Lisa Acuna

301-437-6110

ID: 474
Mariken Deist

Attachment B: Written Testimony

Dear Mr Harris,

I am appealing for the removal of the proposed M83 from the Master Plan of Highways and Transitways. This proposal would have significant negative impacts on our peaceful neighborhood, and I felt it was important to voice my concerns.

The project would:

- Divide our community in half and run directly behind several homes.
- Severely affect the natural habitat of local wildlife.
- Bisect parks, woods, and the cherished Seneca Greenway Trail.
- Introduce substantial noise and pollution, undermining the quiet charm of our neighborhood.
- Curtail children's activities like bike riding and skateboarding due to safety concerns.

A highway of this scale would be devastating to our neighborhood and the surrounding area. Additionally, I suggest that expanding bus services along 355 into Clarksburg would be a far more cost-effective and less disruptive alternative.

Mariken Deist
10804 Eberhardt Dr
Gaithersburg, MD 20879
240 997-9493

ID: 475
Alex Acuna

Attachment B: Written Testimony

Good evening,

I am writing today to request the removal of the M83 project from the master plan of highways and transitways. I have lived at 10708 Game Preserve Rd since 2001 where I have grown up from the ripe age of 4. I grew up here, had a wonderful childhood, and an overall amazing experience in our small little neighborhood mainly due to the woods, and quiet surroundings of our community. Continuing the M83 project would ruin the peace and tranquility of the community as well as ruin the atmosphere of the neighborhood the families and children live in.

Day by day I see children playing in the streets, and the woods, families walking their pets, and taking a stroll with their newborns. The quiet and beautiful nature of our community should not have to be adjusted due to a highway project that has not been needed and would still not help the community at this time. Removing this project from the books would give everyone peace of mind and overall have a prosperous effect on everyone in the community.

The connection in our area with nature from plants to animals is truly incredible, we see everything from deer, raccoons, and opossums, to groundhogs, rabbits, and foxes. The symbiosis our community has with the state park and the M83 section of the woods behind our homes is truly all one big ecosystem. Removing this plan from the projects would save the peace we enjoy with nature in and around our homes; along with saving the lives of all of the animals connecting us together.

Please strongly consider removing the M83 project from the master plan of highways and transitways. It would mean the world to not only me but also the community and everything inside of it.

Thank you for your consideration and I hope you have a wonderful Thanksgiving,
Alex Acuna
240-543-7179

ID: 476
Paul Majewski

Attachment B: Written Testimony

Paul Majewski
12233 Piedmont RD
Clarksburg, MD 20871

Dear Chair and Members of the Montgomery County MD Planning Board -

In regard to the Second hearing on Nov. 14, 2024, and the upcoming 6PM Jan. 9, 2025 Third hearing on the Master Plan of Highways and Transitways – 2024 Technical Update:

M-83 - Keep it in the plans.

I believe traffic congestion currently justifies the completion of M-83 as has been planned and accepted by MCDOT's Draft Environmental Effects Report.

Addressing the **finality** of removing it **entirely** from the MPOHT: If an argument is made that future BRT or any future transit or other future factors will alleviate the future traffic congestion, then also consider the argument that those alternate transportations or factors might not be sufficient. Indeed, **near or long-term future factors might make the need for the M-83 completion all the more desirable. Who knows for sure exactly what the future transportation trends, vehicles, economics, or politics bring.** I'm no futurist but we all know: **removing the planned completion of M-83 is a drastic action that greatly diminishes mobility for that whole region, probably forever.**

What a catastrophe it would be if the R.O.W. for M-83 were taken away in 2025, only to learn in that year or later that we need that R.O.W. for M-83. What a shame if property along or in that path are developed and roads constructed in a less desirable manner than they would if M-83 were built or planned to be built.

I enjoy nature. I side with environmentalists on many things, but not on this instance.

No endangered species will be threatened by M-83 completion. If so, the citizen environmentalists who have studied that R.O.W. well would have found such a species. I thank them for that and for any of their input to the designers of the future M-83 completion. I'm aware that animal underpasses and barriers could lessen deer road kill.

I also thank any of the homeowners near the county owned R.O.W. who will lose any of the tranquility they have had due to the delay of M-83 being completed. But **I join with all homeowners in the joy the completion of M-83 will bring because of the mobility, convenience, and safety that comes with its use. Many residents of Montgomery Village have wanted and voted for M-83 completion.** Many residents east of Clarksburg toward Derwood will enjoy the trip along M-83 to enjoy the carousel and recreation at Ovid Hazen, or to walk in the neighborhoods, trails, and parks in and around Clarksburg.

As a Clarksburg resident since 1989, I argued for less development but worked with the plans and accepted the well planned developments. Although farming areas and trees were lost, and some rural or country roads should no longer be walked along -- I now enjoy walking through the new residential developments, along Clarksburg's well built section of M-83, and the area's well planned trails.

Reminders:

Attachment B: Written Testimony

- The County Council and Executive positions are term limited. **Will future officials want mobility and not have a R.O.W. to build that mobility?**

- The 2017 Midcounty Corridor Study states that:

-- **concurrence from the EPA, US Army Corp of Engineers, and the MDE was received** in two project milestones: Purpose and Need (P&N), and Alternatives Retained for Detailed Study (ARDS); and,

-- the benefits of the M-83 and BRT projects are cumulative. [In my words: **BRT as planned will not replace the need or usefulness for M-83.**]

ID: 477

Diane K Stevens

Attachment B: Written Testimony

Hello, this is my official request to ban the M83 highway. It would split an established community in half and take away homes from the numerous wildlife. The noise and air pollution will affect all of the people who live in Seneca Whetstone. Property values would plummet.

There has to be other ways to improve the traffic flow then tearing right through a lovely neighborhood.

Please remember the impact on homeowners and animals when making your decision. If you would want this in your backyard, then vote in favor of the M83, I'm pretty sure no one would want that, so why punish us? Vote to remove the M83 from the Master Plan.

Thank you for listening.

Diane K Stevens
1 Longworth Court
Gaithersburg, MD 20879

ID: 478
Karen Hench

Mr. Artie Harris and other MC Master Plan decisionmakers:

Please add my name to the 100s of Montgomery County (MC) residents requesting removal of M83 from the Master Plan of Highways and Transitways as well as the current and all future Montgomery County fiscal budgets.

I do not support moving forward with M83

because:

1. M83 is not needed by residents and commuters. Current roadways adequately serve those drivers;
2. County tax dollars are better spent on health, safety, and welfare needs of the underserved and families who cannot earn a living wage;
3. Wildlife kills by motorists are rising exponentially because animals' living space is being destroyed to build roads and housing.
4. The Seneca Whetstone community is a small, harmonious, and caring neighborhood. Building M83 would dissect the neighborhood, decrease everyone's quality of life, and simply destroy a solid, valuable MC asset.

Please contact me to discuss this further. I am a current Seneca Whetstone HomeOwners' Association Board Member.

Thank you for your time and consideration.

VR/

Attachment B: Written Testimony

CAPT Karen Hench (ret.)
10825 Game Preserve RD
Gaithersburg, MD 20879

mobile: 240-687-1900

Please keep my contact information confidential.

ID: 479

Marianne Follingstad

Attachment B: Written Testimony

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.

I find it difficult to believe you would even consider building the outdated Mid-County Highway Extended (M-83), which 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,
Marianne Follingstad
1622 Gruenther Ave Rockville, MD 20851-1446
mfolling@verizon.net

ID: 480
Maureen Fisher

Attachment B: Written Testimony

Dear Planning Board Members,

I am writing in regard to Mid County extension, also known as M-83. I would like to specifically address the southern portion of the extension, which is planned for the right of way from Shady Grove Road to the north side of Redland Road. This would follow a path that would narrowly fit between two very popular parks and claim land that is currently one of only a few green spaces left for wildlife in the area. In addition, this portion of the extension would add just one more high speed, high traffic road with unacceptable proximity for the residents of the area. This disregard for wildlife, environment and safety of the residents needs to be addressed in order to weigh the importance of the southern section of the M-83 extension.

Derwood neighborhoods are already enveloped by traffic and noise from Shady Grove Road, Mid County Highway, and the Intercounty Connector. To add another road through this area would complete a full circle of traffic around these neighborhoods. Since the initiation of the Master Plan, Derwood has had a tremendous amount of wildlife habitat depleted and environmental disruption due to the development of roads and the Shady Grove Metro station. In addition these roads have brought a continuous increase in traffic and noise. More recently, the absurd noise levels of modified exhausts and the dangerously high speeds at which some drivers of both cars and motorcycles travel on the ICC and Shady Grove Road has become a noticeable issue that would only worsen with the addition of the southern extension. As you can imagine, all of these factors have considerably degraded the quality of life for Derwood residents.

It is clear that the northern section of the M-83 has been waiting for more roadways since the inception of the Master Plan and there is a need for some type of solution. It is also clear that the southern portion lies in an area that has already been impacted by the Master Plan in order to inject roads that allow direct access to the Metro station and the ICC. Therefore, the southern extension of the ICC is not necessary. A separation of the northern and the southern extensions of M-83 would allow the northern extension to pursue their need for more roads and enable the southern extension to be taken off the Master Plan.

In addition, steps toward an accelerated plan for a northern extension of the Metro Red Line should be considered as part of a possible solution for residents in the northern extension area and help to alleviate the the ever increasing traffic on the current roads that all lead to one location - Derwood.

Regards,
Maureen Fisher
Derwood Resident

ID: 481
Gertrude Frenz

Attachment B: Written Testimony

Dear Sir or Madam,

I am a homeowner writing in support of the removal of the unbuilt portions of the Mid County Highway from the county Master Plan. My husband and I have lived on Beauvoir Court since July, 2002. The current access to the ICC is adequate without the extension. The wooded area and paths to the neighborhood parks are true neighborhood assets and should not be lost to more pavement.

Thank you for your consideration.

Respectfully,

Gertrude Frenz

21 Beauvoir Court

Derwood, MD 20855

ID: 482

Roberta G Steinman

Attachment B: Written Testimony

Roberta G (rg) Steinman M-83 TESTIMONY – January 9, 2025

Date: January 9, 2025

Public Hearing Testimony: Master Plan of Highways and Transitways – 2024, Technical Update

From: Roberta G (rg) Steinman, 9009 Fairview Road, Silver Spring, MD 20910

Dear Commissioners,

I recommend removal of proposed M83/Midcounty Highway Extended, in its entirety, from the Master Plan of Highways and Transitways.

The Bigger Picture: We are now in an age of multiple environmental crises, which will only intensify in the coming years. Fossil fuels have enabled us to grow beyond the ecological limits of Planet Earth, resulting in what scientists call “overshoot.” Overshoot occurs when “humanity uses resources at a faster pace than ecosystems can renew and generates waste at a faster pace than ecosystems can absorb.”

This is exactly what we have been doing with our natural areas in Montgomery County, as well as globally. We have been cutting down our forested ecosystems, destroying natural habitats and losing biodiversity. Biodiversity – all the living things that make up the Web of Life – the ecological foundation upon which life depends.

The combination of deforestation, loss of biodiversity, and rising temperatures is a dangerous and unsustainable path. Yet this is exactly the path we would follow if M-83 were to be built.

The proposed 5-mile northern extension of Mid-County Highway (M-83) entails a sweeping scale of deforestation and habitat loss, including stream valley riparian areas, wetlands, woodlands and thickets, suburban parks and backyards.

- **M-83 would result in a huge loss of forests as the road cuts through five parks**, including two M-NCPPC stream valley parks, Great Seneca SVP and North Germantown Greenway SVP. The other parks that the road would impact include South Valley Park (Montgomery Village Foundation), Blohm Park (City of Gaithersburg) and Wildcat Branch SVP (M-NCPPC).
- **M-83 would sever the most significant natural link remaining for ecological connectivity** between the 300-acre North Germantown Greenway Stream Valley Park and the expansive Great Seneca Park. Wildlife connectivity is a lifeline for the migration of both flora and fauna (mammals, reptiles, amphibians). M-83 would sever this ecological connectivity that is critical for maintaining healthy populations and for sustaining ecosystems. Connectivity allows wildlife to exchange genes and reproduce, which promotes biological diversity, and it helps species respond to environmental changes and climate change by giving them room to move and migrate.
- **Cutting down these forests would exacerbate climate warming and undermine County climate goals to reduce CO2 emissions.** Forests are our first line of defense in removing the heat-trapping greenhouse gases, CO2 and methane, from the atmosphere. Trees act as a carbon sink by storing carbon in their leaves, roots, trunks, and in the soil, and this mitigates rising planetary temperature. Building roads where the forests are means eliminating the capacity of two of our three natural carbon sinks – forests and soil (and oceans) – to absorb greenhouse gases.
- **The forested parcels that remain would be fragmented** and would no longer be suitable forest interior habitat for wildlife that require large unbroken tracts of forest to maintain viable populations (birds, mammals, amphibians).
- **M-83 would severely and permanently degrade six streams** that it crosses over its 5-mile course (listed from north to south: Wildcat Branch, Dayspring Creek, Brandermill Tributary, Great Seneca Creek, Whetstone Run and Watkins Run), and it would degrade and destroy numerous wetlands along the stream valley floodplains including Dayspring Creek, Wildcat Branch, Great Seneca Creek and Whetstone Run.
- **Cutting down the forests to build M-83 would disrupt the water cycle, degrade the water quality and reduce water availability in the area, ultimately affecting the local climate.** Forests are the best land use for water

Attachment B: Written Testimony

Roberta G (rg) Steinman M-83 TESTIMONY – January 9, 2025

quality, and they are integral to the water cycle. Trees infiltrate water into the soil, reduce surface runoff and prevent erosion. This, in turn, feeds the local aquifer and maintains stream health and the good water quality necessary to support sensitive aquatic species. Cutting down forests to build roads disrupts the water cycle by significantly reducing the amount of water that is absorbed and released back into the atmosphere through transpiration, leading to decreased rainfall, increased polluted surface runoff from the roads into the streams, soil erosion, and potential flooding.

In short, building M-83 would cause massive ecological devastation to this large and contiguous forest ecosystem. The natural world is the basis of our existence. We cannot benefit from the destruction of our life support systems. The most important thing to do right now is to preserve the last remaining natural areas -- everywhere. It's up to you to take the sustainable, longer-term view. **Stop this road from ever being built.** Conserve and restore natural systems rather than further degrading them. Give future generations a reason to thank you.

What's left is not enough, but it's all we've got, and nothing less than all of it will do. - Robert Michael Pyle

END

ID: 483
Dan Kulpinski

Attachment B: Written Testimony

Dear Planning Board Chair Artie Harris and Planning Board Members,

I am submitting these comments for Public Hearing #3 for the Master Plan of Highways and Transitways – 2024 Technical Update, scheduled for January 9, 2025.

I urge you to recommend that the County Council remove the unbuilt northern and southern extensions of Midcounty Highway (M-83) from the master plan.

I live behind Mill Creek Towne Local Park and about 1.5 blocks from where the planned southern extension to M-83 would go. The extension would link M-83 to the Intercounty Connector (ICC), but this link is unnecessary, because vehicles can get on the ICC just a short way up Shady Grove Road.

In addition, the extension would require the removal of wooded areas in or adjacent to Mill Creek Towne and Redland Local Parks. In this age of climate change, we should preserve as many wooded and forested areas as possible – to soak up carbon dioxide and storm water, and lower air temperatures – not cut them down for an unnecessary road extension. In fact, we should plant more trees.

The extension would come very close to homes on Beauvoir Boulevard; instead of seeing trees out their front windows, those homeowners would see Midcounty Highway, thus reducing their quality of life and most likely their property values.

The extension would also come close to homes on Founders Mill Drive, Sugar Maple Court, Flatwood Drive, Beauvoir Court, Universal Court, and Vega Court. The disruption of these neighborhoods, and mine, by the planned road is totally unnecessary.

The unbuilt northern extension of Midcounty Highway should also be removed from the master plan, because it would traverse the Great Seneca Stream Valley Park and the North Germantown Greenway Stream Valley Park, requiring the removal of many trees in these forested areas.

In addition, the northern extension would parallel Md. Route 355 and Interstate 270. We do not need a third high-speed, north-south road so close to the others. To move people from places such as Clarksburg and Germantown to points south, I support transit, such as bus rapid transit on Md. 355 and the extension of Metro's Red Line.

In closing, I urge you to recommend removing the extensions from the master plan. We should take steps to protect the environment and already built-out neighborhoods, and transition to a future that relies more on alternative modes of transportation and reducing transportation demand.

Thank you for considering my comments.

Sincerely,

Attachment B: Written Testimony

Dan Kulpinski
7312 Blanchard Dr.
Derwood, Md. 20855

ID: 484

Denesh Malaveetil

Attachment B: Written Testimony

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

ID: 485
Nikole Aguilera

Attachment B: Written Testimony

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)

ID: 486
Kanchana Aluka

Attachment B: Written Testimony

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.

Kanchana Aluka

Summerfield Crossing Resident (off 355)

ID: 487

Rajesh Boddepalli

Attachment B: Written Testimony

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

Attachment B: Written Testimony

ID: 488
Paritosh Tyagi

Attachment B: Written Testimony

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

ID: 489

Charles Thompson

Attachment B: Written Testimony

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)*

ID: 491

Derwood Neighborhood Community Alliance

Attachment B: Written Testimony

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

Montgomery County Planning Board
Master Plan of Highways and Transitways (MPOHT) – 2024 Technical Update –
with Regard to: M-83 Extended

23 January 2025

On behalf of the Derwood Neighborhood Community Alliance (DNCA) –
I submit the following **against** the removal of Midcounty Highway M-83 **Southern extension**
from Montgomery County's MPOHT.

As an individual, I submit the following **against** the removal of the Midcounty Highway M-83
Northern and Southern extensions from Montgomery County's MPOHT.

Paula Messenger
Derwood resident and homeowner since 1989
Submitting input from the Derwood Neighborhood Community Alliance (DNCA)
as well as my individual comments

Please note:

This document, and the comments contained herein, overrides my previous document,
submitted and placed on the record in error on 7 January 2025.

Attachment B: Written Testimony

These comments are made on behalf of a group of Derwood residents, the Derwood Neighborhood Community Alliance (DNCA), concerned about the impact of traffic and transportation decisions, and safety in Derwood. We ask that the Planning Board and Council consider the following in its decisions regarding removing the unconstructed Midcounty Highway M-83 Extended from the County's Master Plan of Highways and Transitways (MPOHT). We are **against** the removal of the Midcounty Highway M-83 Southern extension, and believe that its removal has the potential to *increase* traffic and congestion in the area.

It is important to note that there are two portions of M-83 under consideration for removal from the MPOHT; the Northern extension (comprising the Northern and Central segments) and the Southern extension. We recommend that these two separate and distinct extensions, and the bikeway be decoupled and the issue of removing each of them be considered separately by the Council.

A County-wide approach to the issue provides for future development of commercial, retail, and restaurant industries and infrastructure, in addition to the continued residential development. By definition the infrastructure is the basic (public and private) physical and organizational structures and facilities needed for the operation of a society. Removing the M-83 Northern extension from the MPOHT will result in the County's loss of a significant portion of the dedicated land, nearly eliminating any chance to use the current right-of way for future transportation, of any kind, including a bikeway.

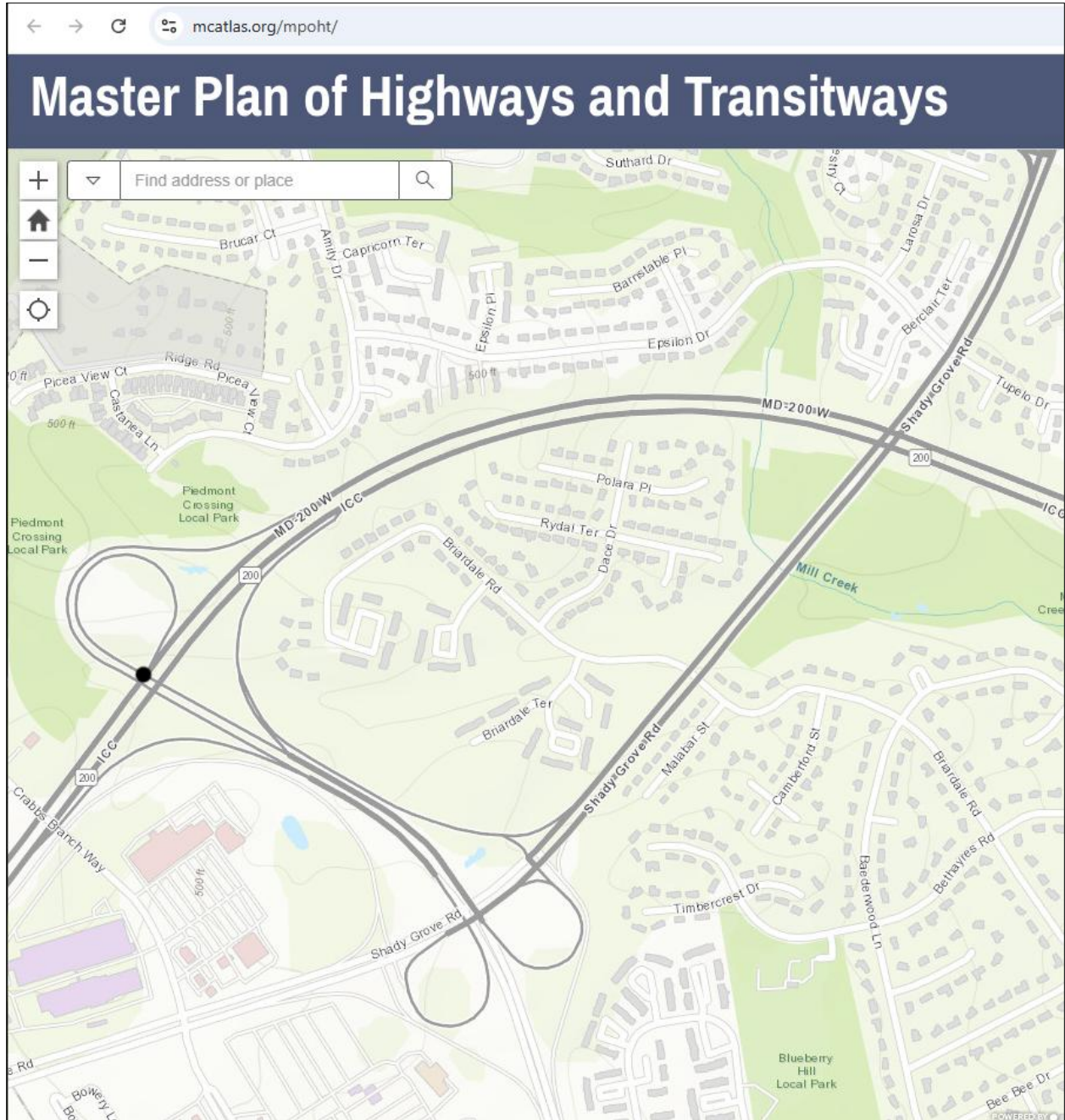
Relying on a single 'solution' has proven to be insufficient; a multi-faceted, multimodal transportation approach must be undertaken. The development of public transportation, a bus rapid transit system, bike lanes and/or a bikeway can be successfully implemented in conjunction with the new roadway, and designed into it – a benefit not afforded for I-270 and Rt. 355. The M-83 Extensions must not be removed from the MPOHT without replacing them with a viable transportation alternative(s). Please don't specifically deny some County residents the needed network of roadways and transportation options provided to and enjoyed by others.

The Shady Grove Metro Station, 1.6 miles from my house, is local and convenient. Although some can benefit from the metro and public transportation, as my husband did, it was not a viable option for me, as I worked in Virginia: in Tysons Corner, Merrifield, Seven Corners and at Telegraph Road. We must continue to devise and provide alternatives. (individual comment, not on behalf of DNAC)

Any decisions concerning the removal of the M-83 Extensions should be based on current data and not decade-old, pre-COVID studies. Environmental concerns need to be addressed and mitigated, recognizing that some have a lesser long-term impact. Animals must adapt to their habitat to survive.

My property is encircled by major arterial/connector roads: Shady Grove Rd, the Metro Access Rd, and the Intercounty Connector (ICC)/MD 200. Despite these roadways, the wildlife is abundant - with deer, rabbits, squirrels, red fox, bats, and various species of birds, to list a few. (individual comment, not on behalf of DNAC).

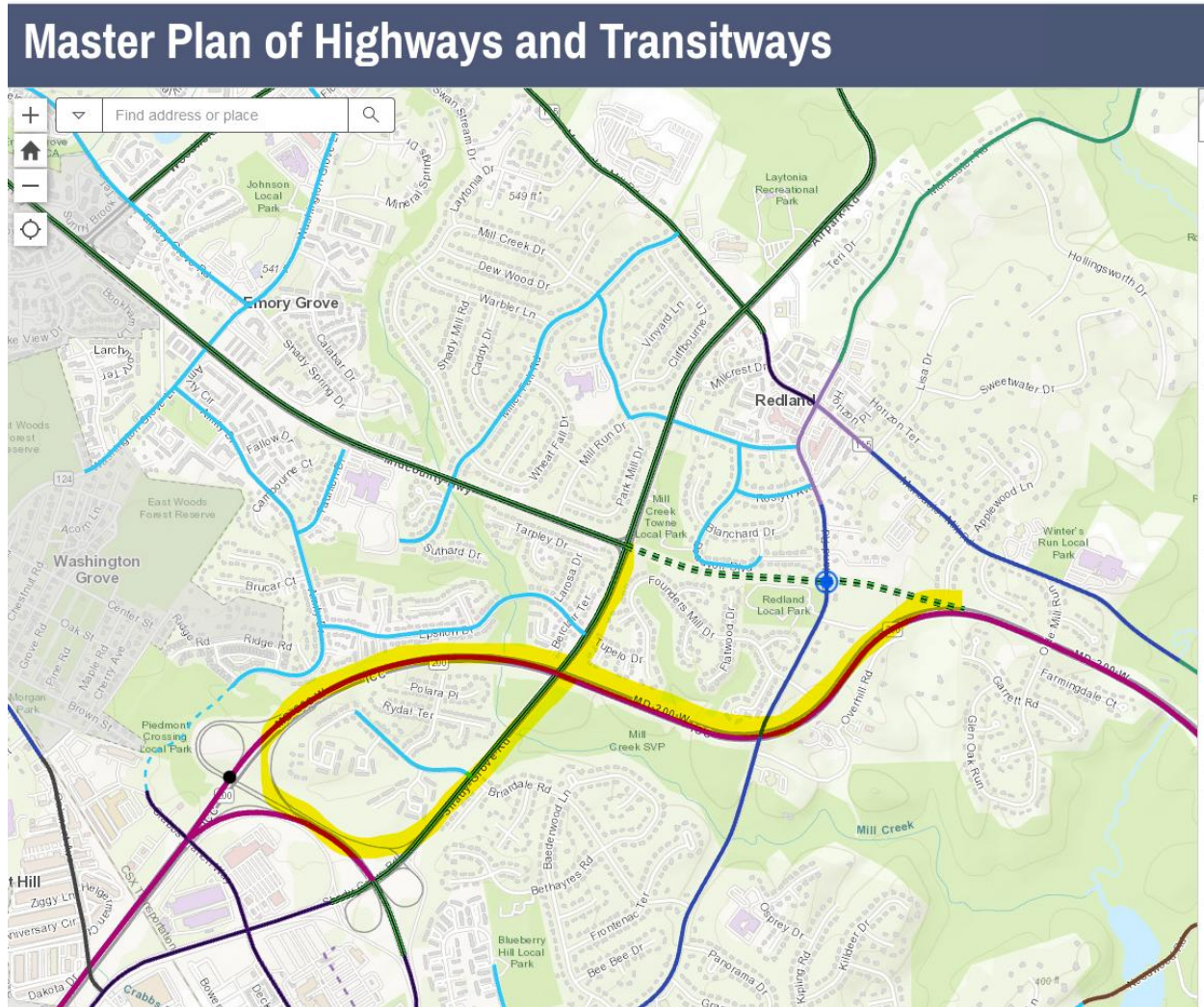
Any concern that M-83 Extended will negatively impact wildlife is moot – the animals have and will prevail. (See map below)



Attachment B: Written Testimony

The Derwood Neighborhood Community Alliance (DNCA) is *against* removing the M-83 Southern extension from the MPOHT. The proposed M-83 Southern Extension – identified by the green dashed line – is less than 3/4 of a mile long and can have a significant, positive impact on traffic and safety along the Shady Grove corridor.

Current access to and from the ICC/MD 200 requires vehicles traveling from the surrounding areas to use a circuitous route that includes Shady Grove Road and the Metro Access Road. Retaining the M-83 Southern extension will allow for a direct connection with the ICC/MD 200. (See map below)



The DNCA has an on-going effort, working with District 7 Councilmember Luedtke's office and District 19's State Senator and Delegates, to improve traffic safety along the Shady Grove Road corridor, from Midcounty Highway to the I-370 exit and the Metro Access Road. Many Derwood residents, who have, for decades, expressed our concerns about safety issues on Shady Grove Rd, are grateful that the County's approach has changed from one of keeping traffic moving to one of recognizing that the incidence of roadway fatalities and serious injuries is unacceptably high and that changes are required to calm traffic and increase the safety of everyone.

Attachment B: Written Testimony

“Areas along [Shady Grove Rd] have been identified in the Montgomery County Vision Zero plan as dangerous with multiple collisions involving vehicles and pedestrians resulting in serious injury or death.”

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

Shady Grove Road, from the “Metro Access Road to Midcounty Highway [is] identified in the County’s Vision Zero High Injury Network (HIN)”, which “highlights the roads with the highest serious and fatal crash rates”

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

and

“Shady Grove Rd from Frederick Rd to Midcounty Hwy” is in the County’s Top 10 list of “County-maintained Priority Roads”.

Reference: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

The Shady Grove Rd intersections with Tupelo/Epsilon roads and Briardale Road are high incident areas.

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

Reference: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

As such, this portion of Shady Grove Rd is included in the County’s Vision Zero Plan with the “goal of ending serious injury and death on our roadways”; the “High Injury Network Projects”, which are a priority within the Plan are to “implement safety countermeasures on identified high-risk road segments and intersections”.

Reference:

https://www.montgomerycountymd.gov/visionzero/Resources/Files/FY24-25_Vision_Zero_Workplan.pdf

Additional reference:

<https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

The Planning Board’s recommendation, and the Council’s decision, *must* encompass and integrate with the County’s Vision Zero plan – “No traffic deaths by 2030”.

We recommend the future development of the M-83 Southern extension with appropriate environmental mitigation. This entry and exit from ICC/MD 200 will provide direct access to and from the existing M-83 and Shady Grove Road, reduce travel distance, and alleviate unnecessary traffic on Shady Grove Rd - an admittedly already “dangerous” road. This extension should be implemented without an interchange at Redland Road. When that time comes, we welcome the opportunity to work with the County on the alignment of the M-83 Southern extension.

We/I thank you for the opportunity to submit my/our input prior to the County Council’s decision.

ID: 494

Greater Goshen Civic Association

Attachment B: Written Testimony

Master Plan of Highways and Transitways – 2024 Technical Update – Public Hearing #3 on January 9, 2025

The Greater Goshen Civic Association represents a small enclave of unincorporated and usually overlooked Montgomery County homeowners living in sections of Gaithersburg, Germantown and Laytonsville. With no HOA or paid staff, we struggle to keep up to date with the decisions of the county that affect our quality of life. This is one issue that has been popping up for over 30 years.

In the early 1990's there were hearings about the then Master Plan of Highways and Transportation, which we did not attend, since we were happy with the existing plan, including Midcounty Highway. We were shocked to learn that out of those hearings, a proposal was made to drop M-83 from the Master Plan. We asked for meetings, testified, and with others, particularly the Clarksburg Civic Association, managed to keep this backbone of transportation east of Rt. 355 on the Master Plan.

So we are grateful to the staff this time who recognized that receiving a small number of letters out of the blue asking to remove the right of way might be an anomaly. It is. It does not represent the wishes of the majority of the residents of this area.

I am providing copies of a survey that we undertook in 2012. We mailed 600 surveys and received over 20% back, a very high response rate. Of the 123 replies, 100 were in favor of building M-83 along the original Master Plan route. That's 81% in favor.

With the population growth in east Germantown, Clarksburg, Damascus and Montgomery Village, the need for additional north/south lanes east of Rts. 355 and 270 has only grown. Our residents oppose removing the right of way from the Master Plan. We support completing Midcounty Highway in some form as soon as finances permit.

Thank you,

Bonnie Bell

Attachment B: Written Testimony

GREATER GOSHEN CIVIC ASSOCIATION

P.O. Box 2025, Gaithersburg MD 20886-2025

July 2012

MidCounty Corridor Study

The Greater Goshen Civic Association has surveyed its residents on their reactions and opinions of the Mid County Corridor Study and how it affects the Goshen area.

Below is the list of questions and responses of this survey:

Survey Results: 123 returned out of 600 mailed (20.5%)	FAVOR	OPPOSE	NOT SURE	No Answer
Are you in favor or opposed to Modified Alt. 4 (widening of Goshen, Snouffer School, Wightman, and Brink Roads)?	1	114	3	5
Are you in favor or opposed to Option D (takes land from Ag Reserve and impacts homes on Brink Road)?	6	107	1	9
Alt. 1 No Build – continue with existing roads	35	59	7	22
Alt. 2 System Management – improve operation of 9 intersections, add service roads, bike paths and sidewalks	29	45	14	35
Alt. 5 Md 355 with service roads	25	55	12	31
Alt. 8 Partial M-83 with gap between Montgomery Village Ave & Watkins Mill Rd.	4	76	9	34
Alt. 9 Complete M-83 along the original Master Plan route	100	12	3	8
If you are opposed to Alt. 4 and 9D, do you believe that the GGCA should, as a matter of strategy, simply oppose these two alternatives and remain silent on the other options?	10	60	23	30
If you are opposed to Alt. 4 and 9D, do you believe that the GGCA should, as a matter of strategy, advocate for building another alternative?	48	28	20	27
In a separate action, the County approved widening Goshen Rd. to 4 lanes from MidCounty to Warfield Road. What is your opinion?	19	84	9	11

Attachment B: Written Testimony

Listed below are comments from our residents:

Anthony M:

We bought our home in Montgomery County in 2000. A major factor in our decision was the then-approved plan for the completion of the MidCounty Highway (M-83). Just like the Inter-County Connector, I believe the M83 should be completed on the existing right-of way. GGCA should advocate for Alternative 9 – the original plan.

The fall back position should be Alternative 8 for the following reasons:

1. Builds along existing right-of-way;
2. And pulls traffic away from Wightman, Goshen and Brink – both as arteries and feeders to arteries.
3. Alternative 8 would have the benefit of placing/focusing traffic problems at/near Montgomery Village, the primary nexus of opposition to Alternative 9.

Susan M:

Bought home on Brink because it appeared as if the Master Plan for completing MidCounty Highway had been approved – and as such would not impact the area of Brink on which we live!!!

John M:

All homes built since 1964 were aware of the Master Plan and built/occupied based on that knowledge. The same cannot be said for alternative proposed 2004. A big part (bad part) of Alternative 4 is expansion of Snouffer School. That is backhanded way to support Leggett's plan to move county services and training to that road, so he can repay his cronies by selling Crabbs branch for private development.

Anne F.

We have attended all meetings and read all documents over the past few years pertaining to M83 and its alternatives. At NO time have we heard anyone discuss the effects of any alternative on the rural, rustic roads that well be affected....Wildcat, Davis Mill, Blunt, etc. The spillover, cut through traffic increases will be devastating to the homeowners on these roads. The speed limit is 25 mph...during heavy commute periods, drivers go in excess of 40 mph now. We have never seen any type of police presence or speed monitoring devices in place to deal with the situation now, much less the increased impact that will occur in the future.

We live on a two directional blind curve and take our lives in our hands each time we pull out of our driveway now....and are very fearful of what the future may bring as this roadway plan moves forward.

William W.

Our decision to buy land in 1978 and build our custom home was based on knowledge of the location of M83 in the Master Plan!

William T.

Do not favor Alt. 4 and Option D.

L. R.

Need more information-somewhat confusing. Bottom line is we need more and bigger roads – now! It will have an impact on our community. Your leadership and advocacy is much appreciated!

Attachment B: Written Testimony

E.K.

Favor Alternative 9 with Option D. Do not like the idea of a divided highway going through All Souls Cemetery!

Susan E.

Any development has environmental impact. EVERYONE was aware of the existence of M83 on the Master Plan when they purchased their property. To now destroy homes, impact quality of life and threaten the local economy – not to mention significantly increase the cost of the build by developing what was never planned – is irresponsible. Stick to the Master Plan and keep the “politics” out of it.

Bob G.

I favor widening Goshen Road only as far as Snouffer School Road or perhaps a bit further, i.e. , to the Safeway. The widening of the road should be done in such a way as to minimize the disturbance of existing homes.

No name

Take stance that M83 is needed as originally planned and see if Clarksburg Community will join us in this strategy. Clarksburg should be the loudest voice in favor of M83.

Frank K.

We are in favor of building any new road(s) along 355 or completing M83 through Montgomery Village to Route 27. All the business are located along (355) or near these two proposed new roads. There is already a heavy tax burden on the residents without putting new wider roads up along Goshen/Snouffer School/Wightman Roads. We are paying enough taxes to support affordable housing in these areas without increasing our tax burden with these new roads.

George A.

Kettler Brothers approved of M83 back in 1964. Ever since this date, 50 plus years ago, we are still debating!! Make a decision NOW!!!

Jack F.

I support Alternative 1, No Build, simply because it is nonsensical to be even addressing this issue when the country, state and county are in economic disarray. Government’s energy should be directed toward clearing debt, living within their means (not raising taxes) and making the country, state and county attractive to business. The Mid County Corridor Study doesn’t do this. Somehow we managed for 40 years without it. Use what resources there are to maintain existing roads, parks, and cut the grass. Quit wasting time and money on projects like this and on divisive, insolvable social issues and focus on making our county a place productive people want to move to not move from.

Once the county returns to prosperity we can look at this project although the logical choice is Alternative 9(original route) since right of way’s, etc. are in place and everyone knew when they purchased that this was the planned route. To disrupt neighborhoods with new routes is tantamount to changing the rules in the middle of the game. That doesn’t work. Now is not the time to do anything. Thanks.

No Name

Respect the Master Plan or lose the respect of the citizens of Montgomery County! Widen Goshen only as far as East Village Avenue. Save the B/W Inn!

Attachment B: Written Testimony

Shelly S.

Studies were made for the original M83 plan – they should have prepared for building and roadways accordingly – if they goofed-u[, they should bite the bullet and make the original plan work, now switch horses now and make others pay the price for the goof-up. What is the purpose of making plans anyway if we're not going to stick to it!! How stupid!!

Jane H.

Stop Alternative 4!! No widening Wightman/Brink!!

Barbara K.

Prefer original plan. Alternative 4 would be the worst, Alternative 4 or 2 would be better than nothing.

Rosemary A.

Stick to the Master Plan for M83, the only option that makes sense!

Mary G.

My husband and I strongly support finishing M83. We are opposed to all other alternatives.

Marjorie B.

Widening Goshen Road duplicates the existing 4 lane divided highway that is Montgomery Village Ave. Neither Montgomery Village Ave or Goshen Road are heavily travelled at rush hour or other times.

Robert C.

We oppose widening any roads in the Goshen Area. Why not look at farm lands outside Clarksburg – Olney and out.

Al S.

I am fundamentally opposed to eminent domain in any form.

Martin W.

Oppose alternatives that would alienate other communities so they oppose those that affect us.

Nancy W.

I do not believe widening Brink/Wightman/Goshen will solve the upcounty traffic. Original plan's are best. The impact on the Reserve and hiking trails as well are negative. This impacts a designated HISTORIC AREA.

Howard B.

I believe completing M83 along the original Master Plan route is the best alternative.

Marilyn B.

Original Mid County route should be completed (finally!). More plans, buildings, developing, Etc. were based on the original mid-county route than any other. The right of way is there. Let's get this done!

Paul N.

More detail is needed showing the alternatives. Giving visibility to this matter by GGCA is important, but the addition of each alternative with detail would improve their efforts. We are against Alternative 4 modified and Alternative 8B.

ID: 496
CTCAC

Attachment B: Written Testimony

Amy Presley
23506 Sugar View Drive
Clarksburg, MD 20871

January 7, 2025

Attention: Montgomery County Planning Board

Subject: Importance of Retaining M83 and its Extended Rights-of-Way in the MPOHT

Dear Mr. Chair and Members of the Planning Board,

I am writing to express my strong support for the retention of the M83 corridor and its extended rights-of-way (both Northern and Central) within the MPOHT.

The Clarksburg Master Plan explicitly relied on the inclusion of M83 as a critical component of the area's transportation infrastructure. M83 was envisioned as a crucial element in the "Rungs of the Ladder" concept, designed to efficiently direct cross-county traffic and alleviate congestion on existing roadways. The promise of M83 was used to appease existing Damascus residents who were opposed to the Clarksburg Town Center development due to the additional traffic to be created, and also to ensure that the additional high-density of the development would have alternate cross-county connectivity without relying solely upon the already congested Rt 355 and I270 corridor.

Clarksburg Town Center was initially planned to be an area where one could "live, work, eat, and play." . . . a place where local offices and retail were to serve the community. This in itself would have been a way to mitigate some of the traffic generated by such high density development. However, due to "environmental concerns" regarding 10-Mile Creek, Clarksburg lost its proposed office space development. Further, the Hospital designation went to Germantown instead of Clarksburg. Both actions eliminated many potential jobs from Clarksburg. Yet, the same high density that was to have had employment opportunities within the community now has to travel elsewhere for employment – more traffic funneled onto 355 and 270.

Sadly, Clarksburg has already been the victim of many inequities as compared to its Germantown and Rockville neighbors. We have not received many of the promised elements upon which the Town Center was predicated. To date, there is still no library, no town center retail, and incomplete "connector" roads previously promised as support for the residents.

The removal of M83 or any of its extended rights of way from the MPOHT would have significant negative consequences including mounting congestion on existing roads. Please don't listen to the loud voices of those outside of the Clarksburg Town Center who allege that no or limited testimony from us equates to approval to remove those rights of way. To the contrary, residents of the Clarksburg Town Center continue to rely upon The Planning Board and other County agencies to uphold what was promised to us within the Master Plan. Most people don't

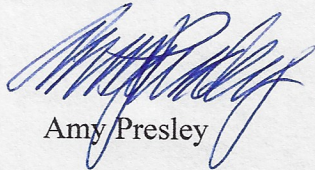
Attachment B: Written Testimony

realize that this important connection is even threatened. Please don't let them down by removing another of the promised supporting elements of the Master Plan.

I urge the Montgomery County Planning Board to recognize the critical importance of M83 to the success of the Clarksburg Master Plan and the overall transportation network in Montgomery County. I strongly urge you retain M83 and its extended rights-of-way in the MPOHT and advocate for its inclusion in future transportation plans.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Amy Presley", written over a printed name.

Amy Presley

ID: 497
John Parrish

Attachment B: Written Testimony

January 9, 2025

Public Hearing Testimony: Master Plan of Highways and Transitways – 2024
Technical Update

From: John Parrish, 9009 Fairview Road, Silver Spring, MD 20910

Dear Commissioners,

I am a lifelong resident of Montgomery County who cares deeply about preserving our remaining natural heritage. Please remove M-83 from the Master Plan of Highways due to the extensive and irreversible impacts to the natural environment if built.

Professional Background

I am a professional botanist and ecologist having worked in the National Capital Region for the National Park Service - Center For Urban Ecology as well as for the Maryland Natural Heritage Program at Maryland Department of Natural Resources. I've also worked for Arlington County, Virginia and the City of Alexandria to develop natural resource management plans to help safeguard their few remaining natural areas. I have served on the advisory group for Montgomery County's Legacy Open Space Master Plan since 2007.

In the mid-1990's, I worked for the Maryland DNR to conduct inventories for rare plants and significant habitats on twenty M-NCPPC parklands in Montgomery County. The findings are published in a document titled *Inventory for Rare Plants and Significant Habitats on M-NCPPC Park Lands in Montgomery County, Maryland – February 1997*. This report was funded by M-NCPPC and helped form the basis for designating the best natural areas and biodiversity areas within the M-NCPPC park system.

Ecological Consequences of M-83 to M-NCPPC Parklands

In 2003 I was hired by the Church of the Saviour to assess potential impacts to the natural environment by M-83 in the vicinity of the Dayspring Silent Retreat Center including the North Germantown Greenway and Great Seneca Park. The findings of this work are compiled in a 2004 report titled *Select Environmental Inventory and Impact Analysis for Amphibians, Forest Birds, Rare Flora and Significant Habitats in North Germantown Greenway & Great Seneca Park in the vicinity of the proposed M-83 Highway Alignment, Middlebrook Road to Brink Road, Montgomery County, Maryland*. I'd like to share a few of my findings so you may appreciate the ecological values of the parklands in this area and better understand what will be lost if M-83 is built.

Few people know that a study commissioned by the National Park Service published in 1971 set out to evaluate superior deciduous forest tracts in the Eastern United

Attachment B: Written Testimony

States as part of an effort to designate National Natural Landmarks.¹ Five sites in the Oak-Chestnut Forest Region in the Piedmont of Montgomery County, Maryland were evaluated as part of this effort. While none of these sites merited National Natural Landmark status, four of the five sites were recognized as important to preserve at the State and County levels. These sites became part of the exceptional parklands we now know as Rachel Carson Conservation Park, Hoyles Mill Conservation Park, McKee-Beshers Wildlife Management Area and the Great Seneca and North Germantown Greenway Parks. A forest tract named Blunt Road Woods in the 1971 report comprises a large part of what we now call North Germantown Greenway and Great Seneca Park along Dayspring Creek adjacent to the Dayspring Silent Retreat Center. This is an area I inventoried in 2003 for the Church of the Saviour. M-83 would fragment and destroy this special place. The Blunt Road Woods site is described in the 1971 report as follows:

*“It is an excellent example of an oak-hickory forest with an understory of *Nyssa sylvatica* and *Acer rubrum*. It is particularly unusual because the dead chestnuts were not cut but were allowed to stand until they fell over. It did not appear to be in immediate danger of destruction. Priority 2.”*

I am happy to report this forest still harbors living American chestnut trees, some of which bear nuts. Apparently, in 1971, the authors were unaware that M-83 was planned to bisect this forest.

M-83 would destroy and fragment this large forest tract that harbors significant habitats such as bedrock outcrops, wetlands and glades. This area is recognized as a designated “biodiversity area” by M-NCPPC due to its scenic value, unusual habitats and the presence of uncommon and rare species.² I documented ten species of amphibians including 7 frogs and 3 salamanders. Nine of the ten amphibians depend on wetlands for breeding, including wetlands that would be destroyed by M-83. I documented 21 species of forest-dwelling birds including 11 that are forest-interior dependent species. Nine of these are “neo-tropical” migratory songbirds that depend on large unbroken forests to maintain viable populations. Nine of the forest-dwelling bird species are listed by M-NCPPC as “bird species of greatest conservation need.”³ These are the Red-shouldered Hawk, Barred Owl, Pileated

¹ Keever, K. C., *A study of the Mixed Mesophytic, Western Mesophytic and Oak-Chestnut Regions of the Eastern Deciduous Forest, Including a review of the Vegetation and Sites Recommended as Potential Natural Landmarks, the National Park Service, Washington D.C., 1971.* (See p. 147 for description of the Blunt Road Woods.)

<https://npshistory.com/publications/vegetation/eastern-deciduous-forests.pdf>

² Natural Resource Management Plan for Natural Areas in M-NCPPC Parkland in Montgomery County, Maryland, Park Planning & Stewardship Division, M-NCPPC, February 2013. See p.6 (description of a biodiversity area, p.29 (map), p.32 (table describing the N. Germantown Greenway & Great Seneca Park SVU2 biodiversity area)

https://www.montgomeryplanningboard.org/agenda/2013/documents/20130221_Natural_Resources_Management_Plan.pdf

³ Ibid, p.44-47 Bird species of greatest conservation need in Montgomery County.

Attachment B: Written Testimony

Woodpecker, Acadian Flycatcher, Red-eyed Vireo, Wood Thrush, Louisiana Waterthrush, Summer Tanager and Scarlet Tanager.

I found four state-rare plant species occurring in this area including Black Ash, Bitternut, American Chestnut and Bashful Sedge as well as forty-eight additional species considered to be uncommon in Montgomery County. These species and the habitats that support them are in jeopardy if M-83 is built.

The two parklands (North Germantown Greenway and Great Seneca Park) along Dayspring Creek that M-83 would traverse support over 240 species of native plants including 15 ferns, 5 orchids and 70 species of trees and shrubs. Potential negative impacts to these species and the habitats that support them are fully described in my report. I would be happy to discuss these impacts in more depth with you and your staff.

To add insult to injury, M-83 would invade the Agricultural Reserve and degrade water quality in the Wildcat Branch watershed. Wildcat Branch is one of the few self-sustaining trout streams left in the County. All of these significant habitats, native biodiversity and the Ag Reserve are entrusted to M-NCPPC to take care of for future generations. If they are destroyed they are gone forever.

For sixty years, this road has not been built due to inadequate funding, severe environmental impacts and a lack of political support. It is time to put this road to rest and get on with creating non-highway transportation solutions and stop extending false hope to up-county residents that M-83 is somehow the answer to traffic congestion.

Please delete M-83 from the master plans to safeguard our natural heritage.

Thank you for considering my comments.

Sincerely,

John Parrish

ID: 509
Benjamin Ross

Attachment B: Written Testimony

Traffic Modeling and M-83 Extended

Benjamin Ross

Presented to Montgomery County Planning Board, January 9, 2025

There have been repeated references to the traffic modeling of this project done as part of the Midcounty Corridor Study which was completed in 2017. Advocates of extending M-83 claim that the traffic model shows that the project will reduce traffic congestion in the upcounty.

This is not correct. The modeling was done with the MWCOG travel demand model. Traffic models of this type cannot tell you whether new highways will reduce traffic congestion. They assume the answer to that question, and the MWCOG model assumes the wrong answer.

How much congestion relief will come from a new highway depends on how much added car traffic will emerge as a consequence of building the highway. The assumption buried in the MWCOG model is that such traffic will be negligible. In congested cities and suburbs, experience shows the opposite: new and widened highways fill up with added traffic. A [new USDOT report](#) documents this, based on many years of research.

I believe this flaw is inherent to MWCOG-type models. As a result, such models are incapable of predicting whether there will be congestion relief. Let me explain this.

It is obvious that the car trips people take depend on where they live and where the things they want to travel to are (demographics, for short) and also on the location and travel speed of the road network connecting those places. What isn't obvious is the relative importance of those two factors.

The current models calculate the trips from the demographics (current and predicted for the future). Most developers and users of these modelers recognize that the dependence of trips on the road network exists, even though their models don't calculate it. They refer to this dependence as "suppressed demand" and "induced demand."¹

The mathematical relationship between trips and demographics can only be determined by observing drivers' behavior. But drivers' behavior can only be observed in the real world, not in a world where there is no traffic congestion. The models thus use congestion-limited data to estimate parameters and calibrate. Since the modelers are unable to measure what people would do if there were no traffic congestion, they can't calculate how much suppressed and induced demand is waiting in the wings.

¹As an example of suppressed demand, imagine that you live in Germantown and expect dinner guests Wednesday evening. At 4:00 in the afternoon, with all the cooking done, you think to yourself "Why don't I run up to Viniferous in Frederick and buy a good bottle of wine for tonight?" If there were no traffic congestion, you would do it; in the real world, you wouldn't.

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The new USDOT report says that the best practice for modelers is to assume that the number of vehicle-miles driven (VMT) in the area of a highway project will increase by the same percentage as the number of lane-miles of highway increases. It's good advice. But it's advice that's very difficult, if not impossible, to follow when you're using an MWCOG-type model. That's because it's inconsistent with the basic structure of the model, in which VMT is an output rather than an input.

If you accept the USDOT-recommended assumption, however, you don't need a computer model to estimate how much congestion relief M-83, or any new highway, will deliver. The answer is none. Traffic will likely get better in some places and worse in others, but the overall level of congestion will not change. This answer is supported by many years of empirical research.

You can say as well that traffic will probably get better on roads parallel to the new highway and worse on roads that feed into it. If, however, you want to know how much better and worse, you do need a computer model.

Unfortunately, MWCOG-type models can't even do that. Not even if you somehow add in the induced and suppressed demand. They have another limitation: they are designed to calculate traffic between "Traffic Analysis Zones" and do not produce accurate predictions of traffic on individual road segments (what modelers refer to as "fine-grained outputs").

The authors of the MWCOG model acknowledge this themselves. They emphasize on page 21 of the User's Guide for Version 2.3.75 that "the model has not been validated to these fine-grained levels, so it is not recommended that one use these fine-grained outputs from the travel model."

The bottom line is very simple. New highways don't reduce congestion. You don't need a computer model to tell you that, and no MWCOG-type computer model can tell you otherwise.

ID: 511
Brian Ditzler

Attachment B: Written Testimony

1225 Noyes Drive
Silver Spring, MD 20910
bditzler@gmail.com
January 23, 2025

Memorandum to: Montgomery County Planning Board

Subject: Removing M-83 highway extended from County's Master Plan of Highways & Transitways

I'm a long-time Montgomery County resident and am quite concerned about ever-increasing air pollution here and its many adverse effects on human health and our environment, and strongly oppose building the M-83 highway extended. The Transportation sector is the largest contributor to climate-damaging greenhouse gas emissions in our state, with 82% of those emissions coming from gasoline and diesel-powered vehicles on our roads. Harmful air pollution from vehicles also contributes to respiratory and cardiovascular diseases, cancer and premature death.

As you probably are aware, studies now show that building and expanding highways doesn't solve congestion because it attracts more drivers. The increase in drivers inevitably results in even more air pollution. Greater Investment in transit, biking and pedestrian infrastructure (vs. highways) not only reduces air pollution, it is much more equitable because those transportation options better serve the many residents who don't own or have access to a vehicle while enabling people with cars to also rely on transit. There also are health benefits from biking and walking to and from transit as well as to employment, shopping, recreation and medical facilities.

In the case of the proposed M-83 mid-county highway extended, there are a number of good transit alternatives including BRT on MD-355 North, improving Ride-On bus service, expanding MARC train service, and extending the Red Line Metrorail to Germantown.

According to the American Public Transit Association, for every \$1 invested in public transportation, approximately \$4 is generated in local economic returns, such as revitalizing neighborhoods around transit stations, and construction of more transit-oriented development including more affordable housing. Public transit also is a key factor in business site selection and advancing the region's economic development goals.

Building the proposed M-83 highway extended does not make sense economically or environmentally. It would be very expensive, harm fragile biodiverse stream valleys and wetlands, destroy or degrade 100 acres of forest, fragment valuable wildlife habitat, damage five popular public parks and the Great Seneca Greenway Trail, and encroach on the Agricultural Reserve.

Attachment B: Written Testimony

The proposed M-83 highway extended highway also would bisect three up-county communities which are Equity Focus Areas with diverse, lower income populations. According to an analysis of the Union of Concerned Scientists, on average, communities of color in the Northeast and Mid-Atlantic breathe 66% more air pollution from vehicles than white residents, with a primary reason for that being close proximity to major roadways. Building M-83 extended through those communities would make Montgomery County a participant in that inequitable treatment.

Another reason not to build M-83 extended is that Montgomery County's 2021 Climate Action Plan recommends that public transit be expanded, major new road construction be limited, and that our tree canopy be retained and increased.

During the hearing on M-83 extended on January 9 that I attended, it was encouraging to hear a number of Clarksburg residents testify that their transportation needs could be met with improved transit to Rockville and DC. In light of the many problems with building M-83 extended, and the need to protect our environment and also comply with county's climate action plan, I strongly urge the Planning Board to remove M-83 extended from the county's Master Plan of Highways and Transitways and instead support expanding transit alternatives.

Respectfully submitted,

Brian E. Ditzler

ID: 519

Janette Rosenbaum (Testifying as Individual)

Attachment B: Written Testimony

Dear Chair Harris and Commissioners,

Thank you for listening to 60 members of the community at the January 9 public hearing about the M83 highway. I wanted to submit a written response to the comments presented that evening.

First and possibly most importantly, I wanted to address the many comments regarding the very long commutes that Clarksburg residents are experiencing. As I said on January 9, I hate traffic too, and I sympathize with this problem. However, I question how many people are actually facing this situation.

According to U.S. Census data, on average, Clarksburg residents spend 33.9 minutes commuting from home to work. That does not seem so terrible - and it's less than 3 minutes more than the average commuting time for Maryland at large. Equity is very important to me, but from this data, it does not look like Clarksburg residents are suffering more than the rest of us from the DMV's infamous traffic.

Additional census data indicates that approximately 14% of Clarksburg residents travel more than an hour to get to work. Starting from a census figure of 10,497 Clarksburg residents who commute (defined in the data source as "workers 16 years and over who did not work from home"), that implies that fewer than 1,500 people have the multi-hour daily round-trip commutes that commenters at the public hearing were speaking about. Meanwhile, an almost exactly equal number of Clarksburg residents commute less than 15 minutes one-way. All together, this suggests that the number of people with painful commutes is not especially large to begin with, and that this situation is caused not by the lack of a road through Montgomery Village, but by circumstances that are unique to this group of people. It is not inherently difficult to get to work from Clarksburg; some people have simply wound up in a situation where the path to their particular workplace is long and crowded.

It may be true that this group of people committed to these circumstances based on the master plan and the promise of M83 being built some day. But all of us do essentially the same thing when choosing where to live and work, and none of us are guaranteed that anticipated positive changes will come to pass, or that unanticipated negative changes won't occur. We are not obligated to build a road that will disrupt communities, destroy parkland, and threaten our drinking water because a small number of people made life decisions on the assumption that the road would be built.

Attachment B: Written Testimony

The original census data can be viewed at

<https://censusreporter.org/profiles/16000US2417350-clarksburg-md/> and <https://data.census.gov/table/ACSST5Y2023.S0801?q=Clarksburg%20CDP,%20Maryland>.

I would like to also address a few more specific points made at the January 9 hearing.

First, some comments were made that the M83 extension, a mere five miles of road, is not make-or-break for climate and the environment. This argument is the defense from *Held v. Montana*. In that case - which the defense lost - a group of young people sued their state, arguing that Montana's policies were exacerbating climate change and were thus violating the youth's right to a healthy environment. The state responded that Montana makes only a small contribution to climate change, and could make only a small contribution to climate action; therefore, what the state does or doesn't do has little effect on the prospects of young people. The judge's ruling in the case was that while Montana's contributions may be small, Montana is still responsible for doing its part to address this massive collective action problem. The same is true for Montgomery County. We cannot single-handedly solve climate change by removing M83 from the master plan, but if we refrain from building roads that will generate more traffic, and if other communities around the world do the same, then together we can make a difference.

The ruling from *Held v. Montana* was upheld just a few weeks ago.

Second, one commenter raised a question about how many birds would be at risk if M83 were constructed. The answer is that 3 billion birds have disappeared from North America since M83 was added to the master plan. Two-thirds of American wildlife species are in decline. Worldwide, wildlife populations have decreased 70% since 50 years ago. As experts have put it, "we are in the midst of an extinction crisis that we ourselves are not likely to survive."

As for why the disappearance of birds matters: other communities have learned the hard way that infectious diseases spread when vulture populations decline. Mosquitoes thrive when there are fewer birds. And perhaps most alarmingly of all, we don't know what many other species are doing for us. Our understanding of how ecosystems function is far from perfect. We do not want to be one of the communities that learns about an important ecosystem service after we have irreparably destroyed it. To circle back to the earlier point, we all derive vital benefits from healthy natural areas, and we do not want to put that at risk so that a relatively small group of people can have a slightly faster commute.

Attachment B: Written Testimony

Thank you for your ongoing consideration of this complex topic. I urge you to remove M83 from the Master Plan of Highways and Transitways.

Janette Rosenbaum
18512 Boysenberry Drive, #200
Gaithersburg MD 20879

ID: 521

Paula Messenger (Testifying as Individual)

Attachment B: Written Testimony

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

Montgomery County Planning Board
Master Plan of Highways and Transitways (MPOHT) – 2024 Technical Update –
with Regard to: M-83 Extended

23 January 2025

On behalf of the Derwood Neighborhood Community Alliance (DNCA) –
I submit the following **against** the removal of Midcounty Highway M-83 **Southern extension**
from Montgomery County's MPOHT.

As an individual, I submit the following **against** the removal of the Midcounty Highway M-83
Northern and Southern extensions from Montgomery County's MPOHT.

Paula Messenger
Derwood resident and homeowner since 1989
Submitting input from the Derwood Neighborhood Community Alliance (DNCA)
as well as my individual comments

Please note:

This document, and the comments contained herein, overrides my previous document,
submitted and placed on the record in error on 7 January 2025.

Attachment B: Written Testimony

These comments are made on behalf of a group of Derwood residents, the Derwood Neighborhood Community Alliance (DNCA), concerned about the impact of traffic and transportation decisions, and safety in Derwood. We ask that the Planning Board and Council consider the following in its decisions regarding removing the unconstructed Midcounty Highway M-83 Extended from the County's Master Plan of Highways and Transitways (MPOHT). We are **against** the removal of the Midcounty Highway M-83 Southern extension, and believe that its removal has the potential to *increase* traffic and congestion in the area.

It is important to note that there are two portions of M-83 under consideration for removal from the MPOHT; the Northern extension (comprising the Northern and Central segments) and the Southern extension. We recommend that these two separate and distinct extensions, and the bikeway be decoupled and the issue of removing each of them be considered separately by the Council.

A County-wide approach to the issue provides for future development of commercial, retail, and restaurant industries and infrastructure, in addition to the continued residential development. By definition the infrastructure is the basic (public and private) physical and organizational structures and facilities needed for the operation of a society. Removing the M-83 Northern extension from the MPOHT will result in the County's loss of a significant portion of the dedicated land, nearly eliminating any chance to use the current right-of way for future transportation, of any kind, including a bikeway.

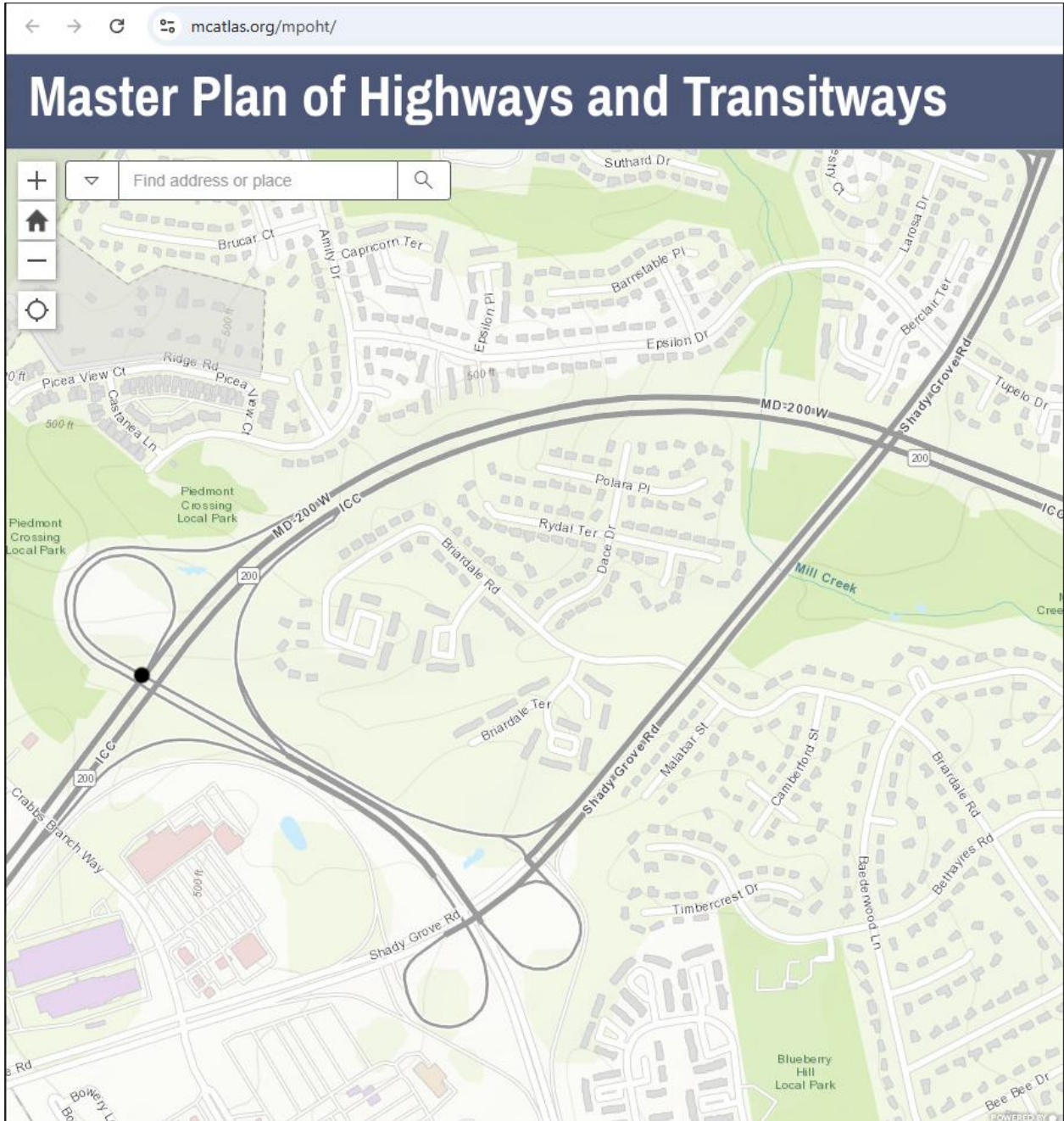
Relying on a single 'solution' has proven to be insufficient; a multi-faceted, multimodal transportation approach must be undertaken. The development of public transportation, a bus rapid transit system, bike lanes and/or a bikeway can be successfully implemented in conjunction with the new roadway, and designed into it – a benefit not afforded for I-270 and Rt. 355. The M-83 Extensions must not be removed from the MPOHT without replacing them with a viable transportation alternative(s). Please don't specifically deny some County residents the needed network of roadways and transportation options provided to and enjoyed by others.

The Shady Grove Metro Station, 1.6 miles from my house, is local and convenient. Although some can benefit from the metro and public transportation, as my husband did, it was not a viable option for me, as I worked in Virginia: in Tysons Corner, Merrifield, Seven Corners and at Telegraph Road. We must continue to devise and provide alternatives. (individual comment, not on behalf of DNAC)

Any decisions concerning the removal of the M-83 Extensions should be based on current data and not decade-old, pre-COVID studies. Environmental concerns need to be addressed and mitigated, recognizing that some have a lesser long-term impact. Animals must adapt to their habitat to survive.

My property is encircled by major arterial/connector roads: Shady Grove Rd, the Metro Access Rd, and the Intercounty Connector (ICC)/MD 200. Despite these roadways, the wildlife is abundant - with deer, rabbits, squirrels, red fox, bats, and various species of birds, to list a few. (individual comment, not on behalf of DNAC).

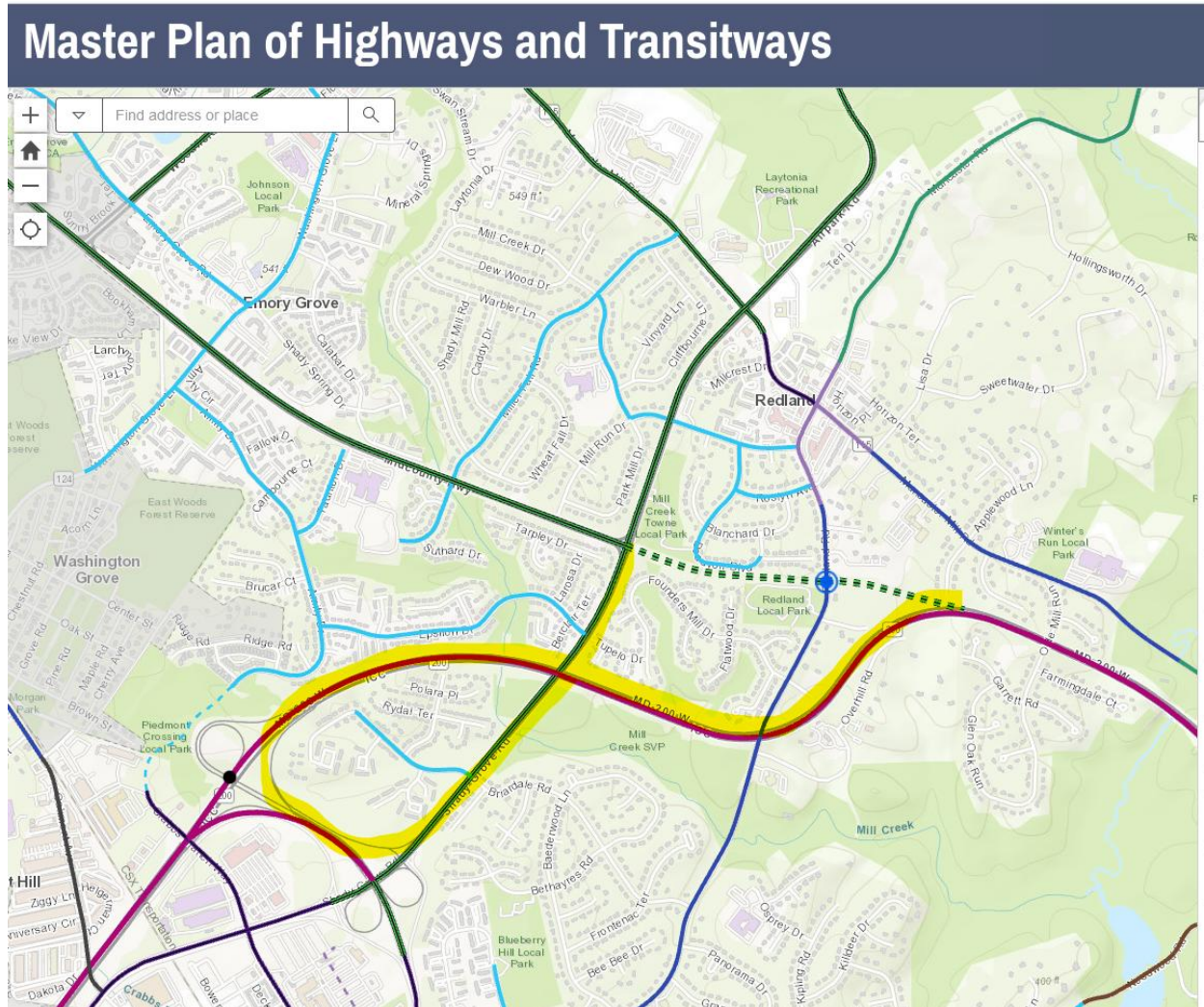
Any concern that M-83 Extended will negatively impact wildlife is moot – the animals have and will prevail. (See map below)



Attachment B: Written Testimony

The Derwood Neighborhood Community Alliance (DNCA) is *against* removing the M-83 Southern extension from the MPOHT. The proposed M-83 Southern Extension – identified by the green dashed line – is less than 3/4 of a mile long and can have a significant, positive impact on traffic and safety along the Shady Grove corridor.

Current access to and from the ICC/MD 200 requires vehicles traveling from the surrounding areas to use a circuitous route that includes Shady Grove Road and the Metro Access Road. Retaining the M-83 Southern extension will allow for a direct connection with the ICC/MD 200. (See map below)



The DNAC has an on-going effort, working with District 7 Councilmember Luedtke's office and District 19's State Senator and Delegates, to improve traffic safety along the Shady Grove Road corridor, from Midcounty Highway to the I-370 exit and the Metro Access Road.

Many Derwood residents, who have, for decades, expressed our concerns about safety issues on Shady Grove Rd, are grateful that the County's approach has changed from one of keeping traffic moving to one of recognizing that the incidence of roadway fatalities and serious injuries is unacceptably high and that changes are required to calm traffic and increase the safety of everyone.

Attachment B: Written Testimony

“Areas along [Shady Grove Rd] have been identified in the Montgomery County Vision Zero plan as dangerous with multiple collisions involving vehicles and pedestrians resulting in serious injury or death.”

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

Shady Grove Road, from the “Metro Access Road to Midcounty Highway [is] identified in the County’s Vision Zero High Injury Network (HIN)”, which “highlights the roads with the highest serious and fatal crash rates”

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

and

“Shady Grove Rd from Frederick Rd to Midcounty Hwy” is in the County’s Top 10 list of “County-maintained Priority Roads”.

Reference: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

The Shady Grove Rd intersections with Tupelo/Epsilon roads and Briardale Road are high incident areas.

Reference: <https://montgomerycountymd.gov/dot-dte/projects/ShadyGroveStudy/index.html>

Reference: <https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

As such, this portion of Shady Grove Rd is included in the County’s Vision Zero Plan with the “goal of ending serious injury and death on our roadways”; the “High Injury Network Projects”, which are a priority within the Plan are to “implement safety countermeasures on identified high-risk road segments and intersections”.

Reference:

https://www.montgomerycountymd.gov/visionzero/Resources/Files/FY24-25_Vision_Zero_Workplan.pdf

Additional reference:

<https://www.montgomerycountymd.gov/visionzero/Resources/Files/vz2030-plan.pdf>

The Planning Board’s recommendation, and the Council’s decision, *must* encompass and integrate with the County’s Vision Zero plan – “No traffic deaths by 2030”.

We recommend the future development of the M-83 Southern extension with appropriate environmental mitigation. This entry and exit from ICC/MD 200 will provide direct access to and from the existing M-83 and Shady Grove Road, reduce travel distance, and alleviate unnecessary traffic on Shady Grove Rd - an admittedly already “dangerous” road. This extension should be implemented without an interchange at Redland Road. When that time comes, we welcome the opportunity to work with the County on the alignment of the M-83 Southern extension.

We/I thank you for the opportunity to submit my/our input prior to the County Council’s decision.

ID: 523
Colleen Martin

Attachment B: Written Testimony

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.

You have taken so much away from us in Clarkburg over the years - from mismanagement of Clarksburg Town Center to allowing for building without infrastructure in Clarksburg. If this were Bethesda, you would be doing everything you can to ensure we have what is needed. Do the right thing.

Please keep M-83 on the Master Plan.

Kind Regards
Colleen Martin
22125 Fulmer Avenue, Clarksburg, MD
2404601032
purplesams@verizon.net

ID: 524

Abigail K Vaughn

Attachment B: Written Testimony

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.

As someone who works in Clarksburg and lives in the neighboring town of Damascus, I strongly encourage you to keep M-83 on the Master Plan.

Sincerely,

Abigail K .Vaughn

25115 Trail Court, Damascus , MD 20872

301-455-6691

AKSV222@gmail.com

ID: 525
Shilpa Myers

Attachment B: Written Testimony

Dear Planning Board Members,

M-83 has been included in the Clarksburg Master Plan since 1960 and remains essential to the development of Clarksburg and the surrounding Upcounty areas. This multimodal (auto, bus, bike) corridor provides a direct connection from Clarksburg to Shady Grove Metro and the ICC (200). The M-83 right of way could also be a transformative opportunity for extending the Red Line from Shady Grove Metro to Clarksburg or routing the proposed Monorail from Frederick through Clarksburg, Shady Grove Metro, Bethesda Metro, and Tysons Corner.

Clarksburg has grown exponentially—from a population of 10,000 residents in 2010 to over 40,000 today—and continues to expand at a rapid pace. Unfortunately, the transportation infrastructure has not kept up with this growth. Removing key sections of M-83 would render it ineffective, further burden the already strained transportation network, and diminish the quality of life for current and future residents.

Safety experts have emphasized the importance of including M-83 in an emergency evacuation plan, which would be crucial in times of crisis. Additionally, removing M-83 would hinder future economic growth and opportunities for the county.

Please ensure that M-83 remains on the Master Plan to support the well-being, safety, and growth of our community and the broader county.

Best

Shilpa Myers, MD, MHA

14158 jaeger Road

Clarksburg, Maryland 20871

804-921-0228

Spmyers716@gmail.com

ID: 526
Cyrus Namazi

Attachment B: Written Testimony

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,

Cyrus Namazi
20900 Slidell Rd, Boyds, MD 20841
cyrus@namazi.net
(408) 421-6894

ID: 527

Suma Venkatesh

Attachment B: Written Testimony

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.

In my 24+ years of county living, I have only seen several housing developments come up (Clarksburg both sides of 270, Crown, Watkinmill etc) but only one new toll highway (ICC). We need to balance roads and infrastructure with growing # of houses. Future taxpayers will not work at jobs that pay well if it takes them 3 hrs+ to commute to them every day.

Kind Regards,

Suma Venkatesh

13702 Tribute Parkway

Clarksburg, MD 20871

ID: 528
Rajeev Bakhru

Attachment B: Written Testimony

Dear Montgomery County Council Members and Planning Board,

I am the resident of Clarksburg, and writing to express my 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 Transit. 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. 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 other party is 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. 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.

Resident of Clarksburg

ID: 529
Joseph Sit

Attachment B: Written Testimony

To Montgomery County Planning Board:

I'm advocating for removing proposed M83 Highway in the master plan for the following reasons:

- maintaining green spaces that the public has access to - M83 would break up and fragment green spaces and thus reduce their functionality and usefulness
- reducing green space would reduce valuable, and FREE recreation areas - this is especially detrimental in an economy that is already strained by years of inflation (2021- 4.7%; 2022 - 8.0%; 2023 - 4.1% according to Bureau of Labor Statistics, <https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202312.pdf>)
- degradation of the Great Seneca Valley Park and it causing a barrier to the Watkins Meadow neighborhood and Middlebrook Manor, limiting walkability ... the highway is saying it will alleviate traffic when it will be creating a need for more cars on the road
- Building M83 would cause destruction of the forest areas that are key part of carbon sequestration in the Montgomery County Action Plan
- M83 is highly redundant, running parallel to both 355 and 270, leading to a waste of funding (M83 has been estimated to be over a \$1 billion)\

Thank you,
Joseph Sit
Rockville, MD 20853

ID: 530
Mark Stunder

Attachment B: Written Testimony

Hello,

Date Submitted: January 10, 2025

I was unable to attend the January 9th M-83 Public Hearing #3. I am submitting these written comments to the Planning Board for consideration.

Hearing Date #3: January 9, 2025

Topic: Removal of the unbuilt northern and southern extensions of Midcounty Highway Extended (M-83)

My Mailing Address:

Mark Stunder
7 Brook Run Court
Germantown, MD 20876
301.728.3434

Dear Planning Board Members,

First, I want to extend my gratitude for all your hard work over the years in the challenging area of county planning. Striking a balance between public satisfaction, economic vitality, and environmental protection is no easy feat. Having lived in the up-county since 1984, I deeply value your efforts, along with those of the traffic and environmental engineers and staff.

I am writing to **oppose** the removal of M-83 from the master plan for several reasons:

- **Lack of Compelling Reason:** No sufficient reason has been presented for removing M-83 from the plan now. The preponderance of testimony favoring removal refers to environmental/climate or traffic related issues. There are no imminent construction plans--- far from it! Those types of issues can be addressed in the actual design of the road (see below)- whenever that occurs.
- **Future Flexibility:** Removing M-83 could limit the county's options in the future. While we can't predict the future with certainty, we can reasonably expect continued economic growth at varying rates. Even given the non-inclusion of M-83 in development planning at the moment, adequate road capacity will be necessary at some point in the future. History has shown that.

Consider the historical context of other major roads:

- **Intercounty Connector (ICC):** For decades, there were numerous arguments against the ICC, particularly regarding environmental concerns. Had the ICC been removed from plans back then, we would have lost a critical infrastructure component. Today, it's hard to imagine the county without the ICC. The planners and engineers addressed serious environmental concerns effectively, demonstrating that they can do the same for M-83.

Attachment B: Written Testimony

- **Great Seneca Highway:** Initially met with serious opposition, this road has become essential for county growth, opening a professional corridor and providing an alternative route from Germantown to Rockville. The planners and engineers did an excellent job, including protecting wildlife pathways.
- **Germantown Planning:** Opposition to relocating Route 118 and feeder roads was fierce. Today, these roads are crucial to the area's infrastructure, showcasing the planners' and engineers' foresight.

Given the above history, I suggest the Board consider the following positions:

- **Preserve the M-83 Right-of-Way:** It may be needed in the future, just like the other roads mentioned were. No compelling reason to drop it from the plan.
- **Develop a Bike Path but preserve the road right-of-way:** Proceed with bike path development on M-83 but also preserve the highway right-of-way. This approach would offer a nearer-term amenity to the public while keeping the potential for future highway construction. Your engineers may say this is harder to do, but this should be looked at as a near term project that the public can benefit from.

Thank you for your continued dedication to thoughtful and effective planning. I hope you will consider retaining M-83 in the master plan.

Sincerely,

-Mark Stunder
Germantown

ID: 531
Susan H Meyers

Attachment B: Written Testimony

Subject: Kindly Remove this from the Master Plan!!

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

This is our main source of water!

Thank you

Susan H Meyers

Susanhmeyers49@yahoo.com

ID: 532
Frank Bloom

Attachment B: Written Testimony

Please remove this from the master plan, Maybe let's build a bikeway, circa the capital crescent trail in bethesda.

Much better use of the land ,no pollution no increase in traffic. Just building this highway while nothing else is built will result in more traffic congestion.

Plus you will be destroying state parkland. How about a park instead. Seems downcounty gets plenty.

Frank Bloom

5K502

FJB Engineering

1319 Bucheimer Rd

Frederick,Md.21701

301-424-2509

fmbloom@fjbengineering.com

ID: 533
Ruchi Jain

Attachment B: Written Testimony

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. We bought our home 9 years back because of this.

There are many of us who 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.

Kind regards
Ruchi Jain

Attachment B: Written Testimony

23008 Birch Mead Rd, Clarksburg, MD 20871

ID: 534
Erica Wright

Attachment B: Written Testimony

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

Erica Wright

23209 Shaws Tavern Court

267-879-1649

emichellewright@gmail.com

ID: 535
Akhilesh Trikha

Attachment B: Written Testimony

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.

This crucial infrastructure project has significant benefits for our community and the wider region. M-83 would provide a vital transportation link and would significantly improve their access to the thriving tech hub in Arlington, VA, creating new opportunities for employment and economic growth. This connection is essential for:

1. Reducing commute times and traffic congestion i270 and i495
2. Enhancing economic opportunities for Clarksburg residents
3. Fostering regional connectivity and development

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 it from the Master Plan could hinder future transportation needs and limit our ability to adapt to changing demographics and economic patterns.

Please keep M-83 on the Master Plan.

Regards~

Akhilesh Trikha (He/Him)

11830 Steeplebush Dr, Clarksburg, MD - 20871

646-469-9969

akhilesh.3158@gmail.com

ID: 536

Temur Khakberdiev

Attachment B: Written Testimony

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.

Temur Khakberdiev
13805 Bufflehead st
Clarksburg MD
20871
240.3246459

ID: 537
Orinsi Wright

Attachment B: Written Testimony

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

Orinsi Wright

23209 Shaws Tavern Court

301-916-9290

OneWright13@gmail.com

ID: 538
Mercy Cruz

Attachment B: Written Testimony

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

Mercy Cruz

12224 Cypress Spring Rd , Clarksburg. MD 20971

240 426 7163

murphmora@aol.com

ID: 539
Meghan Parker

Attachment B: Written Testimony

Greetings, my name is Meghan Parker and I am writing to address the decisions to be made about the future of Midcounty Highway Extended, M-83. I thank you for your time and attention.

The decision to keep M-83 in Montgomery County's Master Plan of Highways is essential. The decision is not only about the remaining miles of highway to be completed, it is about the broader impacts the completed road will have on all of Montgomery County. The strength of our transportation network is fundamental to community connectivity, economic competitiveness and the environmental sustainability of our county. The decisions made about M-83 today will have lasting impacts that will heavily influence accessibility and the long-term quality of life for our residents.

We must consider how the completion of M-83 aligns with the broader goals for our entire county including promoting equitable access to transportation via the redesigned comprehensive bus network, reducing greenhouse gas emissions, and encouraging sustainable land use. M-83 is not only a solution to local traffic congestion, but it has the potential to reduce suburban sprawl and promote regional equity.

I urge you to evaluate keeping M-83 in the Master Plan through a comprehensive lens. One that not only reflects the potential to ease traffic, but one that has the potential to positively impact the future of our county. This decision should reflect the county's vision for thriving in 2050 and beyond, promoting public transit expansion, protecting our natural resources, and enhancing connectivity for all residents, regardless of the zip code in which they live.

Thank you for your consideration. I appreciate your commitment to Montgomery County.

Sincerely,
Meghan Parker

ID: 540

Debra Thompson

Attachment B: Written Testimony

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

Debra Thompson

23055 Turtle Rock Terrace

240-505-6063

dndance1@yahoo.com

ID: 541

Ronald P. Martin

Attachment B: Written Testimony

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

Ronald P. Martin
22304 Plover Street, clarksburg, MD 20871
301-928-3340
martinron460@gmail.com

ID: 542
Linda Prell

Attachment B: Written Testimony

----- Original Message -----

From: Linda A. H. Prell <linda.a.h.prell@gmail.com>;

Received: Fri Jan 10 2025 14:37:34 GMT-0500 (Eastern Standard Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>; <mcp-chair@mncppc-mc.org>;

Subject: Please remove the M 83 from the planning

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

Linda Prell
19205 Jericho Dr, Gaithersburg, MD 20879

ID: 543
Gulshan Kumar

Attachment B: Written Testimony

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.

Sincerely,

GULSHAN KUMAR

12013 Chestnut Glen Rd, Clarksburg, MD 20871

240-506-5802

gkumar_12us@yahoo.com

ID: 544
Adam Greene

Attachment B: Written Testimony

Honorable Artie Harris,

To whom it may concern,

I urge you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways.

In my opinion, rather than destroy our ecosystems, we need to strengthen them. It is time to stop caving to corporate interests and think about how to strengthen our local communities. It will not be by building more highways, in my opinion, but rather by investing in initiatives that help people improve their quality of life locally, so that it is not necessary to make use of transit systems at the rate we are doing in this country.

Let us focus on reestablishing our relationship with land, by working *with* the Earth. This means:

- (a) Halting the degradation of our ecosystems
- (b) Investing in initiatives which enable people to cultivate and forage food without having to drive to do so and without having to rely on food warehouses fed by fossil-fuel powered trucking of poor-quality produce from overworked factory farm soils in other places of the country and world

We are in a global crisis because of the way predominantly Western European colonial settlers have approached land. The M83 represents an *unnecessary* and harmful expansion of an approach to community and land which is putting us over the edge as a species.

For the sake of our planet, please, have a backbone and REMOVE the Midcounty Highway Extended/M83 from all Master Plans. Think about your children, and their children. What legacy do you want to leave them? A word filled with more asphalt, concrete, smoke, and poor ecological health? Or a vibrant community that includes humans, plants, animals, and all of the other beautiful beings with whom we share our existence?

The time to act is NOW. We cannot wait any longer to live in a good way.

With respect,

Adam

Adam Greene
adamdavidgreene@gmail.com
11411 Neelsville Church Rd
Germantown, Maryland 20876

ID: 546
Fern Edwards

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Fern Edwards
fern9503@verizon.net
9503 Veirs Dr, Apt. 2, Rockville, MD 20850
Rockville, Maryland 20850

ID: 547
Sandra Miller

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

In addition to the ecological damage this will do immediately and into the far future, the highway would impinge on the use of this land for retreat for numerous groups and individuals. It is an historic place for countless people, and I urge you not to allow this travesty to happen.

Respectfully,

Sandra Miller

Sandra Miller
amaizeinggrace@gmail.com
14-X Laurel Hill Rd
Greenbelt, Maryland 20770-7776

ID: 548
Patty McGrath

Attachment B: Written Testimony

Honorable Artie Harris,

It is long past time to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. For our environment and for our future we must accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Patty McGrath
pattymcgrath08@aol.com
11007 Edison Road
Potomac, Maryland 20854

ID: 549
Karl Held

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

The County needs to promote the use of public transit and build new roads that will only incentivize the use of fossil-fuel powered automobiles and greenhouse gas emissions that contribute to global warming.

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

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.

Karl Held
karlheld213@gmail.com
9008 Cherbourg Drive
Potomac, Maryland 20854

ID: 550

Coalition to Stop Stream Destruction

Attachment B: Written Testimony

Dear Chair Harris and Planning Board Commissioners,

Please find attached comments from the Coalition to Stop Stream Destruction for the third public hearing on Thursday, January 9, 2025 - Master Plan of Highways and Transitways – 2024 Technical Update.

Regards,

Ken Bawer
8 Cleveland Ct.
Rockville, MD 20850

Attachment B: Written Testimony

Coalition to Stop Stream Destruction

Kenneth Bawer
8 Cleveland Ct
Rockville, MD 20850

January 20, 2025

Montgomery County Planning Board
2425 Reedy Drive, 14th Floor
Wheaton, MD 20902

Subject: Comments for third public hearing for Thursday, January 9, 2025 - Master Plan of Highways and Transitways – 2024 Technical Update

Position: Remove M-83 from Master Plan of Highways and Transitways

Dear Planning Board Chair and Commissioners:

I urge you to remove the unbuilt northern and southern extensions of Midcounty Highway Extended (M-83) from the Master Plan of Highways and Transitways.

One deleterious aspect of this proposed road which needs to be considered is not just the environmental damage that will be done in the path of the highway, but the destruction that will be caused by the federally required mitigation projects.

The law requires that damage that *will* be done to the stream and wetlands by this highway must be mitigated by stream and wetland “restorations” to improve the ecology at a different location. In theory, the damage done by the road construction will be balanced (or zeroed-out) by the restorations at other locations – a zero-sum game.

Unfortunately, the published science which analyzed over 700 stream “restorations,” documentation of washed out projects in Montgomery County, and ground observations of environmental damage (see references and photographs in the [linked presentation](#)¹ and a [video of the Glenallan stream “restoration”](#)²) lead to the unavoidable conclusion that mitigation projects do not balance or zero-out the damage done by construction projects. In fact, Montgomery County Department of Environmental Protection (DEP) has admitted that *none* of their past 56 stream “restorations” starting in 1992 have improved stream ecology.³ There is no scientific basis for claiming that any stream “restoration” will mitigate environmental harm done by construction of the unbuilt extension of M83.

To put it a different way, two wrongs – first the construction damage and then the “mitigation” damage - don’t make a right.

¹ https://drive.google.com/file/d/1dos8SmOF5_evuI8Y_CWuUMVNHZoVPISf/view?usp=sharing

² <https://www.youtube.com/watch?v=91O2bAdT8PY>

³ Montgomery County Department of Environmental Protection presentation to Stormwater Partners Network on January 16, 2024. “We have not seen benthic [macroinvertebrate] improvement in any of our stream restorations.” BMIs are a standard measure of stream health.

Attachment B: Written Testimony

Coalition to Stop Stream Destruction

As an example of the damage done by stream “restorations, see the 11/16/2024 photo below from the Glenallan stream “restoration,” a joint DEP-Parks project.



The environmental destruction caused by stream restorations can be also be seen in a [video of Gaithersburg Solitaire Court stream “restoration”](#)⁴.

Loss of the tree canopy in this densely populated area of Montgomery County near the unbuilt section of M-83 will increase air, water, and noise pollution, and increase heat stress by creating a new urban heat corridor. These negative health impacts, especially to young children, must be factored into the decision. Plus, this project will decrease property values by destroying the viewshed of the woods and increase utility costs due to the new highway’s heat island effect.

Funds should instead be spent on common-sense mass transit projects such as Bus Rapid Transit or an elevated trolley along I-270 or Rt. 355 such as the one in San Diego⁵. Road building has never solved the congestion problem and it never will. The late Ron Kirby, former head of the Washington Council of Government’s Transportation Planning Board had a mantra that we can’t road-build our way out of congestion. Just look at the congestion on Beltway and I-66 in Virginia after all their

⁴ <https://www.youtube.com/watch?v=NvTvPnG6Qs8>

⁵ <https://www.govisitsandiego.com/getting-around/public-transportation/san-diego-trolley/>

Attachment B: Written Testimony

Coalition to Stop Stream Destruction

added lanes. And we all know the definition of insanity sometimes attributed to Einstein, which is “doing the same thing over and over again and expecting a different result.”

Finally, a quote from Aldo Leopold: “We abuse land because we regard it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect.”

If M-83 is built, when a small child asks why the stream valley was destroyed, the answer will have to be “because some people wanted to get to work or the store a little bit faster.”

Thank-you for your consideration.

Respectfully submitted,

Kenneth Bawer
Coalition to Stop Stream Destruction

----- **BACKGROUND INFORMATION** -----

- Video of Gaithersburg Solitaire Court stream “restoration”:
<https://www.youtube.com/watch?v=NvTvPnG6Qs8>
- Video of the Glenallan stream “restoration”
<https://www.youtube.com/watch?v=91O2bAdT8PY&feature=youtu.be>
- Link to presentation that gives some background information on stormwater control and the damage done by stream “restorations” for stormwater control. It includes references to scientific papers: https://drive.google.com/file/d/1dos8SmOF5_evuI8Y_CWuUMVNHZoVP1Sf/view?usp=sharing
- Link to comments on Maryland Department of Transportation’s State Highway Administration’s draft MS4 permit that includes generic comments on stream “restorations”:
(<https://drive.google.com/file/d/1cncF1E32jrxDppqd5ghzZ2AsJjWt5P0O/view?usp=sharing>)
- Link to comments on Chesapeake Bay Program update (“Beyond 2025”) to Chesapeake Bay Watershed Agreement:
(<https://drive.google.com/file/d/1dBBEVLkvRCCKOlw4RRDOU0B35exnS64/view?usp=sharing>)
- Link to March 12, 2024 letter that debunks Montgomery County Department of Environmental Protection’s false claims about stream “restorations”:
(<https://drive.google.com/file/d/1YDGJwW1IwOQTdlNgNKINuivBwNSmPV3X/view>)
- Link to Mo Co [DEP’s false claims](#) in their 12/19/2024 response to our call for a ban.
(<https://drive.google.com/file/d/1-e85ZiQfYBrySjswPgk61dnJixTwYmMw/view?usp=sharing>)

Attachment B: Written Testimony

Coalition to Stop Stream Destruction

- Link to January 17, 2025 letter that debunks Montgomery Parks' false claims about stream "restorations": Parks' greenwashing comments (<https://drive.google.com/file/d/1DaaxUY-H112wghmrhHi-5yW8XY2snMKi/view?usp=sharing>).

ID: 551
Marie Austria

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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 save the wildlife that will be impacted by the construction, 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.

Marie Austria
j.austria@live.com
10705 Seneca Spring Way
Montgomery Village, Maryland 20886

ID: 552
Kenneth Landon

Attachment B: Written Testimony

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Kenneth Landon
kpljr@verizon.net
10000 Raynor Road
Silver Spring, Maryland 20901

ID: 553
Eve Proper

Attachment B: Written Testimony

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Eve Proper
eproper@gmail.com
20568 Anndyke Way
Germantown, Maryland 20874

ID: 554
Christopher Craft

Attachment B: Written Testimony

Dear Montgomery Planning Board,

Thank you for your services to the County. As an upcounty resident for 20 years, I urge you to keep the M83 route on the Master Plan.

I know you all have heard a lot of pros and cons from both sides of the argument, today I would like to add more reasons to why taking off M83 is the wrong solution.

1. People and groups against M83's plan **used a lot of environmental devastation scenarios to protect their real "NIMBY" mentality. This exaggeration of environmental impact and "over-protectionism"** ignores the fact that Montgomery Village destroyed more of the environment when it was first built, the Lake Forest Mall's continuous development/redevelopment has little discussion of environmental impact, and all those new developments kill more trees everywhere. Over-Protectionism and extreme environmental ideology are taking over the real human development needs. Please make balanced and rational decisions when it comes to hundreds of thousands of people's real needs. **And Selective Over-Protectionism like just focus on M83 and taking it out from the Master plan is immoral.** It is almost like discriminating against the human race over trees and birds, or deers. And they made the case that if M83 stays on the Master Plans, the whole DC area and the whole world will lose their precious trees and birds. And any lay person who knows cost-benefit analysis would agree to take away the necessary natural environment to build a road to benefit 300,000 people are cost effective and meets long term development of human world. As long as we do our thorough study and mitigate the environmental impact, M83 will serve as a lifeline to people live in upcounty.

2. Look at LA's recent fire and think about what if the same thing happens to our area. **We need M83 to be added not only for normal traffic congestion solutions, but also for disaster evacuation.** And we could build the road with fire insulation technologies and designs to actually protect the surrounding neighborhoods. Taking off M83 and "Keep the nature" to save the trees would increase more risks for disasters, not less. Keeping M83 will give the opportunity for a future and more advanced, balanced solution for both human and natural needs. Taking it off will delete that possibility forever.

3. I strongly believe people or special interest groups that using environmental reasons for taking off this M83 plan is morally wrong to use **"moral higher ground for their over-protectionism" to guilt the regular working class people** into accepting their solution, which is no solution. Per their argument, all are worth it to ignore and silent hundreds of thousands' people's need to keep the same way it is. **They ignore the fact that nature, including birds, trees, streams, and humans are all adaptive features. And humans know how to solve the problem.** In fact, if you look around Clarksburg and newer development nowadays, it is far better designed to

Attachment B: Written Testimony

balance both environmental needs and development. We can live in harmony with all other natural elements. Let the engineers and environmental planners find a solution - not blocking it. This negative mentality and "if you hurt one tree you are destroying the global environment" is not helpful to find a creative and modern solution to our problems.

4. M83 was put into the master plan for a reason 60 years ago, and it is 10 times more critical to honor that vision for today's 100 times more of upcounty populations. Any efforts to secretly take it off using an environmental agenda is not only political, but almost evil. We believe the SMEs in current era's Planning Board will make the sound judgement to keep it in the plan for future consideration. The obvious huge benefits for half millions people from Gaithersburg to Clarksburg, even Frederick, will far more than the costs of small strip of 5.6 miles nature. And the design and engineering technology today will surely mitigate the impact to its biggest degree.

So please keep M83 in the Master Plan. Thank you!

Sincerely,
Christopher Craft

ID: 555
Trish Stefanik

Attachment B: Written Testimony

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Trish Stefanik
stefanik.trish@gmail.com
11211 Neelsville Church Rd
Germantown, Maryland 20876

ID: 556
Dayaben Virani

Attachment B: Written Testimony

Dear Planning Board Members,

I am reaching out on behalf of the Clarksburg community to express deep concern about the proposed removal of M-83 from the Master Plan. For over 60 years, M-83 has been a cornerstone of Clarksburg's planned development, and its importance has only grown as our community has expanded.

Please see attached here some of the screenshots my husband took to make you all aware of the traffic pain while going to work in DC OR going from Clarksburg to Shady Grove Metro station, coming from work to Clarksburg and coming from Shady Grove metro to Clarksburg. This traffic issue has been mentally affecting our family significantly. There is no quality of life, spending good time with family, kids, unable to take kids to after-school activities as reaching home on time is not possible.

Clarksburg has transformed from a small town of 10,000 residents in 2010 to a vibrant community of over 40,000 today, with further growth on the horizon. Despite this rapid expansion, our transportation infrastructure remains woefully inadequate. M-83 is not just another road; it is a lifeline for our community. It offers:

- **Connectivity:** A direct link between Clarksburg, Shady Grove Metro, and the ICC (200), addressing the daily commuting needs of thousands
- **Safety:** A critical evacuation route that safety experts have identified as essential in case of emergencies.

Removing M-83 from the Master Plan would ignore the urgent needs of Clarksburg residents and exacerbate issues like traffic congestion, long commutes, and limited access to public transportation. It would also diminish the quality of life for current and future residents while hindering the county's economic growth.

Clarksburg residents feel increasingly sidelined in discussions that directly impact our community's well-being. We urge you to listen to our voices and recognize the vital role M-83 plays in our lives. Preserving M-83 is not just a matter of transportation planning—it is about ensuring the safety, accessibility, and future prosperity of Clarksburg and Upcounty.

We respectfully ask you to keep M-83 in the Master Plan to support the needs of our growing community.

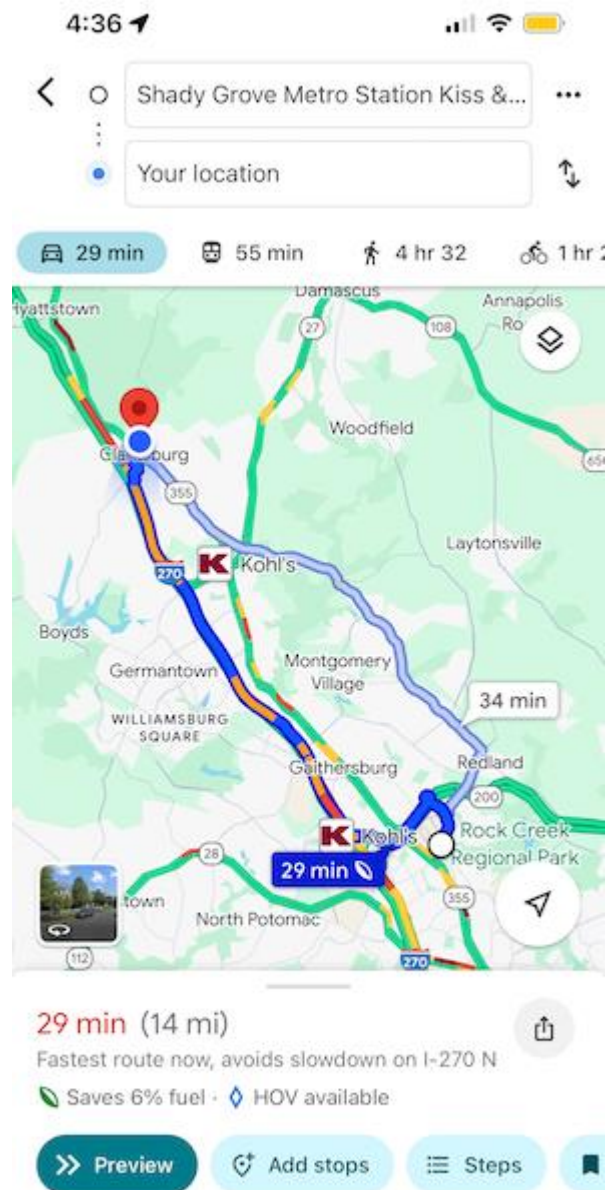
Thank you for your attention and consideration.

Sincerely,

Dayaben Virani
7 Webster Hill Ct, Clarksburg, MD 20871
Phone: 201-755-0554
Email: viranidaya@gmail.com

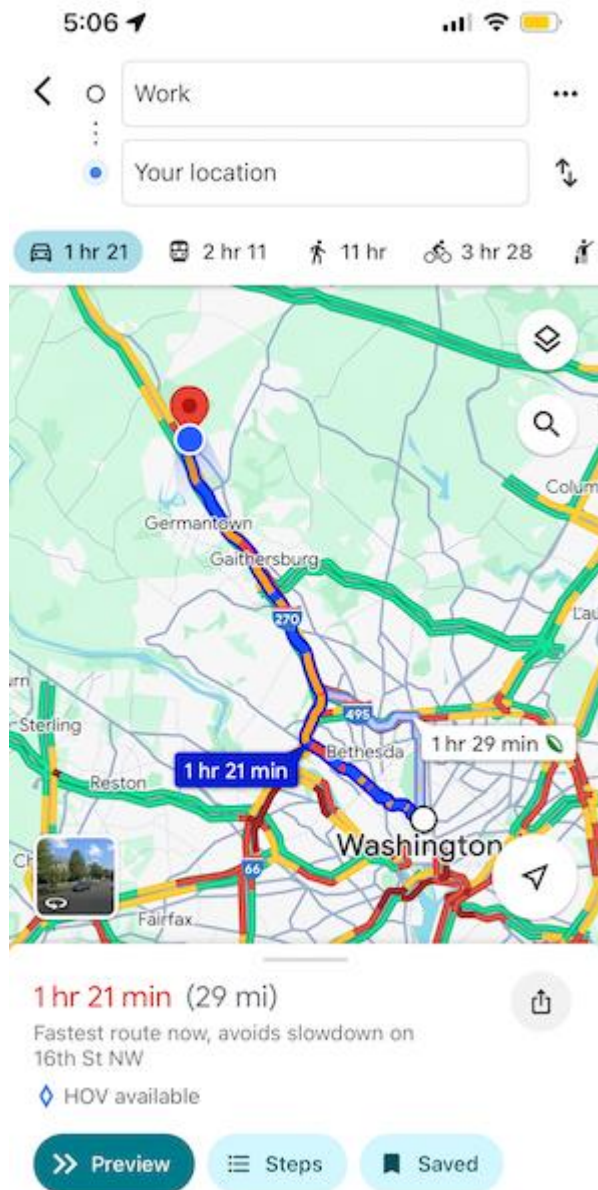
Attachment B: Written Testimony

From Shady Grove to Home Dec 17



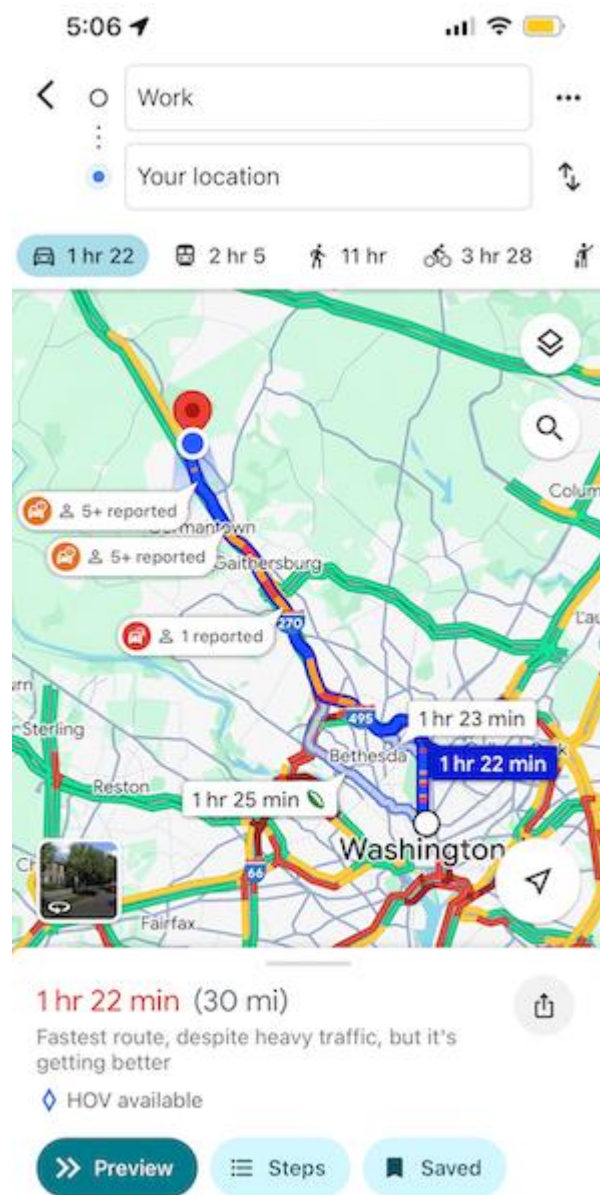
Attachment B: Written Testimony

From Work to Home Dec 10



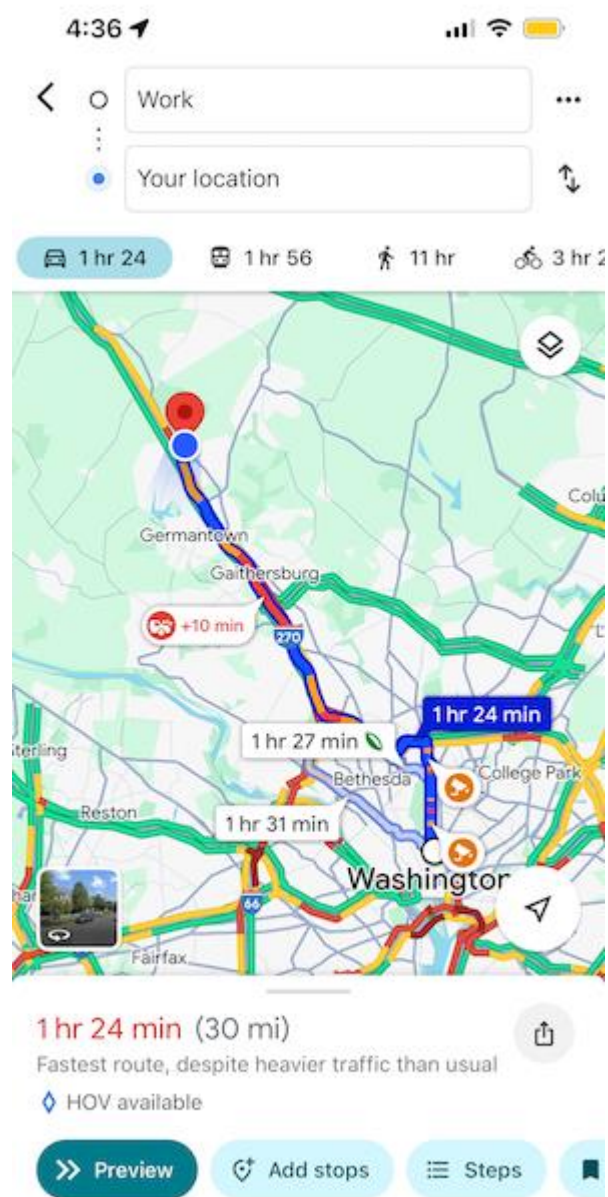
Attachment B: Written Testimony

From Work to Home Dec 12






Attachment B: Written Testimony



From Work to Home Dec 17









Attachment B: Written Testimony

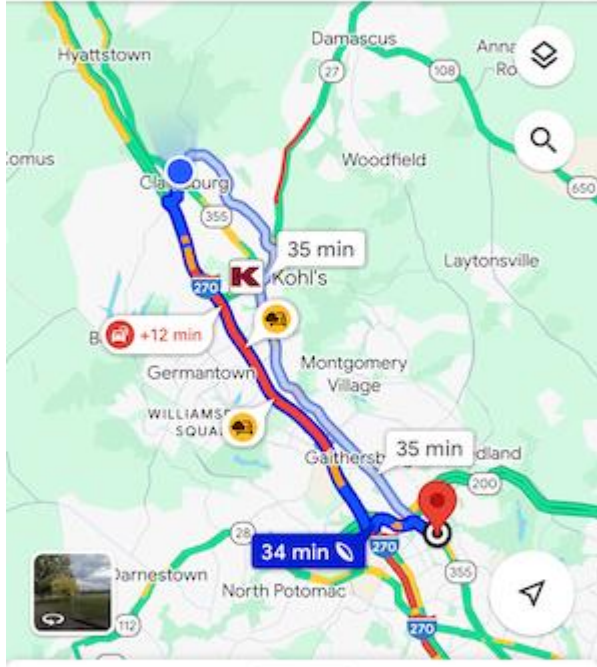
To Shady Grove Metro Dec 10


8:11   




 




 34 min  55 min  4 hr 21  1 hr 7



34 min (13 mi) 

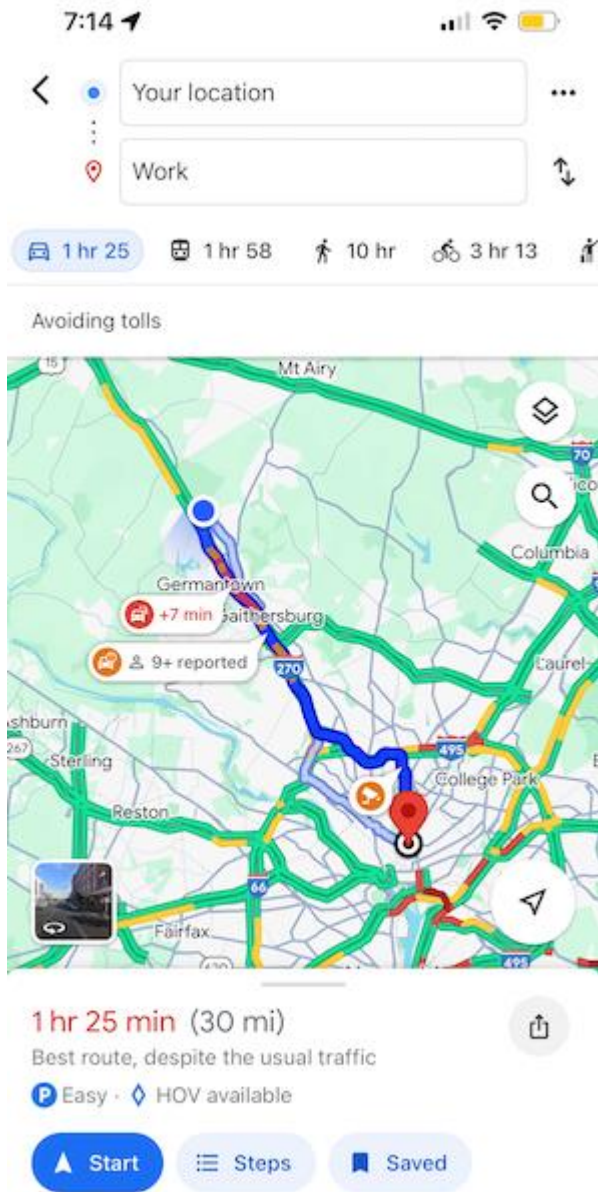
Fastest route, despite slowdown on I-270 S causing 12-min delay

 Saves fuel ·  Easy ·  HOV available

 Start  Steps  Save

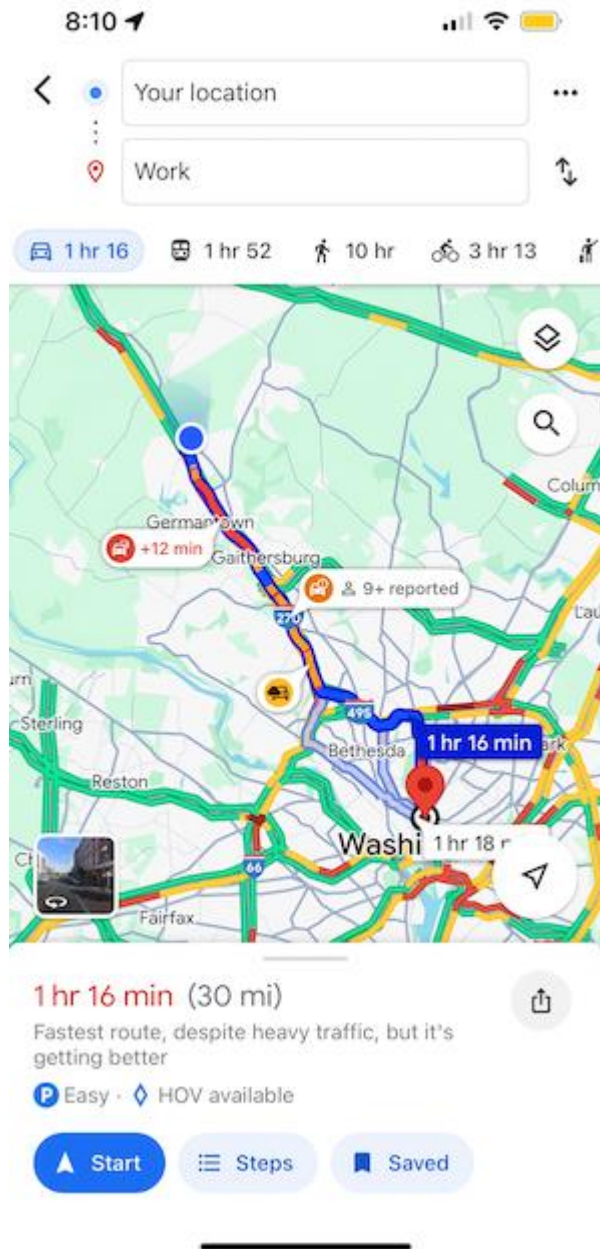
Attachment B: Written Testimony

To Work Dec 3



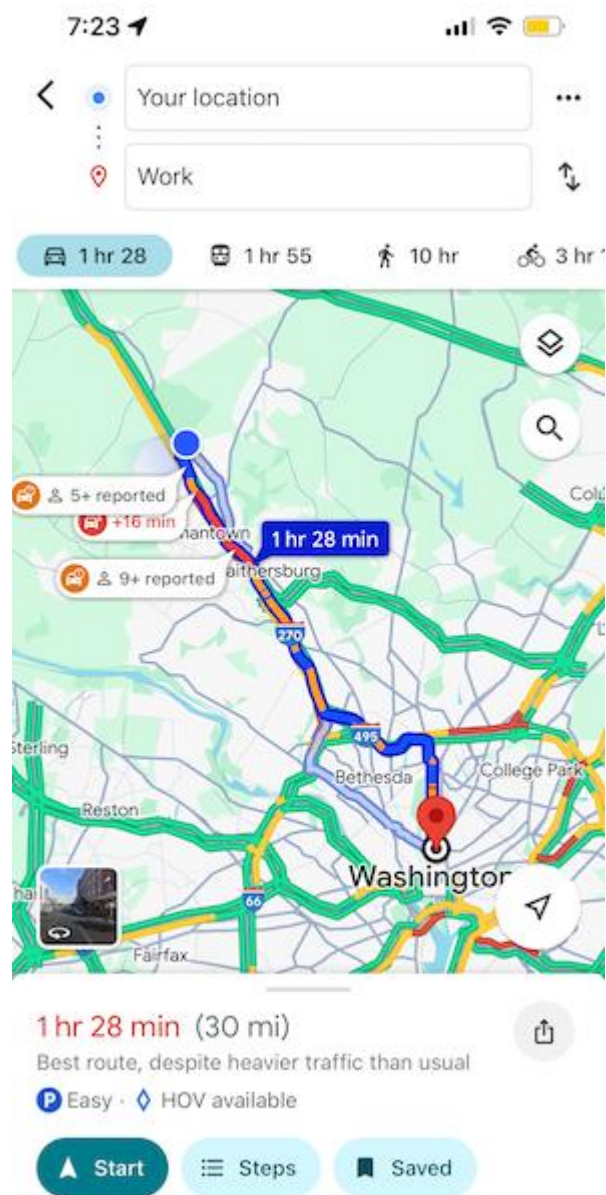
Attachment B: Written Testimony

To Work Dec 10



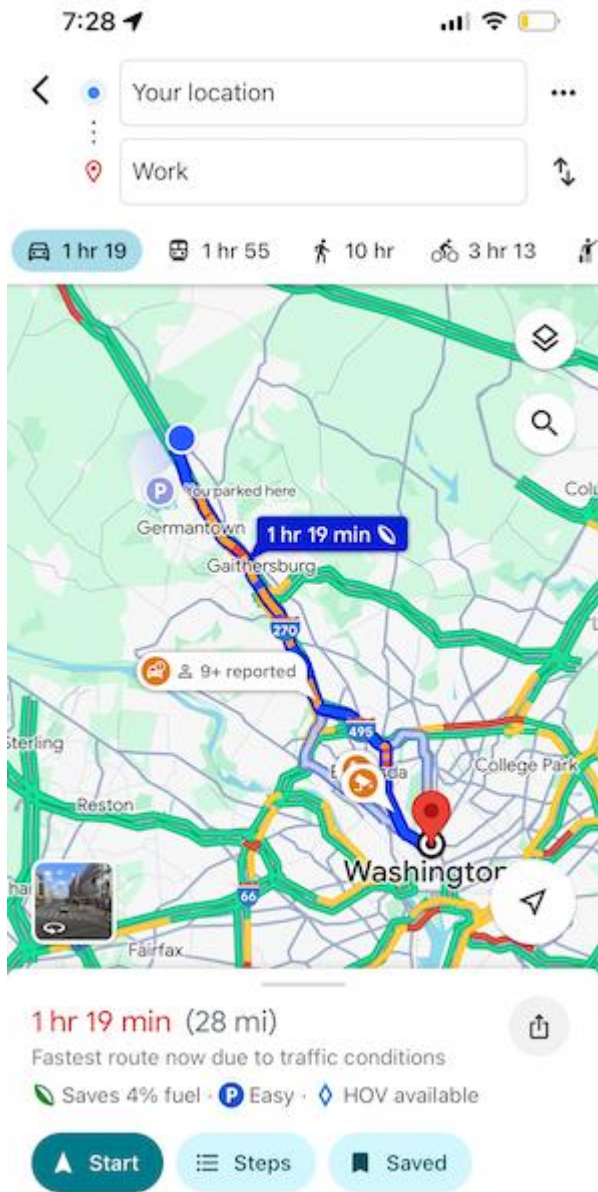
Attachment B: Written Testimony

To Work Dec 11



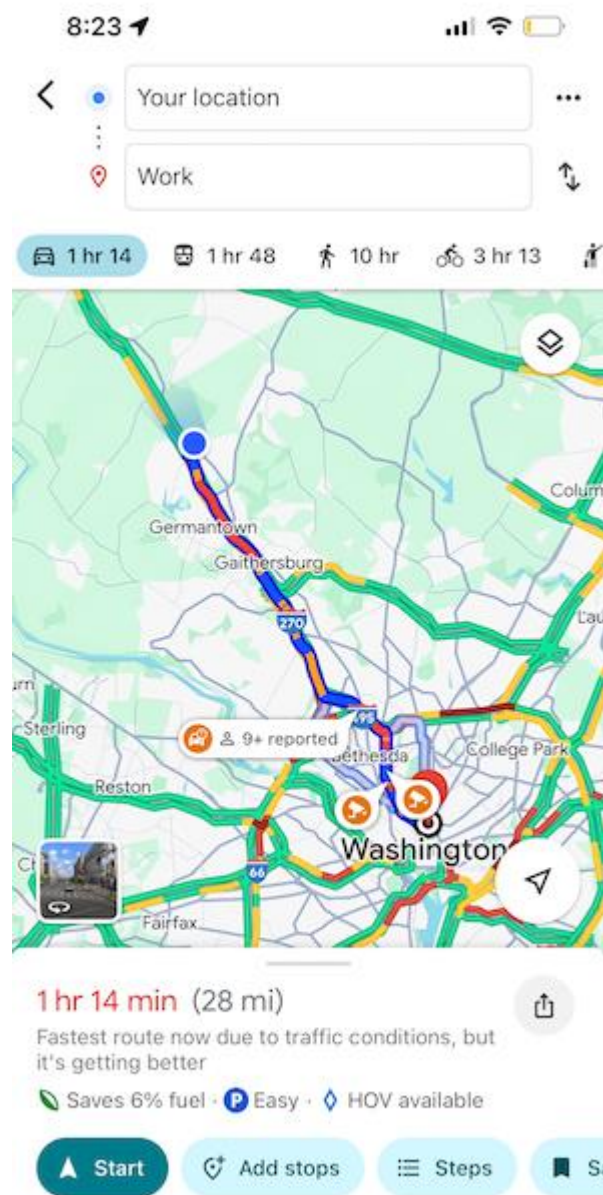
Attachment B: Written Testimony

To Work Dec 12



Attachment B: Written Testimony

To Work Dec 17



ID: 557
Rao Thotakura

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Rao Thotakura
rao1soft@yahoo.com
11014 Grassy Knoll Ter
Germantown, 20976

ID: 558

Linda Harrison

Attachment B: Written Testimony

Honorable Artie Harris,

I urge you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Accelerating investment in Bus Rapid Transit on Rt. 355 into Clarksburg is a much better alternative fiscally and environmentally.

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

The future of our communities is in investing in existing roads that allows people to move more efficiently and sustainably. I urge you to take action for our environment, climate, and communities by supporting people-centric transportation initiatives and NOT in more roads. Doing so will improve the quality of life for myself, my family, and my neighbors while also improving climate justice and transit equity.

I urge to eliminate Midcounty Highway Extended/M83 from all Master Plans and instead support transit alternatives.

I look forward to your response.

Thank you,

The Reverend Linda Harrison

Linda Harrison
RevLindaSHarrison@gmail.com
11552 Fenchurch Ct
Germantown, Maryland 20876

ID: 559
Karen Metchis

Attachment B: Written Testimony

Honorable Artie Harris,

The prospect of building M83 is greatly concerning for several reasons. Primarily, it would continue our society's history of car-dependent development. At this point in history, climate change has become an existential threat and demands re-envisioning land use. Further, it would destroy one of the last pristine greenways in our county, an increasingly rare asset that needs protecting. Greenways are important for air quality, cooling, watershed management, mental health, and quality of life as well as its essential function of sequestering greenhouse gases.

Please follow the lead of previous decision makers and remove M83 from all master plans and sector 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, multi-modal, transportation shift.

I fear for our children's futures. We are already seeing the ravages of climate change. Let's try to do the visionary thing and preserve the greenway. Please, eliminate M83 on all planning documents.

Thank you.

Karen Metchis
karen.metchis@gmail.com
4632 South Chelsea Lane
Bethesda, Maryland 20814

ID: 560
Paul Holmes

Attachment B: Written Testimony

Honorable Artie Harris,

I'm a Silver Spring resident and a frequent visitor to the Dayspring Retreat Center which is a ecological and spiritual sanctuary for many. Please, please remove the possibility of an M83 extension from our master plan and move to help safeguard the land and waters of this sacred place.

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Paul Holmes
holmespaulm@gmail.com
1003 Loxford Terrace
Silver Spring, Maryland 20901

ID: 561
David Johnson

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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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.

David Johnson
davidmichaeljohnson@comcast.net
7101 Mill Run Dr.
Derwood, Maryland 20855

ID: 562
netgk

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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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.

netgk@hotmail.com

14012 Eternity Rd.

Germantown, Maryland 20874-6105

ID: 563

Krisna Becker

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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,

Krisna Becker

22511 Schoolfield Ct Clarksburg, MD 20871-9451 krisnabecker@gmail.com

Attachment B: Written Testimony

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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Sincerely,

Krisna Becker

22511 Schoolfield Ct Clarksburg, MD 20871-9451

krisnabecker@gmail.com

ID: 564
Martha Donnelly

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Our home planet is under serious attack by the removal and fragmentation of wildlife habitat and its essential uninterrupted green corridors. Without strong commitment by we humans, theirs and our futures are imperiled.

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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Sincerely,

Martha Donnelly

1446 Rugby Ave Charlottesville, VA 22903-5133 donnelly.martha@gmail.com

ID: 565

Susan Eisendrath

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Sincerely,

Susan Eisendrath

9 Manorvale Ct Rockville, MD 20853-2517 susan.eisendrath@gmail.com

Attachment B: Written Testimony

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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Sincerely,

Susan Eisendrath

9 Manorvale Ct Rockville, MD 20853-2517

susan.eisendrath@gmail.com

ID: 566
Barbara Wise

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Sincerely,

Barbara Wise

5926 Dorchester Way Rockville, MD 20852-2849 bwise8426@gmail.com

ID: 567
Estrella Castillo

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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,

Estrella Castillo

3235 Larimer St Unit 111 Denver, CO 80205-4298 ekc5150@yahoo.com

Attachment B: Written Testimony

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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Sincerely,

Estrella Castillo

3235 Larimer St Unit 111 Denver, CO 80205-4298

ekc5150@yahoo.com

ID: 568
Don Slater

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Sincerely,

Don Slater

402 Mansfield Rd Silver Spring, MD 20910-5515 slater402@gmail.com

ID: 569
David Lloyd

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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. It will directly adversely affect Dayspring Silent Retreat Center, which is a place that has provided spiritual renewal for thousands of people not from Montgomery County and nearby locations in the DMV, but from all over the nation. 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,

David Lloyd

5 Whitestone Ct Silver Spring, MD 20901-2743 dwillcan115@gmail.com

ID: 570
Marea Petrelles

Attachment B: Written Testimony

Master Plan of Highways and Transitways (MPOHT)-2024 Technical Update - Public Hearing #3 -01/09/2025

Against removal of Midcounty Hwy Extended (M-83) from MPOHT's South extension

Dear MCP-Chairman,

I write to state I am against the removal of the Midcounty Highway Extended (M-83) South extension from the Master Plan of Highways and Transitways (MPOHT). Instead, I advocate for its development. The South extension, which would be less than one mile, would primarily impact Shady Grove Road, which has experienced significant traffic problems, serious accidents with injuries, and fatalities for many years.

Shady Grove Road is designated as one of the High Injury Network (HIN) roadways in Montgomery County, Maryland. Developing the South extension will significantly help mitigate the high usage and associated risks of Shady Grove Road and its corridor. Further keeping with the development will support the County's Vision Zero Action Plan, which is to end serious and fatal crashes. Vision Zero has plans to reach its goals with projects and activities to improve traffic safety. Many residents are concerned about this hazardous roadway.

The MPOHT (M-83) has been in the plans for over 60 years to meet the road expansion needs of a growing population. Montgomery County should not abandon the MPOHT or its taxpayers. I am associated with the Derwood Neighborhood Community Alliance (DNCA), we are committed to traffic safety.

Further, it is worth noting that Montgomery County boasts 419 parks, with most residents living no more than 4 to 5 miles from one. This extensive availability of parks exceeds that of many other regions in the country. Given this, the County and State can allow and afford the development of the MPOHT (M-83) South extension by implementing established plans. Keep the M-83 in the plans! There are plentiful green spaces available in the County and state.

I respect green surroundings and have contributed as a volunteer with the Rock Creek Conservancy, serving as a Stream Team Leader; with the National Park Service as a Canal Steward for the C&O Canal NHP and Montgomery County's DEP organizing environmental clean-ups. Recently, I engaged with a conservation group by participating in a tree care class. I have served in various volunteer roles on my HOA board for over 10 years, most recently as the Communal Grounds Chair, focusing on improving and maintaining outdoor spaces for residents. These roles demonstrate my commitment to preserving and enhancing community resources, although realizing we also need proper relief in the way of development of MPOHT's South ext.

Maryland successfully constructed and developed the Inter-County Connector (ICC). Despite initial challenges, it has now become a valuable and used roadway. There are trees in each direction of the ICC. Keep the development of the MPOHT'S (M-83) South extension in the queue to alleviate further congestion, serious accidents, injuries, and fatalities on Shady Grove Road, both pedestrian and vehicular, and in keeping in alignment with Montgomery County, Maryland's Vision Zero's action plan!

The MPOHT M-83 South extension should be in development, not removed.

Sincerely,

Marea P. Petrelles
26 Briardale Court
Derwood, MD 20855
mareapandora@gmail.com

ID: 571
Susan Gellert

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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,

Susan Gellert

16104 Coolidge Ave Silver Spring, MD 20906-1195 susruss2002@gmail.com

ID: 572
Eva Santorini

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

We find ourselves in the promising new days of a new year: 2025.

2025

That is to say, NOT 1950s when highway were built all over this country in the massive effort to connect everyone to everyone, coast to coast.

We are in 2025 and we MUST think differently!

The term "SUSTAINABLE" should by now be #1 on ALL PROJECTS that you plan.

The plans for the outdated and obsolete Mid-County Highway Extended (M-83) would destroy farmland, forests and wetlands in its path through the Seneca Creek watershed. Instead of building these behemoth roadways, we need to invest SMARTER transportation - and NOT more roads - to combat climate change and protect our environment. Once you destroy what is already there - FRAGILE AS IT! - you are promoting reliance on fossil fuels by building this highway and that will only continue due to "induced demand," when higher traffic volume chokes the new lanes before you know it...and the problem repeats itself.

Be brave and look at what already exists in our county! Montgomery County has done this before: don't you think of the rapid bus service along MD Rt 355 or also MD 29 as stunning successes? Wake up, you have done this before and it is NOTHING NEW!

Better street connections, safe bicycle and pedestrian infrastructure, and investments in great transit like MD-355 BRT will help provide

Take courage and do the right thing: invest in smarter infrastructure. LEAD THE WAY, we will follow - and be grateful for your forward thinking solutions!

Attachment B: Written Testimony

I count on you...it's 2025!

ID: 573

Mary Beth Theisen

Attachment B: Written Testimony

Dear Ms. Sofia Aldrich,

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

Sincerely,

Mary Beth Theisen

533 Longhorn Cres Rockville, MD 20850-5704 mbt160160@gmail.com

ID: 574

Mirele Goldsmith

Attachment B: Written Testimony

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.

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

Sincerely,

Mirele Goldsmith

7707 Wisconsin Ave Bethesda, MD 20814-6534

mirele@markergoldsmith.com

ID: 575
D Travis Gallagher

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

dtravisgallagher@gmail.com

11704 Smoketree Rd

Potomac, Maryland 20854

ID: 576
Larry Adkins

Attachment B: Written Testimony

I have lived in Mill Creek Towne for 32 years. For the following reasons, I urge the removal of the southern part of the extension (beyond Shady Grove Rd) from the master plan.

This part of the extension is unnecessary because easy access to the ICC and Metro from Mid-County Highway already exists via Shady Grove Rd. Access to the ICC and Metro from Muncaster Mill, Muncaster, Airpark, and Snouffer School roads is also available via Redland Rd.

Needlessly extending the highway past Shady Grove Rd would restrict access to two parks. It would infringe on one of those parks. It would destroy wildlife habitat and oxygen generating woodlands. It would divide residential neighborhoods with a multi-lane highway that creates additional light and noise pollution.

The planned extension interchange at Redland Rd would lead to a traffic nightmare. During rush hour, there is a constant flow of traffic on Redland Rd. A traffic light would result in significant delays and backups.

Because it is no longer needed and would be very disruptive, I ask that the southern extension be removed from the master plan.

Larry Adkins

ID: 577
abbaticchi

Attachment B: Written Testimony

Honorable Artie Harris,

I have lived in Clarksburg or Dickerson near 355 for 45 years. The number one issue as far as transportation goes is the lack of public transportation! I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

abbaticchi@aol.com

16708 Thurston Rd

Dickerson, Maryland 20842

ID: 578
Jill Bailey

Attachment B: Written Testimony

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

Sincerely,

Jill Bailey

7109 Clarendon Rd Apt 2 Bethesda, MD 20814-5548

mrs.jillbailey@gmail.com

ID: 579
Victoria Garrison

Attachment B: Written Testimony

Honorable Artie Harris,

Hi Mr Linden

Please do everything you can to stop this and any new road connection. More public transport makes much more sense instead, if done intelligently.

Thanks for your good work

Victoria 719 330 0121

Victoria garrison

manchestervicky@hotmail.com

8805 Lanier dr

Silver spring, Maryland 20910

ID: 580
Balendran Pillai

Attachment B: Written Testimony

Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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Balendran Pillai

bdpillai@gmail.com

11031 Grassy Knoll Terrace
Germantown, Maryland 20876

ID: 581
Michele Frome

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Honorable Artie Harris,

I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

Thank you.

MICHELE Frome

michelle.fromme@verizon.net

15100 Interlachen Drive, Apt 824

SILVER SPRING, Maryland 20906

ID: 582
Oleg Briks

Attachment B: Written Testimony

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I ask you to eliminate the proposed Midcounty Highway Extended/M83 from the Montgomery County Master Plan of Highways and Transitways. Instead, I ask that you accelerate investment in Bus Rapid Transit on Rt. 355 into Clarksburg which would foster greater stewardship of our forests and streams.

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

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.

Oleg Briks

oleg@gpllp.com

11004 Grassy Knoll Ter

Germantown, Maryland 20876

ID: 583
C Salazar

Attachment B: Written Testimony

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Please support a great quality of life for all both now in the future by not allowing M83 Highway to remain in the master plans.

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 Mid-county Highway Extended/M83 from all Master Plans.

Sincerely,

A believer in preserving nature for the good of all,

C Salazar

C Salazar

douglasdesiree14@gmail.com

11411 Neelsville Church Rd

Germantown, Maryland 20876

ID: 584
Judy Lantz

Attachment B: Written Testimony

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Judy Lantz

jrlantz1@gmail.com

2009 hermitage ave.

Silver Spring, Maryland 20902

ID: 585
Dakshi Sebastian

Attachment B: Written Testimony

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Dakshi Sebastian

geedeevel@gmail.com

11031 Grassy Knoll Terrace

Germantown, Maryland 20876

ID: 586
Sarah Clark

Attachment B: Written Testimony

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Sarah Clark

rupertandsarah@yahoo.com

10420 Inwood Avenue

Silver Spring, Maryland 20902

ID: 587
Sandra L Ceely

Attachment B: Written Testimony

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

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. Thanks for your attention to this important matter!

Sandra L Ceely

ceelys1@verizon.net

7101 Blanchard Drive

Derwood, Maryland 20855

ID: 588

Nicolas Kotschoubey

Attachment B: Written Testimony

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.

We know that more highway miles and wider highways do not solve traffic congestions. Highways also divide neighborhoods and pollute our air. More walkable communities linked to transit provide a better, more sustainable approach.

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.

Thank you for your consideration.

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

Sincerely,
Nicolas Kotschoubey
4978 Sentinel Dr Bethesda, MD 20816-3598
n.kotsch@ix.netcom.com

ID: 590
Jean Zadeh

Attachment B: Written Testimony

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

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Sincerely,

Jean Zadeh

2210 Washington Ave Apt 302 Silver Spring, MD 20910-2619

jeanz93@yahoo.com

ID: 591
Katherine White

Attachment B: Written Testimony

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Sincerely,

Katherine White

17705 Hollingsworth Dr Derwood, MD 20855-1306

kcwd50@hotmail.com

ID: 592
Geoffrey Uyehara

Attachment B: Written Testimony

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.

Adding to the exurb developments in the state through encouragement with rapid bus and highway development is contradictory to the Smart Group plan the state implemented years ago and to which is not being followed nor implemented now, so far. Please do not add to the exurb/suburban growth to Frederick County similar to the growth to Howard County.

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

Sincerely,

Geoffrey Uyehara

10205 Duvawn Pl # SSMD20902 Silver Spring, MD 20902-4825

geoffreyuyehara@hotmail.com

ID: 593
Jon Greene

Attachment B: Written Testimony

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Sincerely,

Jon Greene

4441 Rockville, MD 20853

jonblu06@g.ail.com

ID: 594

Jonathan Lyons-Raeder

Attachment B: Written Testimony

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

Sincerely,

Jonathan Lyons-Raeder

Park 1400 E West Highway Lenox Silver Spring, MD 20910

jmraeder@gmail.com

ID: 595
Maggie Taylor

Attachment B: Written Testimony

Dear Planning Chair Artie Harris,

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

Sincerely,

Maggie Taylor

12403 Village Square Ter Apt 401 Rockville, MD 20852-1945

magthecat1@yahoo.com

ID: 596
Leslie Jarvis

Attachment B: Written Testimony

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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 mass transit like MD-355 BRT will help provide much needed transportation improvements upcounty without the devastating environmental harms of building M-83. Our limited budget for transportation and infrastructure improvements needs to be spent wisely.

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,

Leslie Jarvis

8814 Walnut Hill Rd Chevy Chase, MD 20815-4712

beezus_67@yahoo.com

ID: 597

Kathleen Sentkowski

Attachment B: Written Testimony

I am very much opposed to removing M83 from the MasterPlan without the county having another plan in place.

I live in a small community (5,000) that has no lobbyist or paid staff to defend us. Our road has become so dangerous with accidents, noise and air pollution as a result of this county's lack of understanding of the needs of the Upcounty. The Upcounty is no longer a rural, sparsely populated part of the county, it now represents almost half the population of Montgomery County.

We need the road that was promised. The issuing of building permits in the Upcounty continues without thought of how we are all going to get around, especially in an emergency. Using local roads as substitutes is not fair, efficient and is dangerous to the residents it affects.

County policies should not be influenced by a few special interests, especially when it affects the needs of the entire Upcounty region.

--

Kathleen Sentkowski

Calumet Inc

PO Box 2176

Montgomery Village, MD 20886

office cell: 301-212-9616

personal cell: 301/996-5557

ID: 598
Richard Allen

Attachment B: Written Testimony

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

Sincerely,

Richard Allen

9427 Gentle Cir Montgomery Village, MD 20886-1208 rwallen4equity@comcast.net

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Sincerely,

Richard Allen

9427 Gentle Cir Montgomery Village, MD 20886-1208

rwallen4equity@comcast.net

ID: 599

Dana Verkouteren

Attachment B: Written Testimony

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Sincerely,

Dana Verkouteren

11 Froude Cir Cabin John, MD 20818-1805 verkouteren@starpower.net

ID: 600
Laurie McGilvray

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Sincerely,

Laurie McGilvray

7010 Woodland Ave Takoma Park, MD 20912-5421 Laurie.McGilvray@gmail.com

ID: 601
Matthew Koch

Attachment B: Written Testimony

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.

M-83 is a retrogression, a return to a transportation planning approach so common in the development of suburbs such as Montgomery County since at least the end of the Second World War. That approach favors the automobile, dismissing any other means of transportation, even if the alternative would play only a secondary role. Ironically, this antiquated approach led to the building of such commercial centers as Lakeforest Mall, right along the right-of-way of the proposed M-83. The Mall is now abandoned, producing an eyesore that is very expensive to rehabilitate. The irony here is that, in retaining M-83, the County would be following an approach that has shown to be ineffective and environmentally destructive.

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

Sincerely,

MATTHEW KOCH

1107 Downs Dr Silver Spring, MD 20904-2031 matthewirwinkoch@gmail.com