

From: [Arnold Kling](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Wednesday, January 22, 2025 11:58:19 AM

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

I am writing to ask you to please NOT implement the University Blvd Corridor plan. It will make driving more dangerous.

When I comply with the speed limit of 25, other drivers will be swerving around me. This is what happens to me on Georgia Avenue in Wheaton, and it is really scary.

The worst thing is making the right turn onto Arcola Avenue from University. With the new stupid bus lanes, I only have a few feet to move into the right turn lane. Many times, somebody has moved over to that lane sooner, so it is hard for me to get over. If I am only doing 25, that is going to get even harder, because the cars that will have gotten into the right lane sooner will be going much faster than me.

I do not get the point of constantly reducing the speed limits on these major streets.

Arnold Kling

[REDACTED]

Silver Spring

--

Arnold Kling

<http://arnoldkling.com>

<https://arnoldkling.substack.com/>

From: [S lastname](#)
To: [MCP-Chair](#)
Subject: Arcola avenue
Date: Wednesday, January 22, 2025 4:27:18 PM

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

Hi,

Since it's obvious the planning team will force this increase in housing density along University Blvd and Arcola - regardless of what residents want - are you planning on updating the entrance and exit off and onto Arcola Avenue via University? As you know, that exit is already a major commuting corridor from Georgia to University (otherwise you wouldn't have proposed building density on Arcola and rezoning the single family homes on Arcola). It's also a huge exit onto University for the whole Kemp Mill/Grey's estate neighborhood - that's why there was so much outrage when that temporary idiotic bike lane took one of our lanes. Considering you want to increase people density (drivers) on Arcola, will you also add another lane to turn onto Arcola from University and take away that red only bus lane right before that turn onto Arcola? Will you widen the road to make an extra lane to turn left onto University from Arcola? If so, you're going to have to build two additional lanes (an extra lane going in and an extra lane going out). This will require taking land from Northwood high school and the Warwick townhouse complex. Has this been budgeted into your plan?

Soraya Grieser

From: [Tal Kerem](#)
To: [MCP-Chair](#)
Subject: Objection to Proposed Changes in the University Blvd Corridor Plan
Date: Wednesday, January 22, 2025 9:34:39 PM

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

Dear Chair of the Montgomery County Planning Board,

I am writing to express my strong concerns and objections to several proposed changes in the University Blvd Corridor Plan. While I understand the intent to enhance safety, I believe these measures will cause significant issues without achieving their desired outcomes.

Specifically, I would like to address the following proposals:

1. Reducing Speed Limits:

- Lowering the speed limit on Colesville and University Blvd to 25 mph from their original speed limits is not only excessive but impractical. Such a drastic reduction is inconsistent with the road's design and intended function. This change will likely lead to increased congestion, driver frustration, non-compliance, and could undermine the credibility of traffic enforcement.
- Reducing Arcola's speed limit to 20 mph is equally extreme and unrealistic.

2. Eliminating Right Turn Only Lanes:

- Removing these lanes, particularly at critical intersections like Arcola and University, will disrupt traffic flow and exacerbate congestion. Right turn only lanes are essential for maintaining efficiency and reducing delays at busy junctions.

3. Prohibiting Right Turns on Red:

- Implementing "No Turn on Red" restrictions at multiple intersections, including those in Four Corners, could create unnecessary delays and increased emissions from idling vehicles.

4. Removal of Channelized Right Turn Lanes:

- Eliminating channelized right turn lanes across the corridor will negatively impact traffic flow, especially during peak hours, by reducing capacity for turning vehicles and increasing delays for through traffic.

While I support efforts to improve pedestrian and cyclist safety, these proposed measures prioritize those goals to an extreme degree, undermining the practical needs of drivers and commuters. Reducing the speed limit on major corridors like University Blvd to 25 mph is especially concerning, as it disregards the road's intended design and function.

I urge the Planning Board to consider the broader implications of these changes and seek a

more balanced approach that enhances safety without compromising traffic efficiency and usability.

Thank you for considering my feedback. I hope that more practical alternatives can be explored.

Sincerely,

Tal Kerem

From: [David Choy](#)
To: [MCP-Chair](#)
Subject: I'm a Kemp Mill resident that SUPPORTS complete streets, better biking options on University, and public transportation prioritization.
Date: Thursday, January 23, 2025 12:01:59 PM

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

Hi MNCPPC,

I'm a Kemp Mill resident (that lives on Kemp Mill Rd) that SUPPORTS safer streets, better biking options on University, and public transportation prioritization.

I would be thrilled to have a safer, faster, healthy way for my kids and me to bike to school in Woodmoor (Pine Crest) and at Eastern. I would love to feel safer biking, walking, and driving to visit my parents in Woodmoor. I would love if I was less worried about students crossing, and waiting for the bus, in unsafe locations - like in front of Northwood earlier.

I don't want my voice to be overshadowed by the small, but vocal car lobby in my neighborhood.

Can you tell me more about options to testify in person about the plans for University of Blvd?

<https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/>

Is there a session to address the issue of the University Corridor?

I don't see it at <https://montgomeryplanningboard.org/meetings/signup-to-testify/sign-testify-form/>

Living in Four Corners / Kemp Mill my entire life, I've witnessed the benefits of safer streets, slower speeds, barriers between walkways and roads — from the safety improvements on Arcola Ave, to the new bus lanes.

I drive a car every day, but would love if there were safer, faster, alternatives.

Sincerely,
David

For reference:

<https://www.newsbreak.com/moco-feed-305724672/3763835340617-montgomery-county-planning-board-sets-february-27-public-hearing-for-university-boulevard-corridor-plan-mocofeed>

<https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/>

From: [MCP-Chair](#)
To: [Nina Nethery](#)
Subject: RE: SECOND REQUEST Re: Questions about the UBC Plan in preparation for the next Public Hearing
Date: Wednesday, February 12, 2025 12:37:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Good afternoon Ms. Nethery,

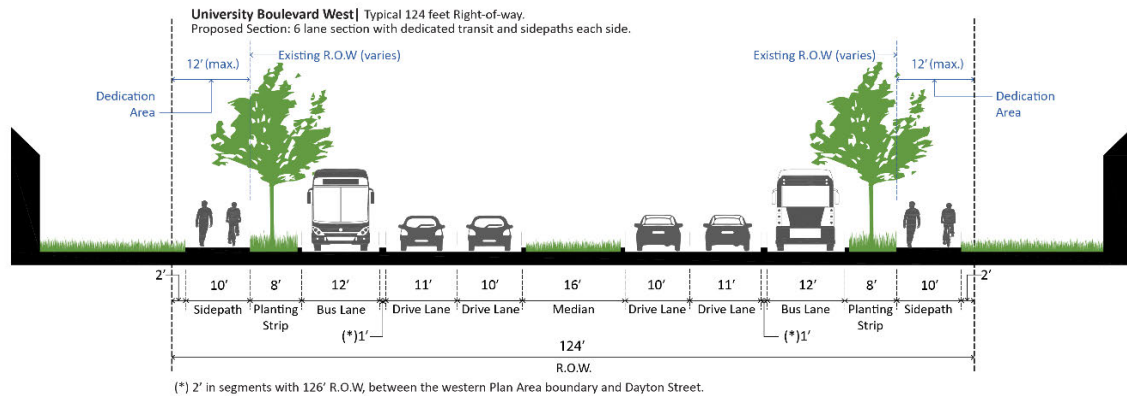
Thank you again for your email and apologizes for the delayed response. Please see below for responses to your questions in italics. As you review these responses, please feel free to contact Zubin Adrianvala or Jessica McVary with any additional questions or requests for clarification. Planning staff encourage your participation in the upcoming public hearing – through in-person, virtual, or written testimony to share your feedback directly with the Planning Board.

(1) Widening on the Northwood High School side?

My backyard is on University Boulevard, across from Northwood High School (10915 Breewood Ct.) While originally we were assured that the revisions to the Boulevard would stay within existing set-back boundaries, at a recent meeting we were told that there would be some sections where widening would encroach onto some residential properties.

For our particular stretch -- Arcola to Caddington/Gabel -- can you assure us that any widening will be accommodated on the Northwood High School side and not on the residential side? If so, do the plans for the new high school already include this stipulation? (How can I confirm this?)

While the Draft Plan does not recommend widening the roadway itself, the Plan does anticipate needing the 124-foot right-of-way identified in previously adopted master plans to accommodate landscaped street buffers, pedestrian and bicycle facilities, and maintenance buffers, as shown in the below figure (the figure is also included on page 96 of the Public Hearing Draft). The existing right-of-way varies along University Boulevard, but it is generally narrower than 124 feet. The additional right-of-way needed to accommodate the Plan's recommendations will require dedication through redevelopment or partial acquisition along property frontages, which will be determined at the time of future redevelopment or detailed engineering of capital improvements in consultation with property owners. Dedication is typically to the centerline of the street, in this case requiring an even 62 feet on either side of the street centerline.



(2) Bicycle Accessibility on the Northwood Chesapeake Bay Trail?

There is a trail known as the Northwood Chesapeake Bay Trail that crosses University Blvd. just east of Arcola. It runs along the side of the high school property and then extends down through the new Breewood Park in my neighborhood to Sligo Creek Park. [Google Search](#)

Currently, the path from University down to Sligo Creek Park is not paved or otherwise finished, and is not well-maintained. I usually have to walk my bike through there because of the tree roots, mud, brush, etc. Given that the entirety of this trail is within the UBC planning zone and you are very focused on bicycle accessibility, can you commit to finishing this trail as part of the plan?

As you may know, the Northwood Chesapeake Bay Trail (NCBT) is a natural surface trail that passes through a strip of land owned by the Maryland Department of Transportation State Highway Administration (MDOT SHA) adjacent to the north side of Northwood High School. The trail begins at the Northwest Branch Trail (natural surface) and continues across University Boulevard through Breewood Neighborhood Park extending to Sligo Creek Parkway. The trail is open to hiking and bicycling. The Northwest Branch Trail is open to hiking, biking, and horseback riding.

The Draft Plan recommends that the MDOT SHA-owned property be conveyed to M-NCPPC as soon as possible to consolidate management and maintenance of the trail by Montgomery Parks and ensure permanent protection of the property and trail route as parkland. (Please refer to page x of the Public Hearing Draft.) The Draft Plan elaborates on recommendations for the NCBT in recommendations on pages 46-48, and page 82:

- *“Explore mechanisms to transfer the right-of-way at the termini of Breewood Road and Tenbrook Drive to the M-NCPPC to improve the Northwood Chesapeake Bay Trail alignment and solidify maintenance and management of the trail by Montgomery Parks between Sligo Creek Stream Valley Park and Breewood Neighborhood Park.”*
- *“Improve natural surface trail connections between the Northwood Chesapeake Bay Trail and the termini of Tenbrook Drive and Breewood Road to ensure that the trail connections are signed, marked, and mapped.”*
- *“The Northwood Chesapeake Bay Trail passes through the Sligo Creek Stream Valley Park*

and Breewood Neighborhood Park as well as unimproved portions of right-of-way for Breewood Road and Tenbrook Drive to connect Sligo Creek Trail to University Boulevard. This Plan recommends that management of the unimproved portions of the right-of-way be transferred to Montgomery Parks by the appropriate mechanism to consolidate management and maintenance of the trail by Montgomery Parks and ensure permanent protection of the property and trail route as parkland.”

While the Draft Plan acknowledges the challenges with the Northwood Chesapeake Bay Trail, it is important to note that master plans have a 10–20-year horizon and do not immediately enact change. Master plans are long-term guides for public investment and private development. Master plans set up opportunities for future change, but the real estate market and the county’s capital improvement program dictates what happens and when.

(3) Rezoning to C-0.0 means No Commercial?

I am still confused about the planned rezoning of residential properties in my neighborhood; I have asked these questions several times before but have not yet received clear answers.

- For the properties including mine that will be rezoned from R-60 to "C-0.0 R-1.0 H-50," am I correct that C-0.0 essentially means *no commercial expansion* is being authorized at this time?
- If so, then what is the reason for re-zoning to C-0.0? Is this some sort of pre-positioning for future changes?
- If commercial expansion is intended in the future, will we be officially notified that our zoning is being changed again from C-0.0 to C-x.x before that happens?

The Draft Plan recommends zoning changes on blocks that front University Boulevard from a detached residential to a commercial residential neighborhood (CRN) zone. However, the recommended zoning for many of the existing detached residential properties – including your property - will not allow commercial uses beyond those that are permitted or governed by the conditional use process in the residential zones today (home occupations, small family day cares, etc.). Recommended zoning will also include setbacks and limits for height and development intensity, to better integrate with the character and scale of the existing community.

The reason for the recommended zoning change is to allow property owners to expand their homes or choose to build more or different units on their property. But property owners are under no obligation to do so. No homeowners will be obligated to build specific housing types or convert existing houses.

If further zoning changes are recommended, property owners will receive additional notification. Please note that the Draft Plan – including the recommended zoning changes – must still be reviewed by the Planning Board and the County Council.

I would like to briefly elaborate on the next steps in the planning process. As you know, the Planning Board will be holding a public hearing on Thursday, February 27 and accept in-person and virtual testimony. (Please [sign-up](#) by noon on February 25 to testify.) You can also provide written comments to mcp-chair@mncppc-mc.org by March 13. Then, the Planning Board will hold work sessions, where they work with Planning Staff to address their own questions and concerns as well as those shared through the public hearing.

After the Planning Board work sessions, the Plan will go to the County Council, where there will be another public hearing and an opportunity to share your thoughts about the plan with council members. The Planning, Housing, Parks (PHP) Committee will then hold work sessions, before the plan is sent to the full council for any additional work sessions and a vote on its approval.

I hope that this is helpful. Please do not hesitate to contact staff (Zubin.Adrianvala@montgomeryplanning.org or Jessica.McVary@montgomeryplanning.org) with any questions or requests for clarification.

Thank you!



Catherine Coello
Administrative Assistant III

Montgomery County Planning Board, Chair's Office
2425 Reedie Dr 14th Floor, Wheaton, MD 20902

catherine.coello@mncppc-mc.org
m: 301.495.4605 | d: 301.495.4608



From: Nina Nethery [REDACTED]
Sent: Friday, February 7, 2025 11:29 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: SECOND REQUEST Re: Questions about the UBC Plan in preparation for the next Public Hearing

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

MCP Chair,

Please respond to my email from two weeks ago.

If you are choosing not to address my questions or if you don't have any insights to share, please at least let me know so I can figure out what I should do next. Perhaps you could suggest someone else to whom I might address these questions?

Thank you,

Nina Nethery

On Saturday, January 25, 2025 at 05:49:14 PM EST, Nina Nethery <[REDACTED]> wrote:

I have received the invitation to the Public Hearing on February 27th, and I am considering whether or not to testify. If I can receive assurances in response to this email, then perhaps I won't need to. Can you advise me on the following issues? If you are not the right person to reply, please forward or otherwise let me know who to contact.

(1) Widening on the Northwood High School side?

My backyard is on University Boulevard, across from Northwood High School (10915 Breewood Ct.) While originally we were assured that the revisions to the Boulevard would stay within existing set-back boundaries, at a recent meeting we were told that there would be some sections where widening would encroach onto some residential properties.

For our particular stretch -- Arcola to Caddington/Gabel -- can you assure us that any widening will be accommodated on the Northwood High School side and not on the residential side? If so, do the plans for the new high school already include this stipulation? (How can I confirm this?)

(2) Bicycle Accessibility on the Northwood Chesapeake Bay Trail?

There is a trail known as the Northwood Chesapeake Bay Trail that crosses University Blvd. just east of Arcola. It runs along the side of the high school property and then extends down through the new Breewood Park in my neighborhood to Sligo Creek Park. [Google Search](#)

Currently, the path from University down to Sligo Creek Park is not paved or otherwise finished, and is not well-maintained. I usually have to walk my bike through there because of the tree roots, mud, brush, etc. Given that the entirety of this trail is within the UBC planning zone and you are very focused on bicycle accessibility, can you commit to finishing this trail as part of the plan?

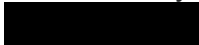
(3) Rezoning to C-0.0 means No Commercial?

I am still confused about the planned rezoning of residential properties in my neighborhood; I have asked these questions several times before but have not yet received clear answers.

- For the properties including mine that will be rezoned from R-60 to "**C-0.0 R-1.0 H-50**," am I correct that C-0.0 essentially means *no commercial expansion* is being authorized at this time?
- If so, then what is the reason for re-zoning to C-0.0? Is this some sort of pre-positioning for future changes?
- If commercial expansion is intended in the future, will we be officially notified that our zoning is being changed again from C-0.0 to C-x.x before that happens?

Thank you for all you do,

Nina Nethery



From: [REDACTED]
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Monday, January 27, 2025 5:53:47 PM

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

I am very concerned about and opposed to several aspects of the proposed plan. First of all is losing lanes on University Blvd. The experiment that is going on now is invalid near Arcola Avenue because Northwood HS is not there for the next 3 years. When the school returns there will be 3000 students who have to access the building and University Blvd is the only access road. That being said, the right turn currently to Arcola is confusing and dangerous because the markings show not to get into that lane until right before Arcola but most people are getting into it right after the light before, making it dangerous and difficult for those who observe the rules to safely turn. Taking away lanes when the school returns will cause total gridlock at arrival and dismissal. University Blvd was designed for travel at 40 MPH and the limit has already been lowered, causing very slow traffic. To do so further will make a main thoroughfare virtually unusable and throw more traffic onto secondary streets such as Sligo Creek Pkwy and adjacent neighborhood streets that were not designed to handle it. Perhaps more effective would be enforcing current speed limits with traffic cams and police issuing tickets to speeders on a regular basis.

Another main concern is Arcola Avenue. It has already been reduced from two lanes to one and the speed limit lowered. It is the main route from Kemp Mill to access both University Blvd and Georgia Avenue. Traffic is already crowded on Arcola, especially when the several schools along it have arrival and dismissal. The MVA moved into the Kemp Mill Shopping Center and those clients must use Arcola to access the parking lot. To lower the speed limit further would cause gridlock at all times. I have not seen the speed control cans on Arcola in a couple of years, so again try enforcement before creating barriers to people who follow the laws.

I have many questions that would need to be addressed about what is planned for the Kemp Mill Shopping Center. Adding more high density housing will cause traffic problems and increase over-enrollment in current schools as sited in the plan. How affordable will the affordable housing be for people who do not qualify for subsidized housing? Where is the money coming from for all of these grand plans, especially in light of current budget deficits? I hope many sessions will be held with the affected neighborhoods, including local Civic Associations and look forward to hearing some of these issues addressed during the upcoming public meeting.

Thank you,
Marcia Rosenblum

From: [REDACTED]
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University Blvd Corridor Plan
Date: Monday, January 27, 2025 6:01:35 PM

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

My mailing address is:
Marcia Rosenblum
[REDACTED]
Silver Spring, MD 20902

On Monday, January 27, 2025 at 05:53:51 PM EST, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

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

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

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

From: [takele](#)
To: [MCP-Chair](#)
Cc: [Adrianvala, Zubin](#); [Sanders, Carrie](#); [McVary, Jessica](#); [Yearwood, Nkosi](#); [councilmember.friedson@montgomerycountymd.gov](#); [Councilmember.Albornoz@montgomerycountymd.gov](#); [Councilmember.Glass@montgomerycountymd.gov](#); [Councilmember.Jawando@montgomerycountymd.gov](#); [Councilmember.Sayles@montgomerycountymd.gov](#)
Subject: Support for Proposed Rezoning of Breewood court within the University Boulevard Corridor Plan (UBCP)
Date: Monday, January 27, 2025 11:18:59 PM

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

Dear Montgomery County Planning Board,

I am writing to express my strong support for key elements of the University Boulevard Corridor (UBC) plan and the associated proposed revisions to the R60 zoning classification currently under review by the County Council. As a District 6 constituent and homeowner in the Sligo Woods community, I am excited about the opportunities this proposal presents for enhancing the quality of life for residents and homeowners in our area.

I believe that the UBC plan addresses critical community needs, including traffic safety, regional connectivity, environmental sustainability, housing, and economic development. These initiatives are pragmatic and essential for making our community more livable while reducing its environmental impact. The proposed zoning changes along the corridor represent a forward-thinking approach to achieving these goals.

Specifically, the plan proposes to rezone only corridor-fronting blocks, properties within a quarter mile of future Bus Rapid Transit (BRT) stations, and institutional properties to a mix of Commercial Residential Neighborhood (CRN) and Commercial Residential Town (CRT) classifications. This targeted rezoning would focus growth in transit-oriented, walkable locations, helping the county evolve toward a more efficient and sustainable future.

The changes would also allow community residents the option—not the obligation—to build additional housing types on their property, provided that enough free land is available. This flexibility can lead to more diverse housing options, greater attainability, and improved access to community-serving amenities, such as grocery stores, especially near transit stops. For owners of larger or underutilized lots, the opportunity to develop additional housing types could help alleviate the housing shortage while creating economic opportunities for property owners.

In sum, the UBC plan and the associated zoning changes offer significant benefits to residents,

homeowners, and the broader community. By encouraging thoughtful development and transit-oriented growth, these proposals will help improve the quality of life for current and future residents.

I urge you to support both the University Boulevard Corridor plan and the proposed rezoning changes. These initiatives represent a meaningful step toward addressing our county's needs for sustainable growth, attainable housing, and economic vitality.

Thank you for your leadership and your attention to these important issues.

Sincerely,

Takele B. Yazew

[REDACTED]

Silver Spring, MD 20901

Cell: [REDACTED]

From: [Pete Lublin](#)
To: [MCP-Chair](#)
Cc: [Pete Lublin](#)
Subject: University blvd project
Date: Wednesday, January 29, 2025 12:20:20 PM

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

I am totally against this plan.. It does not help the people traveling further than wheaton or four cornerswe will not be taking the bus! You already shoved other projects down our throats , even thou we give our opinons , you still do what you want to, not what the tax payers want..

Pete L.

From: [Chris Irwin](#)
To: [MCP-Chair](#)
Subject: Comments in favor of the University Boulevard Corridor Plan
Date: Wednesday, January 29, 2025 12:55:58 PM

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

To Whom It May Concern,

First, I would like to express a heartfelt thank you to the Planning Board and its employees who are working on this and other similar projects. Thank you for your vision and diligence. Thank you for taking the time to read my comments and the comments of my neighbors.

I am a resident of the Kemp Mill Neighborhood and a member of the Kemp Mill Civic Association. Having read through the University Boulevard Plan in its entirety, I am very pleased with the efforts that are being taken to improve the safety and prosperity of our community. I would love to see a safe and thriving community with improved walkability, pedestrian safety, public transportation, and inviting public spaces throughout the Corridor. The zoning changes that allow for property owners to develop mixed-use and higher density housing are completely appropriate to the needs of our community.

On my neighborhood listserv and in our civic association meetings, the loudest voices seem to be my neighbors who don't want to entertain any discussion of changing the Corridor - unless it is back to a time! They believe this plan will only bring more traffic, and fewer travel lanes, to our neighborhood- slowing down their commutes.

I implore you to reach out to my civic association and the others along the corridor and educate them on what this plan actually proposes for our community.

thank you
Sincerely,
Christopher Irwin
20902

From: [Nancy Karkowsky](#)
To: [MCP-Chair](#)
Subject: Please do not enact the proposed University Blvd Corridor Plan
Date: Thursday, January 30, 2025 10:42:37 AM

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

Please do not enact the proposed University Blvd Corridor Plan
The restrictions will make traffic less safe and less manageable because frustrated drivers will simply turn off into side streets, endangering those thoroughfares.
There are too many restrictions already.
Please restrain yourselves.
thanks.

Nancy
NF Karkowsky, Esquire
Silver Spring, Maryland 20902
(e) [REDACTED]
Specialized Training & Experience in Mediation, ADR, Collaborative Law, & Child Welfare

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

From: [REDACTED]
Date: Tue, Jan 28, 2025 at 5:31 PM
Subject: [list] Summary of University Blvd Corridor Plan-submit feedback to MCP-Chair@mncppc-mc.org
To:
The University Blvd Corridor plan calls for many changes that will have a direct impact on Kemp Mill and Silver Spring. Drivers will face more challenges commuting.
Summary of University Blvd Corridor Plan-submit feedback to MCP-Chair@mncppc-mc.org
Here is a comprehensive summary of the report's recommendations:

Bus Rapid Transit Lanes

- **Dedicated Bus Rapid Transit (BRT) lane in each direction on University Boulevard and Colesville Road (a removal of four entire travel lanes through Four Corners)**
 - *“Convert existing general purpose traffic lanes to dedicated transit lanes, in a manner consistent with other county policies.”*

Rezoning for Higher Density Housing

- Plans to rezone for high-density housing, specifically in the Kemp Mill Shopping Center and along Arcola Avenue.

Major Speed Limit Reductions *(enforced by new speed cameras)*

- **University Boulevard:** Lowered to **30 mph throughout** and **25 mph in Wheaton**
- **Colesville Road:** Lowered to **30 mph**.

- **Arcola Avenue:** Lowered to **20 mph**.
- **Dennis Avenue:** Lowered to **20 mph**.
- **Lamberton Drive:** Lowered to **20 mph**.
- **All Side Streets:** Lowered to **20 mph**.
 - *"Install additional traffic enforcement and other tools to manage speeding along the corridor."*

No Right Turns on Red

- A complete ban on right turns on red at **every signalized intersection** within the University Boulevard Corridor area.

Elimination of Merge Areas

- Removes merge zones, including the 'yield area' from Arcola Avenue on University Boulevard.
- In addition to **removing ALL merge areas**, the Plan also calls to make it even harder to get on and off University Boulevard, as explicitly stated in the plan:
 - *"Signalize, restrict, or close median breaks along University Boulevard."*

Changes to Interstate 495 Access

- The plan calls to completely reconfigure the interchanges with Interstate 495 at Colesville Road and University Boulevard.
- This would remove right-lane yield sections for drivers getting onto and off Interstate 495 and add new traffic signals (posted No Turn on Red) with hard right turns for getting onto and off the Capital Beltway.
- This is explicitly stated in the University Boulevard Corridor Plan below:
 - *"Reconstruct interchange ramps to conventional 90-degree intersections instead of merge lanes, consistent with MDOT SHA Bicycle and Pedestrian Design Guidelines." & "Signalize all turning movements to provide protected phases for pedestrian and bicyclist crossing."*

AND MUCH MORE...

- I recommend reading the 150-page [University Boulevard Corridor Plan Working Draft Plan](#).

SUBMIT YOUR COMMENTS

- Individuals wanting to testify must sign up by 24 Feb

(<https://montgomeryplanningboard.org/meetings/signup-to-testify/>).

- You can also submit written comments to MCP-Chair@mncppc-mc.org by noon on February 25.

Jonathan



Virus-free. www.avg.com

From: [Lasdun Kuperberg Family](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Thursday, January 30, 2025 10:42:43 AM

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

Please do not change the Kemp Mill shopping center. The Orthodox Jewish community needs its kosher supermarket and having it within the community is not only convenient, it is economically beneficial. Forcing it to move somewhere else will be a financial burden not just on the business, but the whole community.

Additionally, there are numerous kosher restaurants in the shopping center which would also suffer huge financial setbacks if force to move. The synagogue is also next to the shopping center, making the area an important part of the whole community.

The Orthodox community is an important tax-paying, voting part of the community. We appreciate when the county takes our needs and opinions into account. Please do not change this part of our community. We need it.

From: [Lasdun Kuperberg Family](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor plan
Date: Thursday, January 30, 2025 10:42:50 AM

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

Why not use the empty lot on the corner of University and Viers Mill for high density housing? It was torn down years ago and has been unused ever since. That's the perfect place for it - close to the Wheaton shopping center and the Metro.

From: [Dawn Felsen](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Thursday, January 30, 2025 10:43:00 AM

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

I live in the Kemp Mill area of Silver Spring and wanted to write to you in *support* of the ***University Blvd Corridor Plan***. As a retired Montgomery County Police officer I know the devastating effects of speeding on pedestrian and cyclist safety. I am in favor of any measures taken to reduce speeds on our roadways, increase infrastructure for safe cycling and pedestrian safety throughout this area.

Rezoning to allow for higher density housing would open up some opportunities for landowners to increase the amount of available housing in this area which would be great for struggling small businesses in the area.

More bus lanes should help buses to get where they need to go more easily and hopefully make mass transit more popular to ease traffic overall.

You are likely going to hear from lots of people opposed to this plan. I've already seen the debate within my own neighborhood. The underlying argument being based almost entirely on drivers wanting to drive as fast as possible to get where they need to go in the least amount of time possible. Please don't compromise vulnerable road user safety in favor of acquiescing to those who hold their driving privilege above the needs of the rest of the community.

--

Dawn Felsen



South Four Corners Citizens Association

PO Box 792

Silver Spring, MD 20918

sfcca.president@gmail.com

January 31, 2025

VIA ELECTRONIC MAIL

Montgomery County Planning Board

% Chair Artie Harris

2425 Reedie Drive

Wheaton, MD 20902

RE: Montgomery County Planning University Boulevard Corridor Plan Draft

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

As the elected president of the South Four Corners Citizens Association (SFCCA), representing 1,152 households in South Four Corners, I am writing on behalf of the association to provide a response to the University Boulevard Corridor Plan Draft. South Four Corners' northern boundary is University Boulevard and its eastern boundary is Colesville Road. These boundaries put our neighborhood within the scope of significant elements of the proposed University Boulevard Corridor Plan. Please find our statement adopted by our association on January 30th, 2025 inline below and attached in PDF form.

Sincerely,



Jeff Lesperance

SFCCA President

sfcca.president@gmail.com

<https://southfourcorners.org/>

CC: Zubin Adrianvala, Montgomery County Planning Department

Montgomery County Council:

Kate Stewart

Evan Glass

Will Jawando

Laurie-Anne Sayles

Gabe Albornoz

Kristin Mink

South Four Corners Citizens Association (SFCCA)
Resolution
University Boulevard Corridor Plan

The South Four Corners Citizens Association (SFCCA), representing 1,152 homes in the South Four Corners neighborhood, has concerns regarding elements included in the University Boulevard Corridor Plan (UBCP) Working Draft proposal. SFCCA concerns are:

1. **SFCCA Remains Opposed to the “Street Grid” Option of the UBCP.** On September 17, 2024, SFCCA passed a resolution opposing the “Street Grid” option of the UBCP consisting of extending Gilmore Dr and connecting Sutherland and Rogart Rds in a grid plan to University Blvd. SFCCA does not believe that it is possible to avoid extensive cut-through traffic into South Four Corners (SFC) neighborhood streets if a similar “Street Grid” option is implemented. Higher traffic will lead to reduced pedestrian and bicycle safety, more congested parking, and loss of privacy within the SFC neighborhood. The “Street Grid” option would also cause the loss of important neighborhood facilities (particularly the destruction of the Post Office and Safeway). SFCCA notes that the Working Draft 2025 published in January 2025 includes the following on page 107, to which SFCCA is strongly opposed:

“The long-term vision for Four Corners includes a more connected network of Town Center Streets that provides increased local connectivity for people walking, biking, rolling, taking transit, and driving, and introduces a more regular street pattern than today’s one-way couplet. . . . More consolidated and rectangular parcels within a more regular network of streets can facilitate development of higher intensity private development, public facilities, and/or amenities, while relocating vehicular property access points from University Boulevard itself to intersecting and parallel streets. . . . While the Plan identifies a more connected network of Town Center Streets as a long-term vision, the Plan also recommends further study be advanced in the near-term. A near-term study should consider the following potential elements of the long-term vision: . . . Reconfiguring the portion of existing eastbound University Boulevard that is west of Colesville Road into a new Town Center Street that connects to the street network to the west at or near Lorain Avenue and to the east at Colesville Road. . . . Relocating vehicular site access points from the combined University Boulevard to intersecting or parallel Town Center Streets”

The Planning Department recently withdrew the “Street Grid” option from the draft UBCP, but SFCCA notes that the Working Draft refers to “a more connected network of Town Center Streets” which appears to represent a version of the Street Grid. Any effort by the Planning Board to reinsert the “Street Grid” option similar to the design presented in the emerging ideas in the UBCP will result in SFCCA’s strong objection to the UBCP for Four Corners (apart from safety and aesthetic improvements that do not involve road realignment or extensive new development).

2. **Safety.** SFCCA strongly supports improvements to the safety of pedestrians, bicyclists, and vehicles along University Blvd and on residential streets. These improvements are long overdue. SFCCA believes, however, that safety improvements should not wait for or be tied to UBCP approval. SFCCA notes that the Maryland Department of Transportation is currently pursuing a pedestrian safety improvement program for University Blvd that is not linked to the UBCP. SFCCA observes that there are many safety projects that could be done well in advance of the UBCP, and without requiring the zoning changes or road redesigns proposed in the UBCP Preliminary Recommendations. SFCCA believes that steps to improve safety on University Blvd (such as by “road diets”) should also consider safety and other impacts of diverting vehicular traffic into SFC and other residential neighborhoods. SFCCA believes such diversions of traffic without mitigation efforts will diminish safety on narrow and crowded residential streets, and is at odds with Vision Zero and walkability, bikeability, and accessibility goals. Children (obscured by parked cars) are much more likely to cross these neighborhood streets than they are to cross University Blvd. SFCCA encourages development of a comprehensive plan to mitigate safety concerns within the neighborhood, independent of any diversion of traffic into the neighborhood.
3. **Protection of Existing Residences on University Blvd.** There is a substantial risk that residents of single-family homes along University Blvd will lose frontage and driveway access to University Blvd so that new, larger buildings to be built nearby (and which require access to University Blvd) can be accommodated. The Planning Board should provide a detailed map of the length of University Blvd, including through the Four Corners area, that shows an outline of the dwellings on each property, the amount of additional Right of Way (ROW) that the UBCP would use on each property, and the driveways, fences, hedges, or other existing features on each property that would be eliminated. This information would allow residents along University Blvd to understand if their properties will lose value or utility because of closer proximity of their living spaces to cars, bicycles, and pedestrians; loss of ability to park on their properties; loss of green space; etc. SFCCA believes that the UBCP should do everything reasonably possible to minimize impacts on these residents from displacement and loss of property value.
4. **Accommodation of Parking.** SFCCA opposes the commercial and housing development proposed in the UBCP if SFC residential streets are expected to accommodate overflow parking from new, higher density development along University Blvd. The County Council's recent adoption of Zoning Text Amendment (ZTA) 23-10 does not require developers to meet previous baseline parking requirements for new mixed-use and multi-unit buildings within a quarter-mile radius of BRT stations (BRT bus stops). Residents and customers of the new multi-unit buildings along University Blvd will almost certainly have cars and trucks, and will necessarily park their vehicles on SFC and other residential streets. Whereas SFCCA acknowledges the need for new neighbors to park, current on-street parking in SFC is only adequate for existing, single residence dwellings and a few additional neighbors. A large influx of new vehicles will

overwhelm limited on-street capacity and create congested parking and driving conditions. The Planning Department should explain how excessive parking additions and incursions into SFC and other neighborhoods will be prevented.

5. **Adequacy of Infrastructure to Accommodate New Development.** The Planning Department must also demonstrate that planning and funding of infrastructure in the UBCP area (e.g., schools, storm drains, water supply, power grid) is sufficient to meet the growth in residential and commercial demand enabled by the UBCP and AHS. SFCCA will oppose the expansive development proposed in the UBCP (as well as the AHS) unless the Planning Department can demonstrate that sufficient infrastructure will be in place to accommodate the planned development or that Montgomery County's Growth and Infrastructure Policy (GIP) will be adequately funded to pay the full cost of needed additional infrastructure through development fees. It is not sufficient to simply assert that the GIP will automatically address any shortcomings that may appear in the future without knowing what these shortcomings will be and how much they will cost to fix.
6. **The Planning Department Must Provide Future Traffic Forecasts for University Blvd and Connecting Neighborhood Streets.** SFCCA will not support any traffic or development-related aspects of the UBCP unless the Planning Department undertakes and provides the results of detailed traffic modeling of the UBCP in 5-year increments for the period of 2025 through 2045. We recognize that traffic analysis was done for the initial plan drafts, but the presentation of the results did not include any of the input assumptions used by the Montgomery Planning consultant (VHB). Nor did it provide information on vehicular traffic that will be diverted from University Blvd onto SFC neighborhood streets as University Blvd is reduced in lanes and building density on the University Blvd corridor is increased. These forecasts must measure future traffic congestion on University Blvd and connecting residential streets caused by the combination of the following, and the underlying model assumptions should also be detailed:
 - a. Natural traffic growth on the University Blvd
 - b. Traffic growth caused by UBCP-related commercial and housing development
 - c. Attainable Housing Strategy (AHS)-generated traffic coming from the neighborhoods that feed into University Blvd
 - d. Reductions in lane numbers and widths on University Blvd proposed by the UBCP
 - e. Traffic congestion effects caused by potential underutilization of the proposed BRT on University Blvd. These cumulative traffic impacts, not discussed in the draft UBCP material provided by the Planning Department, could lead to severe traffic congestion on University Blvd that would overflow into SFC and other neighborhoods along University Blvd.
7. **Concerns about the "Limited Change" Option at Four Corners.** SFCCA is concerned that many cars and trucks will enter and transit SFC residential streets under

the proposed “Limited Change” option of the UBCP. Such access will occur if the parking lots and driveways of the new, large buildings to be built along University Blvd at Four Corners connect directly to neighborhood streets such as Sutherland Road, Rogart Road, and Gilmore Drive. Other neighborhoods at Four Corners would be affected by similar access. SFC will need firm assurances that cars and trucks will not be allowed to access or leave any properties along University Blvd via these residential streets. Until such assurances are obtained, SFCCA will oppose the large commercial and residential developments that were proposed on October 15, 2024, by the Planning Department under the “Limited Change” option.

8. **Concern about Accelerated Timeline and Insufficient Notice to the Affected Communities**. The Planning Department has accelerated the timeline for this project, without sufficient communication to the community. The published timeline (<https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/#timeline>) indicates the draft plan and a public hearing in the Spring 2025. Now, with limited notice to the community, Montgomery Planning decided to present their final draft Plan (the Working Draft) to the Planning Board on Jan 16, and will request that the public hearing on the Plan be held on Feb 27 2025. SFCCA requests that the public hearing and future consideration of the plan be postponed -- to at least the Spring, when originally published -- to allow time for communication to the public and for details related to the concerns above to be addressed. SFCCA requests that 1) there is more time for the public to digest and study the UBC Plan Working Draft; 2) Planning staff mail information and educational materials to affected property owners.

APPROVED and ADOPTED this 30th day of January, 2025
Jeff Lesperance, SFCCA President

From: [eli hes](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Sunday, February 2, 2025 4:30:04 PM

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

The implementation of speed cameras along the University Boulevard Corridor, while intended to enhance road safety, has several significant drawbacks. Firstly, these cameras can be perceived as punitive rather than protective. Many residents and drivers may view them as a revenue-generating tactic rather than a genuine attempt to improve road safety. This perception can lead to a lack of trust in local authorities and resentment among the community.

Secondly, the cost of installing and maintaining these speed cameras might outweigh the benefits. The financial burden of purchasing, installing, and regularly maintaining these devices can be substantial. Additionally, the administrative costs associated with processing fines and handling disputes can further strain local resources. These funds could potentially be better allocated to other safety measures or community improvements.

Thirdly, the presence of speed cameras can lead to unintended consequences, such as increased driver anxiety and erratic driving behavior. Knowing that they are being monitored, some drivers may become overly cautious, leading to sudden braking and inconsistent speeds. This can create a more hazardous driving environment, as other drivers may not anticipate these sudden changes in speed.

Lastly, the strict enforcement of speed limits through speed cameras can disproportionately affect lower-income individuals. Fines from speed cameras can be a significant financial burden for those already struggling to make ends meet. This can lead to increased financial stress and potential legal issues for those unable to pay their fines promptly.

In conclusion, while speed cameras aim to enhance road safety, they can lead to a range of negative consequences, including community resentment, financial strain, increased driver anxiety, and disproportionate impacts on lower-income individuals. It is essential to consider these potential drawbacks and explore alternative safety measures that may be more effective and equitable.

From: [eli hes](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Sunday, February 2, 2025 4:31:31 PM

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

The proposed law to ban right turns on red at every signalized intersection within the University Boulevard Corridor area brings several negative consequences that could outweigh its intended benefits. While this measure aims to enhance pedestrian safety and reduce accidents, it may result in increased traffic congestion, frustration among drivers, and environmental impacts.

Firstly, the elimination of right turns on red will likely lead to longer wait times at intersections. Right turns on red are a common practice that helps to maintain traffic flow, particularly during non-peak hours. Without the ability to make these turns, drivers will spend more time idling at traffic lights, leading to increased fuel consumption and emissions. This additional time spent waiting at intersections can also contribute to frustration among drivers, potentially exacerbating aggressive driving behaviors.

Secondly, this restriction could have a ripple effect on overall traffic patterns and congestion. The inability to turn right on red can create bottlenecks at intersections, especially during peak hours when traffic volumes are high. This can lead to longer travel times and reduced efficiency of the road network. The resulting congestion can also negatively impact local businesses, as customers may find it more difficult to access shops and services.

Furthermore, the blanket ban on right turns on red does not take into account the varying levels of traffic and pedestrian activity at different intersections. Some intersections may have minimal pedestrian traffic, making the ban on right turns on red unnecessary and counterproductive. A more targeted approach, taking into consideration the specific conditions at each intersection, would likely be more effective in balancing safety and traffic flow.

Lastly, the implementation of this law could place an additional burden on law enforcement and local resources. The need to monitor compliance and issue citations for violations will require significant time and effort from law enforcement officers. This could divert resources away from other important duties and strain local budgets.

In conclusion, while the no turn on red law aims to enhance pedestrian safety, it could lead to longer wait times, increased traffic congestion, frustration among drivers, and environmental impacts. A more nuanced and targeted approach, rather than a blanket ban, would better address the needs of both pedestrians and drivers while minimizing negative consequences.

From: [eli hes](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Tuesday, February 4, 2025 10:09:27 AM

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

The proposed reduction in speed limits and the enforcement of no turn on red signs along the University Boulevard Corridor bring several drawbacks that could negatively impact the community. While these measures aim to enhance pedestrian safety and traffic management, they may result in unintended consequences that could outweigh their benefits.

Firstly, the significant reduction in speed limits on major roads such as University Boulevard, Colesville Road, and Arcola Avenue could lead to increased travel times and driver frustration. Commuters and local residents may find themselves spending more time on the road, which could result in a decrease in overall productivity and increased stress. Additionally, lower speed limits may deter drivers from using these main roads, causing traffic to spill over into smaller side streets. This could create safety hazards in residential areas as increased traffic volumes pose risks to pedestrians and cyclists.

Secondly, the strict enforcement of these reduced speed limits through new speed cameras might be perceived as punitive rather than protective. Residents and drivers may view these measures as a revenue-generating tactic rather than a genuine attempt to improve road safety. The cost of installing and maintaining these speed cameras might outweigh the benefits, especially if the community perceives them as an overreach of traffic enforcement.

Thirdly, the complete ban on right turns on red at every signalized intersection within the University Boulevard Corridor area could further exacerbate traffic congestion. Right turns on red are a common practice that helps maintain traffic flow at intersections. By eliminating this option, drivers might experience longer wait times at traffic lights, leading to increased fuel consumption and emissions. The additional time spent idling at intersections could also contribute to frustration among drivers, potentially increasing the risk of aggressive driving behaviors.

In conclusion, while the proposed speed limit reductions and no turn on red signs aim to enhance safety, they could lead to longer travel times, driver frustration, and unintended traffic spillover into residential areas. The perception of speed cameras as punitive measures and the elimination of right turns on red

may result in increased congestion and emissions, diminishing the overall effectiveness of these traffic management strategies.

From: [Tamar Schmerling](#)
To: [MCP-Chair](#)
Subject: Comments on plan
Date: Tuesday, February 4, 2025 1:26:14 PM

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

As a kemp mill resident, I am deeply concerned about the proposed plans. This sounds like a complete nightmare. Adding high density housing while at the same time removing lanes ? I can assure you that adding bus lanes will not encourage anyone to use buses or bikes for commuting; it will only add congestion, traffic and frustration for silver spring/kemp mill residents. There is already so much increased traffic and congestion here during peak times. In my experience driving recently, the bus lanes create a more dangerous driving experience for drivers. It is having the opposite of its intended effect. University Blvd is a major street- the speed limit was already lowered, and lowering it to 30 and 25 mph in places is just painful. You have to be so conscious of your speed that it ends up being distracting. In addition to the bus lanes, the no turn on red would further increase traffic. This plan does not sound like you took local residents and drivers into consideration at all.

I urge you to reconsider !
- a very concerned Kemp Mill resident

Sent from my iPhone

WOODMOOR-PINECREST CITIZENS' ASSOCIATION
Silver Spring, Maryland 20901

January 31, 2025

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

The Honorable Kate Stewart, President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

VIA EMAIL: MCP-Chair@mncppc-mc.org,
councilmember.stewart@montgomerycountymd.gov,
county.council@montgomerycountymd.gov

RE: University Boulevard Corridor Plan (UBC)

Dear Chair Harris, Planning Board Commissioners, County Council President Stewart and County Councilmembers:

The Woodmoor-Pinecrest Citizens' Association (WPCA), a civic association serving a community of more than 1,160 households, is located in eastern Silver Spring. The borders of our neighborhood are I-495, the Northwest Branch of the Anacostia River, Colesville Road (US 29) and University Boulevard (MD-193). Residents have worked collaboratively on planning activities for State and County projects over many years, have participated in the University Boulevard Corridor (UBC) Plan meetings, and appreciate the work of the Planning Department. This area has some of the most significant transportation and traffic congestion challenges in the State. Since our community is adjacent to 3 major highways and 11 Beltway ramps, detailed impact analysis is critical for evaluating the feasibility of extensive transportation proposals.

The UBC Plan proposes to repurpose 1-2 travel lanes in each direction along 3.5 miles on the corridor, while also acquiring property for additional right of way. In addition, given project schedules for the other 8 BRT projects, as well as the funding challenges, the proposed Bus Rapid Transit (BRT) line for University Boulevard is not likely to be completed within the time horizon

of the UBC Plan. The UBC Plan proposes to add 4,000 housing units here by upzoning 536 single family homes to the Commercial-Residential Neighborhood zone, upzoning 9 religious institutions and houses of worship to the Commercial-Residential Town zone, and upzoning all existing commercial properties. There is no staging plan and therefore, additional density would be added regardless of whether there are any infrastructure improvements implemented.

During the January 22, 2025 WPCA meeting, members voted to approve a letter requesting that the University Boulevard (UBC) Plan be paused because the proposed Plan is premature. The Association requests that the following be completed before further action on the Plan.

1. The ongoing Maryland State Highway Administration (SHA) study and design of safety improvements for the same segments of University Boulevard should be completed. SHA owns and maintains the road. Residents are participating in this study.
2. The Planning Department provides an analysis of the impact of their concept proposals on surrounding infrastructure (roads, schools, utilities, etc.) and holds additional public meetings to provide the information.
3. The County Council determines whether they are moving forward with the Planning Board's Attainable Housing (AHS) proposal, which would upzone all single family detached properties in Silver Spring. If AHS or some variation of it moves forward, the additional density throughout the University Boulevard study area should be added to the impact analysis for the UBC Plan.
4. Since, the proposed BRT for University Boulevard is not on track to be completed within the 20 year horizon of the UBC Plan, the Plan should either be paused or the proposed density should be adjusted accordingly.

We look forward to your response and to continuing to work with agencies to improve safety and mobility for all travelers on this corridor and the surrounding area. Thank you for your consideration.

Respectfully submitted,

Nicholas A. Brady, President
Woodmoor-Pinecrest Citizens' Association
Silver Spring, MD 20901

To:
Montgomery County Planning Department

CC:
The Hon. Artie Harris, Chair, Montgomery County Planning Board
Honorable Members, Montgomery County Planning Board

From:
Daniel and Quinn Frissell
[REDACTED]
Silver Spring, MD 20901

Re: Request Regarding Proposed CRN Zoning Changes in UBCP

Dear Montgomery County Planning,

My wife, Quinn, and I are writing regarding the proposed CRN zoning changes for our home on Timberwood Avenue in Silver Spring, MD, as part of the UBCP. While we are not in favor of the UBCP in its current form, as described in a letter sent by our block to Montgomery County Planning and the Montgomery County Council in November, we believe it is essential that our property remain included in the proposed CRN zoning changes unless adjustments to the plan are made to address our concerns detailed below.

Today, a few of our neighbors submitted a letter requesting that our side of the 300 block of Timberwood Avenue, which includes seven houses, be excluded from the CRN zoning changes. However, we chose not to participate in their letter, as our property would be more isolated than the other houses due to its location at the beginning of the block. Our home directly borders two lots on University Boulevard and two more on Lorain Avenue—all slated for CRN zoning. This would leave our smaller home eventually surrounded on multiple sides by much larger, higher-density buildings, without the option to develop to a comparable height, resulting in an adverse impact to our property.

We believe a better solution would be to exclude not just the seven homes on Timberwood Avenue but also the adjacent properties on Lorain Avenue (10108 and 10104) at a minimum. This approach would help ensure that our home is not disproportionately affected by any exclusion while maintaining the character of our section of Northwood Park, which features classic Tudor-inspired homes from the 1930s that are already affordable compared to other parts of the county.

If this broader exclusion, incorporating the properties on Lorain Avenue, is not feasible, we request that our property remain part of the proposed CRN zoning changes as outlined in the UBCP working draft. This would help prevent our home from being unfairly affected by zoning changes that would leave it surrounded by higher-density development.

Thank you for your time and consideration. For your convenience, we have attached a PDF version of this letter. Please feel free to contact us at [REDACTED] or [REDACTED] if you need additional information or clarification.

Best Regards,

Daniel and Quinn Frissell
[REDACTED]

From: [Richard Weinstein](#)
To: kmca-list@kempmillcivic.org; [Jewishsilverspring](#); [New Kemp Mill List](#); news@washingtonjewishweek.com; jamie.stockwell@washpost.com
Cc: [Jules Szanton](#); gchlewicki@gmail.com; [MCP-Chair](#); [Adrianvala, Zubin](#)
Subject: Concerns Regarding the University Boulevard Corridor Plan
Date: Thursday, February 6, 2025 8:42:36 PM
Attachments: [UnivBlvdCorridorPlanStaff-WorkingDraft-Final.pdf](#)

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

My wife and I attended the Kemp Mill Civic Association's (KMCA's) meeting last night to discuss the University Boulevard Corridor Plan. We were disappointed in the low level of attendance in the meeting, and even more disappointed in how the meeting was run. As a result, our family stayed up until after 2 a.m. discussing and studying the Plan, based on its working draft. The version of the draft we used is attached. We have several concerns. The most serious of these are listed below:

1. Why is the Kemp Mill shopping center included? This appears to be a stretch away from the University Boulevard corridor. And even more, how can it possibly be included without also including the Kemp Mill community that it serves? (This is primarily the Kemp Mill Estates and Kemp Mill Farms homes), Considering the degree of Orthodox Jewish families in the community and the number of shops supporting the Orthodox Jewish community, the shopping center and the community are inseparable.
2. Was there a considerable lack of communication/support to Kemp Mill concerning the Plan? The Maryland-National Capital Park and Planning Commission (M-NCPPC) Montgomery County Planning Board (the Board) says on its Plan website it has been working on the Plan for about three years. But KMCA President Jules Szanton wrote in emails that the plan was released January 16th. The Board says it participated in 17 neighborhood association meetings, mailed over 10,000 posters and flyers, conducted interviews, and engaged with business owners and non-profit organizations. I made a few calls today to individuals in the Kemp Mill community who should have been included in these communications. They were not. I am not aware of any such communications. The KMCA asked for a 90-day extension for us to better understand and review the Plan but we were granted only 7 extra days. Considering the rezoning and other changes in the Plan that relate to Kemp Mill, were we truly not communicated with? If so, and the Plan's changes are made, I suspect there might be legal issues involved.
3. The Plan mentions zoning and other major changes to two synagogues in the area. (Young Israel Shomrai Emunah--Shomrai or YISE-- and Har Tzeon). The Proposed Land Use Map on page 26 shows Shomrai proposed as a park. (This is probably a mistake, but if so that shows a shocking lack of care.) Page 50 proposes Shomrai be rezoned as residential. Page 34 recommends Har Tzeon be rezoned as a new 90-unit independent senior residential building. See pages 19, 34, 35, 42, 43, 50, 120, and 131. I suggest we all read pages 41 through 50. Have these changes mentioned in the Plan been discussed with synagogue leadership? If so, does the leadership approve? Rezoning synagogues? How can this be?
4. Can the rezoning of the Kemp Mill Shopping Center cause the Shalom Kosher Grocery Store to close either permanently or temporarily? The Plan calls for the Shopping Center to be rezoned (see page 7) as Commercial Residential Town (CRT). Does this mean a

person or a business will be able to buy all or part of the Shopping Center to put up residences? Does this mean that residences might be built on top of Shalom? (Presumably this might cause it to close temporarily during construction.) Does the Board realize that Shalom is one of only two Kosher groceries in the entire Washington metropolitan area? Shutting Shalom or making major changes to it can have very serious negative consequences to nearly all Jews who keep Kosher throughout not just Montgomery County, but the entire area. Is the Board aware of this?

My family and I have many, many other issues with the University Boulevard Corridor Plan. These have to do with transportation and driving, housing density, property values, crime, the slowing of emergency-vehicle help, etc. But there may be positive as well as negative reasons for some of these issues that we do not fully understand, so I will not discuss them here. But with the four issues numbered above, as well as many other issues mentioned and not mentioned here, those living in Kemp Mill need to be concerned. I think we should get a Maryland attorney with zoning expertise to review the Plan. Also everyone in Kemp Mill should make every effort to attend the meetings concerning this plan. Please respond to requests for comments at these meetings and in the various communications involving the plan. I'm obviously pessimistic about this Plan, but whether you are for or against it, please be involved. Thanks.

Richard Weinstein

From: [Jonathan Katz](#)
To: [MCP-Chair](#)
Cc: Councilmember.Fani-Gonzalez@public.govdelivery.com; Marc.Elrach@public.govdelivery.com;
councilmember.stewart@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov
Subject: Comments on University Boulevard Corridor Plan (Working Draft)
Date: Sunday, February 9, 2025 3:11:00 PM

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

To whom it may concern:

I live in the Kemp Mill neighborhood, and am deeply upset by the University Boulevard Corridor Plan (Working Draft). The plan calls for several changes that will have a significant negative impact on Kemp Mill, and the surrounding area, yet I feel that the Kemp Mill community was not consulted at all about these proposals until recently. (Indeed, the Kemp Mill Civic Association seems to have been taken by surprise when the plan was released on January, and its request for an extension to provide feedback was only partially granted.) At a minimum, I would encourage these plans to be put on hold until you can meet with community members to hear their concerns, as well as what they would like to see.

There are so many problems with the plan that I am not sure where to start. But let me begin by discussing proposed changes in the Kemp Mill neighborhood itself, specifically to the Kemp Mill Shopping Center and Arcola Ave. The Kemp Mill neighborhood has only two outlets: via Kemp Mill Rd to Randolph Rd, and via Arcola Ave. to University Blvd on one end and Georgia Ave. on the other end, Traffic on Arcola already backs up during the morning and evening commutes. The current plan would make this traffic much worse by:

- Adding additional housing at the Kemp Mill Shopping Center and along Arcola.
- Reducing the speed limit on Arcola.
- Eliminating the merge from Arcola to University Blvd. East.
- Eliminating right turn on red from University Blvd. East onto Arcola.

Many Jewish families live in the Kemp Mill neighborhood. While I was glad to see the report mention Jewish residents of Montgomery County, I did not get the sense that the writing of the report actually spoke with any current Jewish residents in the major Jewish communities (including Kemp Mill). The Kemp Mill Shopping Center is a lifeblood of the community, providing kosher shopping and dining options for residents of the neighborhood. Any disruptions to that would be hugely harmful to the existing community.

I don't understand the reasoning for reducing speed limits on University Blvd, Arcole Ave., and Lambertson Dr. Driving in Montgomery County is already bad enough -- not due to traffic volume, but due to poorly timed traffic signals, exceedingly low speed limits, poorly placed bus stops, and a reduction in car lanes on several key routes (including University Blvd. and Georgia Ave.).

Other comments:

- The repeated focus on "walking, biking, and rolling" is completely impractical. (And I say this as someone who walks my dog on the trails in Kemp Mill every day.) I never see bikers or walkers (or rollers!) on University Blvd. Where would they be going? Most people cannot walk/bike/roll to work or even the Metro. A car is a necessity for the majority of professionals

living here.

- Have you taken into account the likely reduction in the Federal workforce (including contractors) as a result of the current Trump administration?

Thank you for your consideration,
Jonathan Katz

From: [Michael Singer](#)
To: [MCP-Chair](#)
Subject: University Boulevard proposed project
Date: Monday, February 10, 2025 9:38:43 AM

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

Hello,

I just want to register the sentiment that the draft plan is breathtakingly lacking in accounting for the wishes of the community most affected.

Be well. —Michael Singer

[REDACTED]
Silver Spring MD 20902
cell: [REDACTED]

From: [O Feuer](#)
To: [MCP-Chair](#)
Subject: Concern with Moco University Blvd Plan
Date: Monday, February 10, 2025 10:41:21 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Oneg Feuer

Resident of Kemp Mill, MD 20902

From: [O Feuer](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: Concern with Moco University Blvd Plan
Date: Monday, February 10, 2025 10:59:03 AM

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

On Mon, Feb 10, 2025, 10:41 AM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

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

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

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

From: [Goldie Levy](#)
To: [MCP-Chair](#)
Subject: MOCO University Blvd Corridor Plan
Date: Monday, February 10, 2025 12:36:46 PM

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

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan. In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable. In particular, I oppose any plan to: - Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers. - Eliminate designated lanes for right-turning vehicles to turn without a signal. - Make University and Colesville two-lane roads at Four Corners, with no designated turnaround. - Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph. While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life. I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Chaya "Goldie" Levy



Silver Spring, MD 20902

From: [Pauline Toby Munz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Monday, February 10, 2025 12:58:59 PM

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

Good afternoon,

I am writing to express my opposition to the University Boulevard Corridor Plan. The plans for development of the Kemp Mill and surrounding area present significant safety, economic, and environmental concerns. The plan ignores the needs of diverse community members in favor of out-of-touch concepts backed by outdated and inapplicable data, and is being presented without due respect and regard for Kemp Mill community members.

The plan's approach to traffic and development presents significant safety risks to current and future residents of Kemp Mill. The plan suggests, among other things, removing the the merge from Arcola Ave. to University Boulevard. This lane allows for smooth traffic flow safely onto University Boulevard. Removing this lane prohibits residents from safely entering onto University Boulevard and presents significant safety concerns for a suburban family neighborhood with young and mature drivers alike. Additionally, the removal of merge lanes and car lanes as well as restrictions on already reduced speeds along University Boulevard will create significant traffic. Additional traffic presents additional safety concerns for pedestrians, particularly around the Kemp Mill Urban Park, which lacks a fence between the park and Arcola Avenue, as well as synagogues serving Jewish residents along Arcola. Furthermore, any restriction on traffic presents a significant safety risk for emergency vehicles which are already limited in their ingress and egress from the Kemp Mill neighborhood.

The plan also completely ignores the lifestyle, economic, and practical needs of a diverse middle class community. Much of the Kemp Mill community commutes to work. Rather than making more frequent buses available along already-existing bus lanes, the plan purports to open mobility by decreasing the already slow speeds along the University Corridor, removing lanes used by families to bring children to schools and adults to work, and opening up the local shopping center to significant development. These plans will restrict mobility of our community, trap many of the federal civil servants in traffic once return-to-work orders are in place, and increase local traffic by significantly increasing the users of the would-be diminished commuting lanes. While the plan touts bike lanes as a paradigm of community accessibility, the plan indeed presents the opposite. The plan would restrict access for our community and create difficulty for working parents in balancing carpool needs with commuting needs. The reality of our community is that many cannot afford the time-sink of walking, biking, or busing their children to school then busing or biking to work. Such impractical and time-consuming methods simply do not work for the working households with multiple children living in this area. This is particularly true for the community members who send children to schools where MCPS bus service is unavailable. As a point of reference, in my nearly ten years as a community resident, I have never once seen a single biker along the University Corridor, even during biking pilot programs. The plan therefore ignores the lifestyle and economic needs of our community.

Moreover, any features of the plan that rely on traffic patters over the past 5 years are based on inapplicable and outdated data. With federal return-to-work orders in place, and the volume of community members in federal service, traffic is expected to increase and the need for smoother and faster commutes along the University Corridor to the Beltway is paramount. Additionally, significant additional traffic is expected once Northwood High-School resumes operations and will also contribute to the need for smoother transition from Kemp Mill to University Boulevard. Restricting access to the University Corridor will exacerbate rather than solve this problem.

Furthermore, the plan presents significant environmental issues. As noted above, traffic analyses based on old data present an inappropriate basis for decision-making and do not reflect the existing environmental conditions of the area. While I appreciate the need for affordable housing, high-density development in the Kemp Mill Shopping Center will put significant additional burden on existing infrastructure and would create community resiliency issues. As the development affects the entrance to Sligo Creek trails at the Kemp Mill Shopping Center, our already precious green space would be diminished. Further, high-density development creates the need for more parking and

would likely result in more cars, exacerbating the traffic concerns noted above and creating potential additional air quality issues for residents.

I urge decision-makers to consider these comments and the needs of existing community members rather than push through a plan that fails to address the needs of existing residents and the speculative needs of would-be residents and users of the Kemp Mill area.

Thank you,
Toby Munz
Kemp Mill Resident

From: [Pauline Toby Munz](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University Boulevard Corridor Plan
Date: Monday, February 10, 2025 3:12:29 PM

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

While this is not written testimony being submitted I am still providing my address at:

[REDACTED]

Silver Spring MD 20902

Thank you.
Sent from my iPhone

On Feb 10, 2025, at 12:59 PM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

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

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

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

From: [Fox Family](#)
To: [MCP-Chair](#)
Subject: letter
Date: Tuesday, February 11, 2025 9:47:11 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Chana

From: [Eli Landy](#)
To: [MCP-Chair](#)
Subject: UBC plan
Date: Tuesday, February 11, 2025 9:47:59 AM

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

Good afternoon,

I don't understand why your committee insists on pushing through this unpopular plan that the community has previously rejected. During the previous go-around, you received feedback from the Kemp Mill community that overwhelmingly opposed the plan to eliminate one lane of traffic in each direction on University Blvd. between Arcola Avenue and Amherst. Yet your committee ignored the voice of the people and decided to ram this illogical plan down our throats. Moreover, the plan to build low-income housing in the Kemp Mill shopping center is another slap at this community, which will not only lower property values but will also create a palpable security risk for worshippers attending the Young Israel Shomrai Emunah synagogue for daily prayer services.

The shopping center also serves as a convenient source of kosher food, and demolishing it would deprive the community of this food.Z

Sent from my iPhone

From: [Aliza Blumenfeld](#)
To: [MCP-Chair](#)
Subject: My Opposition to the University Blvd Corridor Plan
Date: Tuesday, February 11, 2025 9:48:05 AM

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

Hello,

I am writing to express my opposition to the University Boulevard Corridor Plan. The plans for development of the Kemp Mill and surrounding area present significant safety, economic, and environmental concerns. The plan ignores the needs of diverse community members in favor of out-of-touch concepts back by outdated and inapplicable data, and is being presented without due respect and regard for Kemp Mill community members.

The plans approach to traffic and development presents significant safety risks to current and future residents of Kemp Mill. The plan suggests, among other things, removing the the merge from Arcola Ave. to University Boulevard. This lane allows for smooth traffic flow safely onto University Boulevard. Removing this lane prohibits residents from safely entering onto University Boulevard and presents significant safety concerns for a suburban family neighborhood with young and mature drivers alike. Additionally, the removal of merge lanes and car lanes as well as restrictions on already reduced speeds along University Boulevard will create significant traffic. Additional traffic presents additional safety concerns for pedestrians, particularly around the Kemp Mill Urban Park, which lacks a fence between the park and Arcola Avenue, as well as synagogues serving Jewish residents along Arcola. Furthermore, any restriction on traffic presents a significant safety risk for emergency vehicles which are already limited in their ingress and egress from the Kemp Mill neighborhood.

The plan also completely ignores the lifestyle, economic, and practical needs of a diverse middle class community. Much of the Kemp Mill community commutes to work. Rather than making more frequent buses available along already-existing bus lanes, the plan purports to open mobility by decreasing the already slow speeds along the University Corridor, removing lanes used by families to bring children to schools and adults to work, and opening up the local shopping center to significant development. These plans will restrict mobility of our community, trap many of the federal civil servants in traffic once return-to-work orders are in place, and increase local traffic by significantly increasing the users of the would-be diminished commuting lanes. While the plan touts bike lanes as a paradigm of community accessibility, the plan indeed presents the opposite. The plan would restrict access for our community and create difficulty for working parents in balancing carpool needs with commuting needs. The reality of our community is that many cannot afford to walk, bike or bus their children to school then bus or bike to work. Such impractical and time consuming methods simply do not work for working households with multiple children. In fact, I have never once seen a single biker along the University Corridor, even during biking pilot programs. The plan therefore ignores the lifestyle and economic needs of our community.

Moreover, any features of the plan that rely on traffic patterns over the past 5 years are based on inapplicable and outdated data. With federal return-to-work orders in place, and the volume of community members in federal service, traffic is expected to increase and the need for

smoother and faster commutes along the University Corridor to the Beltway is paramount. Additionally, significant additional traffic is expected once Northwood High-School resumes operations and will also contribute to the need for smoother transition from Kemp Mill to University Boulevard. Restricting access to the University Corridor will exacerbate rather than solve this problem.

Furthermore, than plan presents significant environmental issues. As noted above traffic analyses based on old data present an inappropriate basis for decision-making and do not reflect the existing environmental conditions of the area. While I appreciate the need for affordable housing, high-density development in the Kemp Mill Shopping Center will put significant additional burden on existing infrastructure and would create community resiliency issues. The development affects the entrance to Sligo Creek trails at the Kemp Mill Shopping Center, our already precious green space would be diminished. Further, high-density development creates the need for more parking and would likely result in more cars, not only exacerbating the traffic concerns noted above but also would create potential additional air quality issues for residents.

I urge decision-makers to consider these comments and the needs of existing community members rather than push through a plan that fails to address the needs of existing resident and the speculative needs of would-be residents and users of the Kemp Mill area.

Thank you for listening to my concerns. I look forward to hearing what you have to say.

Thank you so much.

Sincerely,

Aliza Blumenfeld

From: [Bracha Orlansky](#)
To: [MCP-Chair](#)
Subject: University Blvd plan
Date: Tuesday, February 11, 2025 9:48:09 AM

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

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Bracha Orlansky

Silver Spring, MD 20902

From: [esther broth](#)
To: [MCP-Chair](#)
Subject: NO to corridor plan
Date: Tuesday, February 11, 2025 9:48:14 AM

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

Dear Council,

I am writing to express my opposition to the University Boulevard Corridor Plan. The plans for development of the Kemp Mill and surrounding area present significant safety, economic, and environmental concerns. The plan ignores the needs of diverse community members in favor of out-of-touch concepts back by outdated and inapplicable data, and is being presented without due respect and regard for Kemp Mill community members.

The plans approach to traffic and development presents significant safety risks to current and future residents of Kemp Mill. The plan suggests, among other things, removing the the merge from Arcola Ave. to University Boulevard. This lane allows for smooth traffic flow safely onto University Boulevard. Removing this lane prohibits residents from safely entering onto University Boulevard and presents significant safety concerns for a suburban family neighborhood with young and mature drivers alike. Additionally, the removal of merge lanes and car lanes as well as restrictions on already reduced speeds along University Boulevard will create significant traffic. Additional traffic presents additional safety concerns for pedestrians, particularly around the Kemp Mill Urban Park, which lacks a fence between the park and Arcola Avenue, as well as synagogues serving Jewish residents along Arcola. Furthermore, any restriction on traffic presents a significant safety risk for emergency vehicles which are already limited in their ingress and egress from the Kemp Mill neighborhood.

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Moreover, any features of the plan that rely on traffic patterns over the past 5 years are based on inapplicable and outdated data. With federal return-to-work orders in place, and the volume of community members in federal service, traffic is expected to increase and the need for

smoother and faster commutes along the University Corridor to the Beltway is paramount. Additionally, significant additional traffic is expected once Northwood High-School resumes operations and will also contribute to the need for smoother transition from Kemp Mill to University Boulevard. Restricting access to the University Corridor will exacerbate rather than solve this problem.

Furthermore, than plan presents significant environmental issues. As noted above traffic analyses based on old data present an inappropriate basis for decision-making and do not reflect the existing environmental conditions of the area. While I appreciate the need for affordable housing, high-density development in the Kemp Mill Shopping Center will put significant additional burden on existing infrastructure and would create community resiliency issues. The development affects the entrance to Sligo Creek trails at the Kemp Mill Shopping Center, our already precious green space would be diminished. Further, high-density development creates the need for more parking and would likely result in more cars, not only exacerbating the traffic concerns noted above but also would create potential additional air quality issues for residents.

I urge decision-makers to consider these comments and the needs of existing community members rather than push through a plan that fails to address the needs of existing resident and the speculative needs of would-be residents and users of the Kemp Mill area.

Cheryl Broth
20902

From: [Jeremy Teichman](#)
To: [MCP-Chair](#)
Subject: University boulevard plan comments
Date: Tuesday, February 11, 2025 9:48:37 AM

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

Dear Commission:

I would like to share some thoughts with you on the University Boulevard Plan.

I am a resident of Kemp Mill and a 4-season bike commuter through the plan area, so I am impacted daily by bicycling safety in the corridor. I ride from Kemp Mill to and from Wheaton Metro in nearly all weather and during daylight and nighttime hours. I believe that bicycling safety, comfort, and appeal would be best served not by improving bicycle transit on major corridors like University Boulevard but by facilitating travel along neighborhood streets, trails, and connectors. Off-street trails, like Sligo, are the most safe, pleasant, and efficient option during daylight hours, but commuting outside of daylight hours is unavoidable for much of the year. For nighttime hours and for places without trail options, I find that most of our neighborhood streets are uncrowded and well-suited for cycling. One of the most beneficial changes suggested in the plan is the establishment of an effective bicycle-friendly connector between Reddie Dr. and University Blvd. This would allow Reddie to serve as that neighborhood street connector, avoiding the need to directly improve bicycle facilities on University itself for those blocks. Path connectors, like that one and the ones on Blue ridge nicely allow foot and bike traffic to efficiently employ these parallel routes without turning them into highly trafficked automobile cut-throughs. I also want to highlight the on-demand crossing signal at Harbor Tzion where the Reddie connector would exit. Protected crossings like these allow unimpeded vehicle traffic on University except for the rare occasions that people need to cross. If, as hoped, bike and pedestrian traffic increase sufficiently, such crossings could be easily and cheaply upgraded from on demand to scheduled operations.

Even as a cyclist, I oppose the reduction in speed limits on local and through streets. The vast majority of our neighborhoods depend on private car transportation. Other than in a dense urban environment, this is unavoidable. Our street networks need to be efficient transportation links around the country and beyond. Slowing speed limits and reducing throughput directly reduce the efficiency of our county, adding to commuting durations and, effectively, making all the destinations in our area further apart from a transit time perspective. This diminishes quality of life, placing a time and frustration tax on residents, reduces the appeal of the area, and discourages commerce. I am lucky to be able to commute as I do, without a car, but I am a rare exception in that regard. I am also very concerned that reducing flow on major roads connecting parts of our area will drive traffic onto side roads. Congestion on Arcola Ave and Kemp Mill Rd is already significant from through-traffic bypassing congested arteries. Driving traffic onto more minor roadways will have the opposite of the intended effect on safety for pedestrians and cyclists. Reducing speed limits on side roads in order to discourage this only preemptively imposes similar inefficiency on their intended users.

I support mass transit. It provides convenience and efficiency, reducing environmental impact, monetary costs, and congestion. I do not believe that our area would see a significant

abandonment of car ownership if public transit were better, but I do believe we could reduce the number of car trips, principally by offering better options on regular commuting routes. This could be experimentally explored by temporarily and dramatically increasing frequency of buses on selected routes. I believe wait times and wait-time uncertainty are large factors in non-adoption of busing. As a side point, even if people move in with the intention of commuting by public transit, today many people switch jobs every few years. We want to encourage community, which is fostered by long term residency and it's associated feeling of commitment and investment in a neighborhood. Jobs in the county and nearby, other than in downtown Washington, are not sufficiently concentrated that one could depend on continued transit-convenient job opportunities.

I agree that the area could use more gradations of housing options, including row houses, multi-family homes, and small apartment houses. These would give more opportunities for young families and people starting out to move in, and it would give better options to empty nesters to downsize without leaving the neighborhood. This would lead to more efficient use of housing stock while maintaining the enduring neighborhood connections that create community. The added housing stock would also allow people at different income levels to join the neighborhoods and communities they want. But added density also comes with added traffic, so road throughput becomes a critical factor again. I support the added density as long as there transportation and other services can keep pace.

Finally, with regard to Kemp Mill Shopping center, any redevelopment temporarily shutting down the resources there would be a devastating blow to the community, from seniors and other residents in the apartment buildings who walk there for commerce to neighborhood kids without cars for whom it is the only walkable commerce destination to the Jewish community that relies on local kosher shopping and dining.

In my opinion, creation of a vital and thriving business and commerce district in downtown Wheaton with additional dense housing stock and efficient public transit access to it along University boulevard would be a sensible first step toward many of the goals expressed in the University boulevard corridor proposal. For the initial levels of increased for it bike traffic, wider sidewalks, even without a buffer, would suffice until such traffic levels justified stronger measures.

Thank you for your interest,
Jeremy Teichman

From: [Leah Grossman](#)
To: [MCP-Chair](#)
Subject: I am concerned
Date: Tuesday, February 11, 2025 9:56:02 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets.

I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable. I strongly oppose elements of the plan that would: Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers. Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck. Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities.

Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency. While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively. Thank you for your time and consideration.

Sincerely,

Leah Grossman

From: [Chana Wiggins](#)
To: [MCP-Chair](#)
Subject: University boulevard
Date: Tuesday, February 11, 2025 9:56:59 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable. I strongly oppose elements of the plan that would: Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers. Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck. Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays. Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays. Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency. While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity. I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively. Thank you for your time and consideration.

Sincerely,
Steven and Hannah Wiggins

From: [Naomi Shaps](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Tuesday, February 11, 2025 10:03:09 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Naomi Shaps

From: [Michal Segelman](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 11, 2025 10:05:02 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Michal Segelman
Kemp Mill Resident

From: [Bethany Mandel](#)
To: [MCP-Chair](#)
Subject: Kemp Mill resident
Date: Tuesday, February 11, 2025 10:23:02 AM

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

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Bethany Mandel
11410 Fair Oak Dr, Silver Spring, MD 20902

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Bethany S. Mandel

Twitter: [REDACTED]
Instagram: [REDACTED]
Facebook: [REDACTED]
Phone: [REDACTED]

From: [Sarah Alya](#)
To: [MCP-Chair](#)
Date: Tuesday, February 11, 2025 10:23:17 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.


While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more

pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Sarah Arzouan

 silver spring, MD 20902

From: [Chelsea Fantl](#)
To: [MCP-Chair](#)
Subject: Concerns regarding University blvd.
Date: Tuesday, February 11, 2025 10:28:59 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

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While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Chelsea Fantl



NextHome Envision



“A Realtor that represents YOUR needs”

From: [Paul Werner](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plans
Date: Tuesday, February 11, 2025 10:52:17 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets, both for my daily commute to work and for carpool driving for my kids. I have deep concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

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While each of these proposals is problematic on its own, their combined effect will be severe

traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Paul Werner

From: [La Zooz](#)
To: [MCP-Chair](#); marc.elrich@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.sayles@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.balcombe@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; councilmember.stewart@montgomerycountymd.gov; councilmember.mink@montgomerycountymd.gov; councilmember.fani-gonzalez@montgomerycountymd.gov; councilmember.luedtke@montgomerycountymd.gov
Subject: Important Feedback Regarding Plans for University Blvd Corridor
Date: Tuesday, February 11, 2025 11:18:27 AM

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

Dear Planning Board Members and Council Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Michelle Penn
Kemp Mill resident since 2013

--

La Zooz Dance

[REDACTED]
[REDACTED]

From: [Mike Gabai](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Master Plan for Kemp Mill
Date: Tuesday, February 11, 2025 3:13:42 PM

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The available information in the Master Plan documents do not address the additional required infrastructure to support the Kemp Mill community. For example:

1) Additional families residing in the new apartments or townhomes will have additional children at the different public and private schools in the neighborhood (e.g., Kemp Mill Elementary, Shannon Middle School, [new] Northwood High School, Yeshiva High School).

Does the Master Plan include additional schools to be built or existing schools to be expanded? If so, where? Will they be bussing the children to other schools nearby?

2) Traffic modifications (e.g., Univ Blvd connector through Towers and Kemp Mill Plaza) will mean additional traffic on Arcola Ave and through the neighborhood streets.

Does the Master Plan include widening Arcola Avenue? If so, how? Will property owners along Arcola Avenue be forced to sell?

3) Modifications to Kemp Mill Plaza stores will require the store owners to close temporarily while the modifications take place.

Shalom's Kosher Market is one of the few kosher markets serving the entire DC metro area, including Northern VA and Richmond VA. How will this demographic be served?

4) The concept of living and working in the same vicinity or commuting by mass transit is nice in theory, but in many cases infeasible. During my decades-long career living here, I worked in Northern VA (Tysons Corner, Reston, and Baileys Crossroads), DC, and Maryland (Columbia, Laurel, Greenbelt, and Landover). Rarely was mass transit available for these commutes. In the few cases where bus or train connectivity existed, it took twice as long door-to-door (close to 2 1/2 hours each way) than driving.

5) A dedicated bus-only lane on University Blvd was a pilot project tried a few years ago. It led to increased congestion and traffic jams during rush-hour, especially when the right turn only lane from Arcola Ave to University Blvd was closed. Forcing the three lanes of traffic into two made the commute slow and painful, especially this changes to the traffic light patterns remain unchanged. The new Master Plan proposes widening University Blvd to accommodate pedestrian traffic better. Will that force the home owners and businesses to sell? The car lanes will be reduced from 12 feet to 11 (middle lane) and 10 (inner lane). Are those widths safe enough to avoid close-call accidents, especially during inclement weather?

Respectfully,

Michael Gabai (a home owner since July 1987)



Silver Spring, MD 20902

From: [Noam Kovacs](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Tuesday, February 11, 2025 5:57:41 PM
Attachments: [UPDATED- University Boulevard Pedestrian Cyclist Safety, Traffic Congestion, and Community Voices.pdf](#)

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

Hi,

I hope this email finds you well.

Following up on my recent meeting with the County, I've attached a 10-page PDF report detailing my outreach, data, and thoughts regarding pedestrian/cyclist safety, traffic congestion, and community voices for the University Boulevard Corridor Plan. This document serves as a comprehensive record of my research and the data presented.

I would appreciate a formal review of my written work, followed by a written response.

Thank you for your time and consideration,
Noam Kovacs

Response to the 2025 University Boulevard Corridor Working Draft Plan:

- I wholeheartedly **advocate for and support** initiatives aimed at **enhancing pedestrian/cyclist safety**, such as improved crosswalks, sidewalks, and dedicated shared-use paths.
 - However, it is crucial to find solutions that balance these safety improvements with the needs of drivers and the surrounding community.
- Adding bus lanes will not reduce the number of **CARS** needing to travel, as evidenced by the **CURRENT** University Boulevard Bus Lane Pilot Program.
 - All it has resulted in is making it more difficult to live here.
- While the concept of shared-use paths along University Boulevard **sounds nice in theory**, it is **essential to acknowledge the concerns of the surrounding community**.
- The 2025 approved [University Boulevard Corridor Working Draft Plan](#) has generated **many concerns among residents**.
 - The Plan calls to **reduce speed limits** on major roads like University Boulevard to a crawl at 30 MPH and 25 MPH, even further to 20 MPH **on other critical roads** like Arcola Avenue and Dennis Avenue.
 - It also calls to quote **'install additional traffic enforcement** and other tools to manage speeding along the corridor.' However, with the **speed limit set so low**, and planned further reductions, drivers will now have to comply with absurdly reduced speeds or be ticketed for traveling at normal and safe speeds. In other words, **driving at a completely safe speed on a road will now be illegal**.
 - This will result in significant **TIME AND FINANCIAL costs** to drivers with **NO added benefit**.
 - The plan also calls for a blanket **ban on 'right turns on red'** at **every signalized intersection**, significantly increasing delays and frustration for drivers.
 - Additionally, a **drastic removal of two entire driving lanes** is proposed for major roads like **University Boulevard and Colesville Road**, effectively **creating gridlock**.
- Furthermore, the Plan calls for the **elimination of all merge areas**, including those from Arcola Avenue onto University Boulevard and even as far as the right-lane yield merges **onto and off of the Capital Beltway**.
 - This will **severely impact the flow of traffic and travel times**.
 - Drivers will **no longer be able to smoothly merge**; instead, they will be forced to wait at 'newly installed traffic signals' to be able to turn.
 - Moreover, the additional presence of 'no turn on red' signs at every signalized intersection will **further exacerbate delays**, forcing **drivers to endure extended waits** for the green light in order to legally turn.
- It is of **utmost importance** to explore alternative solutions that **prioritize pedestrian safety without significantly disrupting and negatively affecting the flow of traffic**.

Response to the Current University Boulevard Bus Lane Pilot Program-

- In 2021, the **SHA implemented the [Shared Streets Pilot project](#)**, bike-only lanes, on University Boulevard.
 - After the project concluded, **the SHA stated that the pilot program was a complete success**. But, due to community feedback, the bike lanes would not become permanent.
 - However, the SHA **never stated** what specifically was the **‘feedback’ surveyed from the community**.
 - In reality, **the project was a disaster**, and **traffic** on Arcola Avenue was **backed up all the way** toward the Kemp Mill Shopping Center.
 - Additionally, there was **nowhere near enough bicycle ridership** to justify removing two driving lanes.
- After the bike lane pilot project on University Boulevard in 2021, we thought it would be over. That was most definitely not the case, **it was just the beginning**.
 - In **November of 2023**, I was shocked when I saw the **red paint trucks** come out of nowhere on University Boulevard.
 - Shortly after, in [February of 2024](#), the covered signs on University Boulevard were unveiled. We finally learned that **now, no matter what time of day, we are prohibited from using the right lane of the road** unless making a right turn.
 - I conducted some research to understand what was going on. Come to find out that the County had been deliberately planning these new bike/bus lanes.
 - My community (Kemp Mill) and **many others were upset as our voices and objections** to the 2021 bike lane pilot project **clearly were not heard**.
- In addition, **[earlier in 2023](#), bike lanes** were added to **Old Georgetown Road** (MD-187), taking away two driving lanes and two merging lanes.
 - I drive on Old Georgetown Road whenever I go to Potomac.
 - It is constantly congested, and getting onto and off of I-270 for a car is a huge inconvenience as **there is no longer a right lane for merging**.
 - **[An SHA spokesperson stated](#)**, *“Travel times along the entire corridor increased by about 60 seconds since implementation of the bike lanes.”*
 - However, the **traffic on Old Georgetown Road has gotten incredibly bad**.
 - Anecdotally, **I have never once seen a cyclist on Old Georgetown Road**. The **car lanes** are always **backed up** with cars, while the **bike lanes remain empty**.
 - Even if there were to be cyclists on the road, the **bike lanes are extremely dangerous**. The SHA placed bike lanes alongside the entrance and exit ramps of the highway, I-270. **How is this considered safe?**
- **On a daily basis, Montgomery County is making it less and less safe and convenient to drive on its roads.**

- **In December of 2023**, the County put up **no turn on red signs in every direction at Four Corners**.
 - This includes 'no turn on red' at dedicated right turn lanes to get on/off the Capital Beltway.
 - So what happens→ Now that you can no longer make a right turn on red, **the backup on University Boulevard goes all the way up to Lorain Avenue**.
 - Once you are finally able to make a right turn onto Colesville from University Boulevard, you are immediately met with a red light on Colesville. This is because Lanark Way has a green light in alignment with University Boulevard.
 - **This easily adds 60-90 seconds to a person's commute just in the area of Four Corners.**
 - The installation of 'no turn on red' signs at intersections with full visibility seems **unnecessary and counterproductive**. Traffic laws already mandate a complete stop and yield to pedestrians before turning right.
 - If pedestrian safety is a concern at a particular intersection, a better approach would be to **enforce existing laws**, ensuring drivers fully comply with the existing 'stop and yield' laws.
 - Implementing blanket 'no turn on red' restrictions at intersections with clear visibility, unnecessarily impedes the flow of traffic and inconveniences motorists without **addressing** the root cause of **pedestrian safety concerns**.
 - **This has become a huge inconvenience to drivers at Four Corners. Now drivers cannot even make a right turn on red onto Colesville during hours with no/little pedestrian activity.**
- The implementation of the current bus/bike lane pilot program has not only made it inconvenient to access the Capital Beltway but has also **exacerbated** the already **severe traffic congestion on University Boulevard**.
 - **We are prohibited from using two whole lanes of our street at all times.**
 - You will see **a bus driving in the dedicated lanes every now and again**.
 - However, for cyclists, I think **I can count on one hand how many times I have seen a cyclist** since the Pilot Program started.

- In terms of the **speed limit** of University Boulevard, it was [originally set to 45 MPH](#) but subsequently **lowered to 40 MPH**. In 2017, the **SHA lowered the speed limit from 40 MPH to 35 & 30 MPH**, the current speed limit. However, during these years, **the road design did not change**.
 - On the one hand, **we have drivers driving 40/45/50 MPH**, which is the speed that one **would naturally drive** and is in line with the **original designated speed** on University Boulevard.
 - On the other hand, **we have drivers driving 30/35 MPH, or even slower** in line with **current posted speed limits** on University Boulevard.
 - Simply **hanging up new speed limit signs on the road does not change the way people drive, nor the speed at which people drive, on those roads**.
 - I believe that this **arbitrary reduction in the posted speed limit leads to more dangerous driving** by the people who want to drive at the comfortable speed that was originally posted. However, they are now slowed down by drivers adhering to the 'new' posted speed.
 - This leads to friction between drivers' behaviors and therefore a greater danger of collisions.
- In an [online article](#) discussing lower speed limits on roads in Montgomery County, Erich Florence, Deputy District Engineer for the Maryland State Highway Administration, stated, *"It's rare for there to be a 10 mph change, whether it be an increase or decrease."*
 - First off, as far as I am aware, there has **never been an increase in the speed limit** on a State or County road in Montgomery County.
 - Meanwhile, **numerous crucial roads**, including University Boulevard, Georgia Avenue, Great Seneca Highway, Bradley Boulevard, River Road, Veirs Mill Road, Connecticut Avenue, New Hampshire Avenue, and many others, have seen **speed limits reduced by either 10 MPH or even 15 MPH**.
 - In addition, **speed limits** on many other main roads, arterials, and side streets are **constantly being lowered by 5 MPH**.
 - The overwhelming majority of **these roads have not undergone any road redesigns to justify such drastic speed reductions**. As a result, drivers are now faced with **unreasonably low speed limits** that **do not align with the actual road conditions**.
 - These **widespread reductions on crucial roads** do not just **increase travel times and congestion**; they **also create conflict between drivers** adhering to the new posted speed limit and those driving at a natural, road-appropriate speed (which was the original limit).

- This is the County that lowered the speed limit for a portion of **Norbeck Road (MD-28), a highway that was once posted at 50 MPH but is now posted at 40 MPH.**
 - But why did they lower the speed limit on our highway?
 - For pedestrian safety? This is a highway solely used for cars.
 - **There are no sidewalks, no bus stops, no schools, no houses, no bike lanes, and no pedestrian activity.**
 - For vehicle safety? If so, would the speed limit not also be lowered for I-495 or I-270, our main highways which have regular collisions and crashes?
 - This is because **it is completely unrealistic** to have a wide-open road posted with such a low speed as 40 MPH.
 - **Hanging up ‘new speed signs’ does not change anything. People will always be tempted to drive at a speed based on the conditions of the road.**
 - What it has done, though, is **create congestion and backup** from people who are driving at these **arbitrarily low posted speeds, which are completely unrealistic for the road.**
 - Consequently, this leads to **increased traffic on side streets** as drivers seek to avoid congestion and delays on main roads.
 - **Driving in Montgomery County has become a bigger pain, hassle, and inconvenience for drivers.**
- **There was a time in this County when “35 MPH” meant the road was designed for a maximum safe speed of 35 miles per hour. However, this is certainly not the case now.**
- **Public trust in MCDOT/SHA’s speed limit signs has been constantly diminishing due to their practice of reducing speed limits by 5, 10, or even 15 mph—on roads without actually implementing corresponding design changes.**
- **In order to genuinely enhance safety for both drivers and pedestrians, we need to focus on enforcing laws against dangerous driving and jaywalking, rather than relying solely on posting new speed limit signs, which fail to address safety effectively and contribute to increased congestion.**

- Back to University Boulevard, in terms of the **bike aspect of the current bus/bike lanes**, it is **completely futile, impractical, and dangerous**.
 - **I have biked over 500 miles in 2023 and nearly 1,000 miles in 2024. I am a huge cyclist**, but I will never bike in the dedicated bus/bike lanes on University Boulevard nor on Georgia Avenue.
 - If I want to get to the Wheaton or Four Corners area, I will use side streets, trails, and the sidewalk on University Boulevard.
 - The SHA and MCDOT are misleading the public by assuring cyclists that it is safe to bike on University Boulevard & Georgia Avenue with only paint separating them from cars, trucks, and buses.
 - This raises serious concerns about safety and accountability, as current road conditions are not designed for cyclists.
 - In fact, when I spoke with a council member at a community event, it was made clear to me that biking on Georgia Avenue is extremely dangerous.
 - So why are there signs telling the public, 'Buses, Bikes, and Right Turns Only,'
 - **If a cyclist was biking in the middle of the road before the pilot program, I would wonder what in the world is going on with this person, because it is so dangerous.**
 - **So now that the County has put red paint on our roads, we are all just supposed to believe that it is safe?**
 - **How is that practical or safe?**
- In terms of the **bus aspect of the current bus/bike lanes**, I am assuming that the goal is to increase and promote ridership.
 - However, during this pilot program, it has been made clear that people are, and will continue to, travel using their own cars despite the presence of dedicated transit lanes.
 - We know this based on the constant congestion and backups, due to the University Boulevard Bus Lane Pilot Program.
 - The majority of commuters are still driving, despite the dedicated bus lanes.
 - **I would like to see evidence/data regarding bus ridership** in the dedicated bus lanes **justifying the removal of two vehicle travel lanes**.
 - From my observations and from speaking with many different people from different communities, **it is clear that bus ridership is minimal and does not justify implementing permanent bus lanes.**
 - It is simple: **the County is sacrificing car lanes for buses**. However, **the significant majority of people who are commuting daily on University Boulevard travel in cars, not buses.**
 - The vast **majority of people** in Kemp Mill and the surrounding neighborhoods **drive and will keep driving**. Hence, **residents want cars to be able to travel in all six lanes** to efficiently reach their destinations.

- Furthermore, [in an online article](#), the Special Assistant to the Director for Montgomery County Department of Transportation, Gary Erenrich said, “***There may be 500 or 600 cars an hour on University Boulevard versus a bus every five minutes.***”
 - However, taking a look at maps.roads.maryland.gov, we can see the current number of vehicles expected to pass a given location on an average day of the year (AADT).
 - For University Boulevard from Arcola Avenue to I-495, [there are 40,304 vehicles](#) traveling in that section on a given day.
 - Dividing that number by 24 (for the hours in a day), it equals around 1,680 vehicles driving on University Boulevard in a given hour.
 - However, there are not the same amount of drivers on the road during peak hours compared to off-peak hours.
 - In reality, there are likely over 3,000 vehicles traveling on University Boulevard during peak hours compared to just 12 buses.
- Now, more than ever, we need all six lanes for vehicle travel.
 - With the pandemic behind us, businesses and the federal government are bringing workers back in person, further increasing the number of daily commuters on University Boulevard.
 - Despite the County’s push for bus transit along University Boulevard, the current pilot program has made it clear that people are not switching to buses; they are still driving.
 - Day after day, the bus lanes do not see nearly enough ridership to justify dedicating two entire lanes, while congestion in the remaining four lanes continues to worsen.
 - Additionally, Northwood High School is currently under construction and closed, but once it reopens, we will see even more cars on the road—students, parents, and staff adding to the already heavy traffic.
 - Given these realities, it is clear that all six lanes must be restored for vehicle travel.

- So, what is happening now that they made it **very undesirable to drive on University Boulevard**? Now, people are taking different/faster routes, because **they still need to get to their destination**.
 - **Drivers have started using side streets**, such as Lorain/Lanark/Tenbrook or Eisner/Edgewood/Southwood to get onto Colesville Road, leading to an influx of cars on routes not designed for heavy traffic.
 - **This is due to the congestion on University Boulevard being unbearable.**
 - This (has already) creates a busier/louder environment in residential places and more danger to its residents.
 - If **bus lanes are added on Colesville Road**, it will only create more and more **congestion**.
 - In reality, **cyclists should be using the side streets**. Whereas, **cars should be using the main streets**.
 - People are typically accepting of cyclists in their community. However, most people do not want their side streets infested with cars constantly driving through.
- **Roads like Colesville Road, University Boulevard, Georgia Avenue, and others must remain reliable main routes, so people do not have to rely on side streets to reach their destinations.**
- In the [University Boulevard Corridor plan](#), one of the proposed safety projects is to implement a **protected pedestrian crossing at the intersection of Lorain Ave** and University Boulevard.
 - If the County's (and State's) true priority is pedestrian safety, why has the County/SHA not added a crosswalk or crosslights at Lorain and University Boulevard, immediately after realizing it was necessary?
 - If we look at other roads in the area, such as Randolph Road, we know that they are capable of adding pedestrian lights and crossings.
 - In the past couple of years, lights have been added on Randolph Road at the intersections of Livingston, Heurich, near Springloch, Bregman, etc.
 - Randolph Road is a County-managed road, whereas University Boulevard is managed by the SHA. **However, the SHA has [added numerous signals and crosswalks](#) on other state roads.**
 - Additional traffic lights have been installed on Georgia, University, Veirs Mill, and various other state roads.
 - **The County is finally agreeing to add a safe crossing on Lorain but is asserting that it can only be done if their whole agenda is implemented.**
 - **People want safer streets**, but they do not support the other drastic and disruptive changes being proposed in the University Boulevard Corridor Plan.
 - The County should not use **long-overdue safety measures** as leverage to push through an agenda that the County residents do not appear to want or support.

University Boulevard: Pedestrian/Cyclist Safety, Traffic Congestion, and Community Voices

- In addition to the current bus/bike lane pilot program from Dennis to Amherst, the County plans to [remove additional driving lanes](#) at Four Corners.
 - The County has proposed **removing at least four lanes** at Four Corners.
 - This would result in **extreme congestion at a critical intersection**, as discussed above.
- In terms of **outreach** related to the current bus/bike lane pilot program and any future changes to University Boulevard.
 - **I believe that this County has not done even close to a sufficient job in terms of communicating with communities.**
 - Most residents had no idea that 'bus/bike lanes' were coming until they saw all the red paint.
- As you know, I am **very vocal about transportation issues** in my community.
 - Whenever I discuss upcoming county projects, people are often **shocked to learn about them.**
 - These projects are planned for **roads that people rely upon daily for commuting**, and their **voices and opinions matter.**
 - **Had I not informed people, they would have remained unaware of these changes until construction begins, by which point it would be too late for them to voice their concerns or make a difference.**
- **It is extremely important to focus on outreach to ensure that projects are not planned or implemented without community awareness or input.**
- **Clear communication and community involvement are key to preventing decisions from being made behind our backs.**
- **People want their voices heard.**
 - Now that the paint is on the road, **we are required to wait [12-18 months for any word about an evaluation](#) of the pilot program.**
 - Not only should the County be reaching out to the residents who live directly on University Boulevard, but they should also include the **over 40,000 people who drive on the street daily.**
 - The **overwhelming majority** of my community (Kemp Mill) and surrounding communities **are opposed** to removing two car lanes.
 - In addition, I attended the University Boulevard Corridor meeting on October 22nd at the Wheaton Headquarters Auditorium.
 - What I had heard from the crowd of people from different communities, was that the majority of **people are against reducing the vehicle travel lanes on University Boulevard from six to four.**
 - Yet, the **County is disregarding community input and not taking residents' concerns into account.**
- **Think about all of the people who are not at this meeting today, but have voices that need to be heard and are not being heard.**

- **What point do we have to get to until we are heard? How much damage needs to be done before our main roads are just going to be at a complete standstill?**
 - In order **to actually improve safety** alongside University Boulevard, we need enforcement of dangerous driving such as swerving, excessive speeding, distracted driving, tailgating, texting while driving, etc.
 - **We need enforcement for pedestrians who are jaywalking and walking illegally on the roadway.**
 - **Nearly every day, there are pedestrians who are standing in the middle of the median or are illegally crossing the road. It has gotten out of control.**
 - Reducing the speed limit to **25 MPH** and **taking away two driving lanes**, will **not be an effective way** of solving the problem. It will just result in massive amounts of traffic and backup in our county.
 - **Please listen to the community and take their concerns into serious consideration.**
- If I could leave you with one thing, it would be a **statement** from the **State Highway Administration**.
 - As follows, "It is important to note more than 93 percent of all crashes in Maryland are attributed to driver error," Buck told Patch. "SHA certainly plays a major role in keeping roads safe through engineering and education, but motorists need to do their part every day by driving defensively and giving full attention to their driving responsibilities."
 - **We need to do our part as pedestrians, cyclists, and drivers to make University Boulevard a safer road.**

Thank you for your attention and consideration,

Noam Kovacs



From: [Jeremy Teichman](#)
To: [MCP-Chair](#)
Subject: University boulevard plan comments amended with address for written testimony
Date: Wednesday, February 12, 2025 1:48:16 AM

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

Dear Commission:

I would like to share some thoughts with you on the University Boulevard Plan. You may consider this written testimony for the hearing on the University Blvd Corridor Plan.

I am a resident of Kemp Mill and a 4-season bike commuter through the plan area, so I am impacted daily by bicycling safety in the corridor. I ride from Kemp Mill to and from Wheaton Metro in nearly all weather and during daylight and nighttime hours. I believe that bicycling safety, comfort, and appeal would be best served not by improving bicycle transit on major corridors like University Boulevard but by facilitating travel along neighborhood streets, trails, and connectors. Off-street trails, like Sligo, are the most safe, pleasant, and efficient option during daylight hours, but commuting outside of daylight hours is unavoidable for much of the year. For nighttime hours and for places without trail options, I find that most of our neighborhood streets are uncrowded and well-suited for cycling. One of the most beneficial changes suggested in the plan is the establishment of an effective bicycle-friendly connector between Reddie Dr. and University Blvd. This would allow Reddie to serve as that neighborhood street connector, avoiding the need to directly improve bicycle facilities on University itself for those blocks. Path connectors, like that one and the ones on Blueridge nicely allow foot and bike traffic to efficiently employ these parallel routes without turning them into highly trafficked automobile cut-throughs. I also want to highlight the on-demand crossing signal at Har Tzion where the Reddie connector would exit. Protected crossings like these allow unimpeded vehicle traffic on University except for the rare occasions when people need to cross. If, as hoped, bike and pedestrian traffic increase sufficiently, such crossings could be easily and cheaply upgraded from on-demand to scheduled operations.

Even as a cyclist, I strongly oppose the reduction in speed limits on local and through streets. The vast majority of our neighborhoods depend on private car transportation. Other than in a dense urban environment, this is unavoidable. Our street networks need to be efficient transportation links around the country and beyond. Slowing speed limits and reducing throughput directly reduce the efficiency of our county, adding to commuting durations and, effectively, making all the destinations in our area farther apart from a transit time perspective. This diminishes quality of life, placing a time and frustration tax on residents, reduces the appeal of the area, and discourages commerce. I am lucky to be able to commute as I do, without a car, but I am a rare exception in that regard. I am also very concerned that reducing flow on major roads connecting parts of our area will drive traffic onto side roads. Congestion on Arcola Ave and Kemp Mill Rd is already significant from through-traffic bypassing congested arteries. Driving traffic onto more minor roadways will have the opposite of the intended effect on safety for pedestrians and cyclists. Reducing speed limits on side roads in order to discourage this only preemptively imposes similar inefficiency on their intended users. Additionally, safety issues on side roads are probably driven much more by speeders than by speed limits.

I support mass transit. It provides convenience and efficiency, reducing environmental impact,

monetary costs, and congestion. I do not believe that our area would see a significant abandonment of car ownership if public transit were better, but I do believe we could reduce the number of car trips, principally by offering better options on regular commuting routes. This could be experimentally explored by temporarily and dramatically increasing frequency of buses on selected routes. I believe wait times and wait-time uncertainty are large factors in non-adoption of busing. As a side point, even if people move in with the intention of commuting by public transit, today many people switch jobs every few years. We want to encourage community, which is fostered by long term residency and its associated feeling of commitment and investment in a neighborhood. Jobs in the county and nearby, other than in downtown Washington, are not sufficiently concentrated that one could depend on continued transit-convenient job opportunities without moving.

I agree that the area could use more gradations of housing options, including townhouses, multi-family homes, and small apartment houses. These would give more opportunities for young families and people starting out to move in, and it would give better options to empty nesters to downsize without leaving the neighborhood. This would lead to more efficient use of housing stock while maintaining the enduring neighborhood connections that create community. The added housing stock would also allow people at different income levels to join the neighborhoods and communities they want. But added density also comes with added traffic, so road throughput becomes a critical factor again. I support the added density as long as transportation and other services can keep pace.

Finally, with regard to Kemp Mill Shopping center, any redevelopment temporarily shutting down the resources there would be a devastating blow to the community, from seniors and other residents in the apartment buildings who walk there for commerce to neighborhood kids without cars for whom it is the only walkable commerce destination to the Jewish community that relies on local kosher shopping and dining.

In my opinion, creation and fostering of a vital and thriving business and commerce district in downtown Wheaton with additional dense housing stock near an existing transit hub and efficient public transit access to it along University Boulevard would be a sensible first step toward many of the goals expressed in the University Boulevard Corridor proposal. For the initial levels of increased foot and bike traffic, wider sidewalks, even without a buffer, would suffice until such traffic levels justify stronger measures.

Thank you for your interest,
Jeremy Teichman



Silver Spring, MD 20902

Stay connected



From: Brian Horowitz [REDACTED]
Sent: Tuesday, February 11, 2025 12:16 PM
To: Brian Horowitz [REDACTED]
Subject: University Blvd Corridor Plan

[EXTERNAL EMAIL]

Hello,

Thank you for the opportunity to provide comments regarding the draft University Boulevard Corridor Plan. I appreciate your commitment to improving the lives of those who live along the corridor. As a member of the community who uses University Blvd daily—either riding my scooter to the Wheaton Metro (weather permitting) or taking the RideOn Bus to and from the Silver Spring Metro Station—I am highly opposed to the proposed plan.

Before diving into my specific concerns, I want to share that the implementation of the bus lanes has led to increased road rage and congestion in an area that will always be car-dependent, despite Montgomery County's push to reduce car usage. My family has experienced increased commute times to the grocery store, our children's doctor's office, and our child's daycare. Additionally, my wife's commute to and from Reston, Virginia, has increased by nearly three minutes each way, resulting in 30 minutes less time each week that she can spend with our young children—all since the implementation of the bus lanes.

While riding my scooter along University Blvd or riding as a bus passenger, I often observe buses slamming on their brakes, speeding, and frequently switching lanes as they navigate around cars turning into neighborhood streets.

Having shared the effects of the initial bike trial and now the bus lane implementation on my family's experience living in this area, I'd like to address my concerns with the overall plan:

1. Making the currently underutilized bus lanes on University Blvd permanent, which would further narrow the lanes available to drivers.
2. Eliminating designated lanes for right-turning vehicles to turn without a signal.
3. Reducing University Blvd and Colesville Road to two-lane roads at Four Corners, with no designated turnaround.
4. Setting speed limits along all of University Blvd between Four Corners and Wheaton to either 25 mph or 30 mph.

These proposed changes are likely to increase commute times and create new challenges for residents who rely on their vehicles for daily transportation. Considering increased enrollment at Northwood High School and the return to the office five days a week, I am concerned that there will be increased congestion within the UBC.

As a resident of Kemp Mill, I am also concerned with the redevelopment of the Kemp Mill Shopping Center. I commend the plan's suggestion of creating an additional access point to the shopping center, leading to less congestion on Arcola Avenue. I also agree with the changes in zoning, with the hope that increased housing can provide seniors with the

opportunity to downsize and more options for those who are unable to afford a single-family home. However, I am concerned that with development will come increased rents, and local businesses will have to pass on those costs to their consumers or risk closing.

While at Northwood High School, I served as a youth member on the Commission of Youth and Services, and Councilmember Nancy Floreen shared with me that the County treats Wheaton as a "stepchild." Despite some progress, I am afraid that this plan is once again fulfilling her words.

In closing, I ask the county to revisit the overall proposal and review the data once Northwood opens and more people begin commuting to work. I encourage wider sidewalks that can be shared by bikers and pedestrians, as well as pedestrian bridges to cross University Blvd. The county needs to treat University Blvd as it has been intended- a suburban road and not an urban corridor.

Thank you for your attention to these concerns. I look forward to your response and hope that my feedback will be taken into account.

Sincerely,

Brian Horowitz

[REDACTED]

Silver Spring, MD 20902



For more helpful Cybersecurity Resources, visit:

<https://www.montgomerycountymd.gov/cybersecurity>

For more helpful Cybersecurity Resources, visit:

<https://www.montgomerycountymd.gov/cybersecurity>

From: [Chayie Chinn](#)
To: [MCP-Chair](#)
Subject: proposed University Boulevard Corridor Plan
Date: Wednesday, February 12, 2025 9:40:49 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Chayie Chinn

From: [Maryanna Walls](#)
To: [MCP-Chair](#)
Subject: University Blvd plan
Date: Wednesday, February 12, 2025 9:40:53 AM

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

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,
Maryanna Walls

 Silver Spring, MD 20902

From: [Tehila Holzer](#)
To: [MCP-Chair](#)
Subject: University Blvd Corridor Plan
Date: Wednesday, February 12, 2025 9:40:56 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Tehila Holzer

From: [esther broth](#)
To: [MCP-Chair](#)
Subject: Vote NO please
Date: Wednesday, February 12, 2025 9:41:07 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

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Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

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Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Cheryl Broth

From: rabbischick@gmail.com
To: [MCP-Chair](#)
Subject: University Blvd Plan
Date: Wednesday, February 12, 2025 9:41:22 AM

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

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,

Rabbi Jonathan Schick

 Silver Spring, MD 20902

From: [Nathan Gilson](#)
To: [MCP-Chair](#)
Subject: Are community concerns about University Boulevard Corridor plan being heard?
Date: Wednesday, February 12, 2025 11:22:18 AM

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

Good morning Planning Board members,

I've lived in MoCo for 10 years. Thank you for all of your hard work for the county.

Regarding the University Boulevard Corridor Plan, I hope you can dispel a feeling that is felt widely among many of my neighbors in Kemp Mill that officials who are promoting the plan are not interested in listening to concerns from the community.

For instance, seeing that the two meetings about the plan (N.O.W. and the planning board public hearing) are scheduled at the same time gives the perception of thoughtlessness at best and shadiness at worst. Hearing County Executive Marc Elrich's concerns about the plan, his disappointment that there is no citizens committee, and his comment that some of the planners are refusing to meet with him make it sound like something is very dysfunctional about this process.

Do you agree with this take? If not, can you articulate what you've been hearing from Kemp Mill residents who are concerned about the plan, its impact on traffic and Jewish communal life, and how you are addressing those concerns?

With much thanks for your service,

--

Nathan Gilson

From: [Arnold Kling](#)
To: [MCP-Chair](#)
Subject: University Corridor Plan
Date: Wednesday, February 12, 2025 12:29:03 PM

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

To the planning board:

I write to oppose the University Corridor Plan. It would make driving more difficult where we need it and impose congestion in our residential areas.

It is too radical an effort at social engineering. And it imposes these radical changes on a community that has a rare child-friendly character. Please do not destroy this community in order to satisfy abstract goals of "15-minute living" or public transit or as a supposed remedy for climate change or past injustices.

If you were to visit the corridor, you would see that many households own and use cars. "15-minute" living is not a viable option for people who have to work elsewhere.

If you visited the corridor, you would see that the parking lot of Blair high school is often filled with cars. I imagine that the high school staff and many students will be very much inconvenienced by making it more difficult to drive on University Boulevard.

The most pedestrian-friendly solution for For Corners, in my opinion, would be an underground pedestrian walkway.

I am an avid bike rider, and I do not see any need to re-engineer the corridor on my behalf. I stick to bike paths and low-traffic streets. The existing bike path along Sligo Creek connects to other bike paths in all directions. On the other hand, bike lanes on major roads are always dangerous, and I avoid them.

I am an avid walker, and I am only deterred from walking to the Wheaton Metro because of crime (I was mugged last year in broad daylight just two blocks from the subway stop).

I have lived in this community since 1983. We have known many of our neighbors since the 1980s.

We raised our three daughters here. They went to Kemp Mill Elementary, what was then called Lee Middle School, and Kennedy high school. For fifteen years, I taught at high school in the area, and many of my former students now live on streets near mine.

I cannot stress enough how special this community is in its old-fashioned connections among neighbors. You will not find a community with more young children and teenagers.

The 150-page planning document does not show any understanding of what this community means to the people who live here. It is based on an abstract vision, and it is out of touch with what makes this area special.

I urge you to have a planning process that genuinely involves people who live here. Stay away from consultants and abstract visions.

Arnold Kling



Silver Spring 20902

--

Arnold Kling

<http://arnoldkling.com>

<https://arnoldkling.substack.com/>

From: [C.Namrow](#)
To: [MCP-Chair](#)
Subject: Concern about 2050 university blvd plan
Date: Wednesday, February 12, 2025 6:27:23 PM

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

Dear Sir,

I am a pediatrician in Kemp Mill and have concerns regarding the redevelopment of the local area . There is a local park on Arcola that many children and dog walkers use and there are local Kemp Mill shops that many locals including the elderly as well as disabled and young people can easily access by walking . It is lovely to see how many people walk from our community to those shops and heartening to see the relationships locals have with the diverse type of people who work in those stores. We all know everyone by name. Redeveloping the shopping center would be extremely detrimental to the local ethnic way of life as those stores that provide specialty foods would inevitably close during redevelopment and would be gone forever . There have also been many complaints amongst the locals here about the safety of the new bus lane on University approaching Arcola as cars must move into and out of the lane and back in again in order to make the turn onto Arcola . I feel that this is not such a safe bus lane for those reasons .

Many thanks for taking the time to read my email .

Dr Caroline Namrow

From: [Steven and Hadas Kozlowski](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Wednesday, February 12, 2025 7:32:58 PM

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

Dear Chairman and Planning Board Members,

As a Montgomery County resident of more than 30 years, I am writing to ask you to reconsider the University Boulevard Corridor Plan.

Traffic on University Blvd is currently very heavy, especially during rush hour, and will no doubt increase significantly with the federal return-to-office mandates. For example, many thousands of FDA employees, who have been teleworking four days per week, are soon likely to need to use the Corridor on a daily basis. If you have done any studies of traffic patterns post-Covid, the return-to-office changes will render them useless.

Buses cannot replace the need for cars in suburbia, and so I also urge you to terminate the dedicated bus lanes on University Blvd, as that enhances gridlock and increases pollution. Similarly, the plan to reduce the number of lanes at Four Corners will make commuting miserable for me and many, many others.

Thank you for your attention,
Hadas Kozlowski


Silver Spring, MD 20902

From: [Malka Groden](#)
To: [MCP-Chair](#)
Cc: Marc.Elrach@montgomerycountymd.gov
Subject: Concerns regarding University Blvd plan
Date: Wednesday, February 12, 2025 7:35:48 PM

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

Dear Planning Board Members,

As a Montgomery County resident and someone who frequently uses University Boulevard and the surround streets as part of my daily commute, I'd like to express my concerns with the proposed University Boulevard Corridor Plan.

In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.


In particular, I oppose any plan to:

- Make the currently-underutilized bus lanes on University Blvd permanent, narrowing the lanes available to drivers.
- Eliminate designated lanes for right-turning vehicles to turn without a signal.
- Make University and Colesville two-lane roads at Four Corners, with no designated turnaround.
- Set speed limits along all of University between Four Corners and Wheaton of either 25mph or 30mph.

While each of these proposals has issues, the combined effect of all of them will be unmanageable traffic congestion and gridlock for drivers, with serious consequences for the environment and quality of life.

I encourage the Planning Board to reconsider the plan to better account for the tens of thousands of taxpaying Montgomery County families who drive on University Boulevard as part of their commute and daily life.

Thank you,
Malka Groden


Silver Spring, MD 20902

From: [Penina Blate](#)
To: councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.balcombe@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; councilmember.stewart@montgomerycountymd.gov; councilmember.fani-gonzalez@montgomerycountymd.gov; councilmember.luedtke@montgomerycountymd.gov; councilmember.sayles@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; marc.elrich@montgomerycountymd.gov; MCP-Chair; bonnie.cullison@house.state.md.us; charlotte.crutchfield@house.state.md.us; governor@maryland.gov; mcdot.director@montgomerycountymd.gov; luisa.montero@montgomerycountymd.gov
Subject: University Blvd
Date: Thursday, February 13, 2025 9:42:10 PM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is

shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Penina Blate

From: [Jake Adler](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan
Date: Friday, February 14, 2025 11:45:28 AM

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

Good morning,

I am writing to share online testimony/comments regarding the University Boulevard Corridor Plan. Before I go further, I want to state that though I am a county employee, my comments are from me as a citizen.

I live at 611 Hillsboro Dr, Silver Spring, MD 20902.

I think for the most part the plan is very good, it offers excellent ideas for the future, especially as it pertains to buildings. I do have concerns about the transportation portion.

I think removing the merge lane from Arcola to University is a bad idea. The Kemp Mill community does not have many ways in and out. Any density increases will also increase car traffic. Though I know the idea is to lower the number of cars on the road, it's not realistic right now.

I think bus lanes on 6 lane highways can work, but they should not be dedicated that way all day, just in certain peak hours. I know some people are adamantly against bus lanes, I am not. I understand that many people take public transportation and especially down in this part of the county we must try and offer proper solutions for them.

I myself work out of the UpCounty Regional Services center in Germantown. Public transportation is not an option for me, I will always need a car. Understanding what the goal of the overall plan is, my hope is that some of the transportation recommendations be toned down. I am happy to be a part of any conversation that helps us make the area a thriving and convenient place for all our neighbors and visitors.

Thank you for your time and consideration.

Yaakov (Jake) Adler
Dova Boyars

[REDACTED] Silver Spring, MD 20902

From: [Eli Landy](#)
To: [MCP-Chair](#)
Subject: UBC plan
Date: Friday, February 14, 2025 3:35:14 PM

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

Hello,

I'm writing to object vehemently to the proposed UBC plan, which will 1) increase congestion on the roads and 2) lower both the quality of life and property values in this community.

Sincerely,

Eli Landy
Sent from my iPhone

From: [Jordie Gilbert-Honick](#)
To: [MCP-Chair](#)
Subject: Please Do Not Implement University Boulevard Corridor Plan
Date: Friday, February 14, 2025 4:57:11 PM

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

Dear Planning Board Members,

I live and work in Montgomery County and have serious concerns about the proposed University Boulevard Corridor Plan. I also want to mention that I have 4 young children under the age of 8 and I work full-time, often working overtime. This issue is so important to me that I have dedicated this evening to writing to you about it despite having very little time to spare.

The University Boulevard Corridor Plan, if implemented, would directly and negatively impact me and my children in several significant ways. Beginning on March 17, I will be returning to work in person at the FDA campus in White Oak along with thousands of my colleagues. My commute includes University Boulevard and Colesville Road and is directly impacted by your plan in several ways:

- The University Boulevard Corridor Plan will reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.
- The University Boulevard Corridor Plan will make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers and cementing the current unsafe driving environment caused by these lanes. Not only do the bus lanes increase traffic congestion, they cause drivers to rapidly switch between lanes or force drivers to merge into the bus lane at locations immediately before a right turn (the dashed red line area). I have personally been cut-off by drivers merging to or from these bus lanes.
- The University Boulevard Corridor Plan will eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion. This will add significant traffic and commuting time.
- The University Boulevard Corridor Plan will lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

These changes are not victimless. Each of these changes will significantly increase the commuting time for me and thousands of other Montgomery County residents, making it that much harder for me to get home in time for my kids when they get off the bus from school.

In addition, thousands of federal employees are about to return to the office in the coming months and the University Boulevard Corridor Plan will create a disaster from traffic congestion during rush hour as these roads are flooded with drivers. It is important to note that any driving pattern data from the past 5 years is irrelevant to the University Boulevard Corridor Plan because so many people who have been teleworking for the past 5 years are about to return to office commuting on these exact roads. I strongly oppose this plan, which will add significant time to my commute and create

unsafe driving conditions. In general, the plan prioritizes the needs of the minority of University Boulevard users who use buses, sidewalks, or bike over the needs of the vast majority who drive. This is impractical and inequitable.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

Please do not implement this plan. I implore you to reconsider this plan and develop a new plan that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you,

Jordana Gilbert-Honick

A solid black rectangular box used to redact the signature of Jordana Gilbert-Honick.

Silver Spring, MD 20902

From: [Todd and Emily Friedman](#)
To: [MCP-Chair](#)
Subject: University Blvd
Date: Wednesday, February 12, 2025 11:34:07 AM

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

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers

but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,
Emily Friedman

From: [Kalman Knizhnik](#)
To: [MCP-Chair](#)
Subject: University boulevard corridor plan
Date: Tuesday, January 28, 2025 7:16:51 PM

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

To whom it may concern,

The proposed university boulevard corridor plan is terrible. Please stop with this nonsense. It will be terrible for cars, unsafe, and nobody uses your useless busses, and nobody bikes.

But of course you don't care, you've made up your mind, and you go to bed at night thinking what a great job you are doing.

From: [Kalman Knizhnik](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: University boulevard corridor plan
Date: Tuesday, January 28, 2025 7:18:32 PM

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

My address is [REDACTED] Silver Spring, MD 20902

On Tue, Jan 28, 2025 at 7:16 PM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

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

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

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

From: [Rebecca Novetsky](#)
To: [MCP-Chair](#)
Subject: Testify towards the Montgomery planning board
Date: Wednesday, January 29, 2025 10:42:42 AM

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

Hello,

I am writing in to testify towards the Montgomery planning board regarding the University Boulevard Corridor plan.

As a resident of the Kemp Mill, I agree there are many cars that travel too fast through the neighborhood. Lowering the speed limit on neighborhood streets will not reduce driving speeds. Adding speed cameras or cameras at stop signs will create better enforcement through the neighborhood. If the current speeds are enforced, the neighborhood will be a safer place for pedestrians and drivers.

Thank you for your time and consideration.

Rebecca Novetsky

From: [Mayer Samuels](#)
To: [MCP-Chair](#)
Subject: University Blvd Plan
Date: Wednesday, January 29, 2025 10:21:22 PM

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

I wish to comment on your plan for University Blvd. I don't believe that the University Blvd corridor should be densified in any way. This is a suburban arterial and it is important for traffic to have full use of the street, 3 lanes in each direction to keep traffic moving. Also, please do not change the housing density along the corridor. Building more apartments will only increase traffic and change the quality of our single family neighborhoods. You should create more apartments near the Metro stations.

Mayer Samuels
Kemp Mill Resident

From: [Micah Segelman](#)
To: [MCP-Chair](#); councilmember.Fani-Gonzalez@montgomerycountymd.gov
Subject: Fwd: University Boulevard Corridor Plan
Date: Saturday, February 15, 2025 11:16:11 PM

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

Hello,

I am writing to express concerns with the proposed Univ Blvd Corridor Plan. My wife recently wrote an extensive letter to the chair of the planning board about this subject (below). I agree with her, and wanted to specifically call out one item:

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Four corners is a very high traffic area and we need to figure out how to reduce congestion, not increase it. Decreasing the number of lanes at this corner is a terrible idea. Anyone who drives in this area should know this.

Please do not make changes that would make traffic worse in our area.

Thank you for your time and attention to this matter,

Micah Segelman

Dear Planning Board Members,

I am writing as a Montgomery County resident and a frequent user of University Boulevard and the surrounding streets. I have serious concerns about the proposed University Boulevard Corridor Plan, which prioritizes the needs of a small minority of users—those who travel by bus, bike, or foot—over the vast majority who rely on personal vehicles. This approach is impractical and inequitable.

I strongly oppose elements of the plan that would:

Make the underutilized bus lanes on University Boulevard permanent, further reducing the space available for drivers.

Eliminate dedicated right-turn lanes, forcing vehicles to wait for a signal and increasing congestion.

Reduce University Boulevard and Colesville Road to two lanes at Four Corners, without a designated turnaround, creating a bottleneck.

Lower speed limits to 25-30 mph throughout University Boulevard between Four Corners and

Wheaton, further slowing traffic and adding to commuter delays.

Beyond these concerns, it is important to recognize that Arcola Avenue and this section of University Boulevard serve as critical emergency routes. The proposed changes will significantly increase congestion and slow emergency response times, particularly for ambulances traveling from Kemp Mill and neighboring communities to Holy Cross Hospital. This is a serious public safety issue. Just as speed bumps were avoided on Arcola for this reason, similar consideration must be given here to ensure emergency vehicles can reach those in need without unnecessary delays.

Additionally, with the reopening of Northwood High School and the enforcement of return-to-office policies, traffic on this already highly traveled route will only increase. Reducing lane capacity and lowering speed limits at a time when more commuters, students, and families will be relying on University Boulevard is shortsighted and will lead to even greater gridlock and possible traffic injuries and fatalities. Rather than restricting the flow of traffic, the county should be seeking solutions that accommodate the growing number of drivers and improve road efficiency.

While each of these proposals is problematic on its own, their combined effect will be severe traffic congestion, increased commute times, and gridlock. This will not only frustrate drivers but also have environmental and economic consequences, as idling cars contribute more pollution and lost productivity.

I urge the Planning Board to reconsider this plan and develop a more balanced approach—one that acknowledges the needs of the tens of thousands of taxpaying Montgomery County families who rely on University Boulevard for their daily commutes and essential travel while also preserving the existing communities and the ability of emergency services to operate effectively.

Thank you for your time and consideration.

Sincerely,

Michal Segelman
Kemp Mill Resident

From: [Rosalyn Malin](#)
To: [MCP-Chair](#)
Subject: University Blvd corridor plan
Date: Sunday, February 16, 2025 3:31:21 PM

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

I want you to know that I am a voter who lives in Kemp Mill and I absolutely oppose the plan.

Please take that into consideration.

From: [Moshe Kaplan](#)
To: [MCP-Chair](#)
Subject: Moshe Kaplan - Opposed to University Boulevard Corridor Plan
Date: Sunday, February 16, 2025 3:31:41 PM

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

Good afternoon,

I have recently learned about the plan on <https://montgomeryplanning.org/planning/corridor-planning/university-boulevard-corridor-plan/> and am opposed to it because I think it will significantly degrade the quality of life and safety for current and future residents.

I am significantly against a few aspects of the plan:

- Dedicated transit lanes on University Blvd and Colesville Rd
- Lowering speed limits
- Banning right-turn on reds
- Removing the right-turn merge area at Arcola and University
- Rezoning areas near Arcola Ave for higher-density living spaces

I am against these for a few reasons:

1. This will greatly increase traffic for anyone who needs to go to work, drop off children at childcare, or have a medical emergency.
2. The traffic data measured was collected during the aftermath of COVID, when many more employers allowed working from home. In the coming months, many Federal and private employers are now necessitating in-office work. This alone is expected to greatly increase the area's traffic
3. The bus lanes serve only a tiny percentage of the population, and removing the traffic lanes will negatively impact many more people.
4. The streets are already congested during work hours. There is not enough employment opportunities within even Kemp Mill to support even current residents, so adding higher density housing will only make traffic disastrously worse.

Please do not make changes that will harm current and future residents of Kemp Mill and surrounding areas.

Thank you,
Moshe Kaplan
Resident of Kemp Mill for 11+ years

From: [Adina Turoff](#)
To: [MCP-Chair](#)
Subject: UBC Plan for Kemp Mill Area
Date: Sunday, February 16, 2025 7:55:00 PM

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

Dear Planning Commission,

Please, PLEASE do not continue with the UBC changes as plan. I oppose it strongly, and many feel the same. It has so much potential to do more harm than good. Slowing speed limits is not the way to go. Do you want Lamberton to be safer, as I do? I hear them at midnight speeding down the Drive. Put in a speed bump or two and THAT might help. Nothing else would make a difference. Minimizing turning lanes? They are there to keep us safe! Do NOT support anything that would reduce our safety in this way, please! The Kemp Mill Shopping Center fills a vital need (or two or three) for our community and should not be rezoned. Perhaps give some grants to the businesses there and encourage others to move in? Yes. Housing? Absolutely not.

Please, please - listen to your constituents. We are the ones living here. Please abolish the plan and include the residents in planning for the future. We have a lot of wise, balanced suggestions to offer that will increase the value of the area for current and future residents and commuters, and will definitely benefit you as well.

Thank you.

Adina Turoff
Kemp Mill Estates Resident
Silver Spring, MD

From: [Adina Turoff](#)
To: [MCP-Chair](#)
Subject: Re: UBC Plan for Kemp Mill Area
Date: Sunday, February 16, 2025 7:56:32 PM

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

Address for sent Written Testimony: Adina Turoff, [REDACTED] Silver Spring MD 20902

From: MCP-Chair <mcp-chair@mncppc-mc.org>
Sent: Sunday, February 16, 2025 7:55 PM
To: Adina Turoff [REDACTED]
Subject: Automatic reply: UBC Plan for Kemp Mill Area

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

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

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

From: [Zachary Prince](#)
To: [MCP-Chair](#)
Subject: Opposition to university Blvd corridor plan
Date: Sunday, February 16, 2025 8:57:31 PM

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

Good evening--

My name is Zach Prince, and my wife, two children, and I live in Silver Spring. I am sending this message to lodge my vehement opposition to the University Blvd Corridor Plan currently under consideration. While I respect the objectives, this plan is terribly misguided, guaranteed to dramatically exacerbate traffic in the area. Every single part of the proposal appears designed to make traffic a nightmare. Bus lines in the county are fool-hardy; slower speed limits seem pointless and intended to generate revenue; prohibiting turns on red is draconian.

The desire to address housing costs is laudable. The proposal for this is also ill-considered. We have seen before that this type of proposal likely means subsidized apartments, often run poorly, changing the character of existing communities.

Please listen to your constituents and either amend or turn back from this plan.

Best,

Zach Prince

From: [Eli Landy](#)
To: [MCP-Chair](#)
Subject: The UBC plan
Date: Monday, February 17, 2025 1:59:44 PM

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

Hello,

youth concocted this plan in contravention to the community's express opinion and vote. This is the height of hubris and arrogance, and ignores the effect it will have on traffic patterns and congestion and doesn't account for the return of Federal employees to their offices.

Moreover, the plan to build low-income housing in the Kemp Mill shopping center will create a security risk for worshippers at the Young Israel Shomrai Emunah synagogue and decrease property values significantly.

There are large swathes of land in northern Montgomery County that are available and better suited for low-income housing and would not have the same deleterious effects that imposing such housing on this community would have.

Sincerely,

Eli Landy

Sent from my iPhone

From: [zvi malin](#)
To: [MCP-Chair](#)
Subject: opposition to UBC plan
Date: Tuesday, February 18, 2025 11:19:45 AM

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

I am a long time resident of Kemp Mill and I vote in elections.

I want to let you know that I strongly oppose the University Blvd Corridor plan
Zvi Malin

From: [Nelson Moskowitz](#)
To: [MCP-Chair](#)
Subject: University Boulevard Corridor Plan (UBCP)
Date: Tuesday, February 18, 2025 11:31:21 AM

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As a resident of Montgomery County and registered voter for fifty-five years and a resident of Kemp Mill for the last 51 years I object to much of the University Boulevard Corridor Plan (UBCP). As a retired attorney who practiced real property law and a former cyclist I am cognizant of the realities of the Planning Department goals, and yet know that they are contrary to the interests of residents and are detrimental to our quality of life.

A bus lane is acceptable, bike lanes that very few use and worsen traffic are not acceptable. Further reduction of speed limits on a six lane major highway are detrimental, as ZERO speed would insure that no accidents occur. Its a balancing equation and for those of us who must drive this is much more than an inconvenience. It is over regulation and poor planning!

Permitting denser development in single family home communities harms our communities and engenders more traffic, less parking space, more need for public schools, more need for policing, and higher taxes and fees to pay for this. We have a beautiful community. Do not undermine it.

If you want more housing lessen the the cost and amount of regulation required by Montgomery County. As one who has practiced before the MNCP&P I well know the high cost and extreme amount of regulation our County has promulgated, and how that is passed on to home buyers. Make the process simpler, quicker, and less expensive.

Thank you in advance for carefully considering my comments.

Nelson Moskowitz
Attorney at Law, Retired
[REDACTED]
Silver Spring, Maryland 20902
[REDACTED]
[REDACTED]

From: [Sharon Samuels](#)
To: [MCP-Chair](#)
Subject: Bus Lanes in Wheaton Area (Georgia and University Avenues)
Date: Wednesday, February 12, 2025 3:27:47 PM

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Hello,

I am a Kemp Mill resident and spend much of my time driving along Univeristy Blvd and Georgia Avenue. I am writing to register a safety concern in regards to the painted red or striped red bus-only lanes. These lanes create unnecessary lane changes and the lanes are barely used by busses. For example, I use to be able to take a right turn at 4 Corners (at 29 and University) and drive in the right hand lane until Arcola Avenue where I could simply make a right turn into my neighborhood. Now, I must merge left and then right sometimes from a near stop into faster traffic in the left lanes. If I somehow am forced into the right lane from either a side street or a main intersection because of the speed of the traffic in the left lanes, I am likely to end up having to try and merge from a stop position as there is a good chance I will pull behind a bus even though bus traffic isn't particularly heavy as the "bus only" signs put pressure on the drivers to get out of the bus only lanes. For "aging drivers" such as myself, constant merging, is not just unpleasant but a hazard and an unnecessary one at that.

Thank you,

Sharon Samuels



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