




OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

April 23, 2025

TO: Artie Harris, Chair
Montgomery County Planning Board

FROM: Marc Elrich, County Executive 

SUBJECT: Transmittal of Comments on the University Boulevard Corridor Plan

I am sending these comments for your consideration during your work sessions on the land use and zoning proposals in the 2025 Public Hearing Draft of the University Boulevard Corridor Plan (UBCP). Previously, we sent comments from the Department of Environmental Protection (DEP) and the Department of Transportation (DOT). Those documents are attached again for your reference.

General Comments

The Public Hearing Draft notes that the University Boulevard Corridor Plan is the first "corridor plan" developed following the approval and adoption of Thrive Montgomery 2050. At the April 3rd work session, Planning Staff gave more details about this corridor plan, and corridor planning in general. According to Staff, the UBCP is a "Type 2 Topology—Modest Growth." This, and two other typologies—Transformational Growth and No-Growth—are contained in a June 6th Staff Report on the Planning Department's website. Every area in the entire county fits within one of the three categories. https://montgomeryplanningboard.org/wp-content/uploads/2024/05/Centers-and-Corridor-Segment-Typologies_6.2024-Staff-Report.pdf

There is nothing in Thrive Montgomery that supports the substitution of this new kind of inflexible, cookie-cutter corridor plan for traditional master plans that reflect the land use concerns of both future and current residents, as well as the reality on the ground. In fact, Councilmembers and the Planning Board assured residents that this was a "visionary document" and implementation would be through local master plans. (Thrive Montgomery 2050, p. 155) Thrive Montgomery is a general plan that aims to "accommodate growth in ways that make

room for new residents and improve the quality of life for the people who already live here” (Thrive Montgomery 2050, p. 5). And that is the work of our master plans with more zoning for more than 85,000 new households and already approved projects for an additional 34,000 new households.

The unprecedented opposition of residents affected by the Public Hearing Draft is a clear indication that the new process for the UBCP is not a reasonable or acceptable way to plan our county’s future. The affected communities understand that the Plan’s singular purpose – rezoning to accommodate up to 4,000 new residential units– would do little to improve their quality of life and in fact is expected to worsen it.

The University Boulevard Corridor Plan is not a comprehensive plan that defines a vision for the established communities in the area. Instead, it focuses on producing more housing by upzoning 536 single-family detached properties to the Commercial Residential Neighborhood and Commercial Residential Town zones (CRN and CRT), upzoning religious and institutional uses to the CRT zone, and increasing density on existing commercial properties.

It is a Plan inexplicably based on "nodes" around a BRT line on University Boulevard that is, at best, twenty years in the future, with no assurance that it will ever be built.

Its arbitrary boundary encompasses 3,400 of an estimated 10,000 residential properties in the area. It crosses the boundaries of three adopted master plan areas, dividing established neighborhoods into two different land use plans. Absent necessary details, it recommends establishing an overlay zone “to define neighborhood building types, prioritize development standards, and explore modifications to achieve transitions in height, mass, and scale.”

None of this has inspired confidence in the area’s residents, who see it for what it is: a Plan that recommends a potential doubling in the number of housing units with very little consideration of other elements necessary to create a “complete community” for both existing and future residents.

Transportation

The Plan assumes that BRT on University Boulevard will be there to accommodate current and new residents and reduce automobile travel, creating a “pedestrian-oriented, multimodal corridor that supports safe movement for all people, especially those walking, biking, and rolling.” Its recommendations for new housing opportunities are built around BRT. Page 20 identifies three areas for producing more housing: (1) at five proposed University Boulevard BRT station locations; (2) on corridor-fronting properties or blocks between planned BRT station locations; and (3) at individual “non-corridor-fronting locations” in exclusively single-family residential areas. And, assuming BRT, it recommends reducing automobile travel lanes in favor of restricted lanes for buses and a bicycle breezeway. It also recommends reducing parking requirements for new residential housing. **This is a vision at odds with reality.**

While there are five county-wide BRT lines in the County in various stages of planning, design, and operation, University Boulevard is **not** one of them. The Plan does not acknowledge or address this – there are no staging elements to ensure that redevelopment of as many as 4,000 new housing units proceeds only if or when adequate transit services are in the six-year CIP. Residents of the area have told you that the combined effect of these recommendations will exacerbate already severe traffic congestion, especially in the Four Corners area.

DOT points out in its March 28th memo that if there is available space on the roadway, it should be reserved for transit, not for a bicycle breezeway. To quote from the memo, “if density is added without realistic solutions that offer a viable alternative to driving, people will have no choice but to drive.”

Rezoning to the Commercial Residential Zones: CRN and CRT

According to the Draft, the planning area is home to around 3,400 housing units with a range of housing types including detached, attached, and multifamily units, and characterized by affordable homes for sale and for rent and income-restricted housing. The Draft notes that the area is well served by existing affordable housing, then suggests that while it might be a good idea to preserve this housing, it might be a better idea to redevelop the area to produce more MPDUs while “aiming to balance the preservation of existing naturally occurring affordable housing with the production of new housing.” The conflicting nature of these two policy aims is not addressed in the Plan. Additionally, it ignores the reality of the incomes and family sizes of some of the current residents who would not be able to afford the rents or meet the family size requirements of the new buildings. There is no commitment to preserving naturally occurring affordable housing.

The Plan states that the rezonings will apply to corridor-fronting residential blocks, institutional properties, and single-use commercial shopping centers. The Plan “explainer” says that it is intended to “promote sustainable development patterns, provide housing options, and support transportation safety enhancements in the Plan area.” <https://montgomeryplanning.org/wp-content/uploads/2025/03/DRAFT-UBC-Explainer-%E2%80%93-3-12-2025.pdf>

It also says that the zoning changes provide property owners “with more flexibility for what they can build on their properties if they choose to redevelop.” This clearly explains the underlying goal of the Plan, which is to produce more housing by increasing land values to encourage redevelopment, including assemblage, not only on religious and institutional properties but on individually owned residential properties where homes already exist. Residents repeatedly pointed out that it would lead to the displacement of renters currently living in the targeted single-family homes, and the replacement of neighborhood-serving businesses located in those homes or in small commercial centers, as well as the possible loss of prized religious or institutional uses.

Public hearing testimony reflects the fact that the Plan, based on Typography 2, does not recognize or appreciate the differences in neighborhoods and the value of community-serving businesses. Specifically, there is concern about the businesses in the Kemp Mill and Woodmoor shopping centers. It was necessary for residents of Kemp Mill to explain that the Plan fails to

account for the unique cultural needs served by the Kemp Mill Shopping Center. Regarding Woodmoor, there is concern that 1) redevelopment will replace valued neighborhood businesses, and 2) confusion that the Center is recommended both for redevelopment and evaluation for listing in the Master Plan for Historic Preservation. Because of its narrowly drawn boundary line, the Draft plan touches only briefly on community amenities, recommending some new sidewalks and the bicycle breezeway. There are no libraries or recreation centers in the Plan area itself, so it simply lists those “near” the Plan area and suggests “retaining existing public facilities and supporting efforts to co-locate new public facilities if needed” (page 123). Overall, the Plan’s narrative and recommendations do not link to programmed infrastructure.

Closing Comments

Although there is no language in Thrive Montgomery 2050 that suggests replacing the master plan process with corridor plans, we are seeing this process pushed forward in the University Boulevard Corridor Plan. We are told it is the first of many that will follow. If that is the case, we can expect more “plans” that are focused almost solely on producing as much housing as possible within the ranges of the three typographies, as quickly as possible, without addressing the other, multiple criteria articulated in Thrive 2050 – those that make a community a complete community.

Additionally, residents have been asked to understand the Attainable Housing Strategies Initiative and “More Housing Now,” as well as this Plan, all within a relatively short time frame and with overlapping review processes that have created confusion and uncertainty. ZTA 25-02, which is part of the “More Housing Now” package, includes and adds to corridors illustrated in Thrive 2050, but it does not recommend rezoning to achieve more and different housing options; the University Boulevard Corridor Plan does. What are we to make of this?

The greatest take-away is unnecessary uncertainty and confusion for everyone. The new corridor plans along with several proposed Zoning Text Amendments seem to have a single purpose of rezoning long-established communities without nuanced, comprehensive recommendations to retain and enhance unique community fixtures to create flourishing complete communities.

If we want to encourage more housing opportunities, especially wealth-building home ownership for those with lower or mid-range incomes, we shouldn’t be doing so by drawing arbitrary boundaries that divide neighborhoods. Instead, we should be reviewing adopted master plan areas to identify their potential to accomplish the housing goals within a comprehensive framework.

Enclosures: Letter from Amy Stevens, DEP, to Artie Harris dated March 17, 2025
Letter from Haley Peckett, MCDOT, to Artie Harris dated March 28, 2025
Letter from Corey Pitts MCDOT, to Artie Harris, dated March 14, 2025



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Marc Elrich
County Executive

Jon Monger
Director

March 17, 2025

Artie Harris, Chair
Montgomery County Planning Board
2425 Reddie Dr.
Wheaton, MD 20902

SUBJECT: University Boulevard Corridor Plan, Public Hearing Draft – DEP Comments

Dear Chair Harris,

Thank you for the opportunity to provide comments on the University Boulevard Corridor Plan, Public Hearing Draft 2025. As requested, the Department of Environmental Protection (DEP) has reviewed the Public Hearing Draft and is submitting the following comments.

DEP greatly appreciates the opportunity to collaborate with Planning prior to the release of the public hearing draft. We also acknowledge and thank Planning for incorporating our comments and suggestions, particularly in Chapter 7: Environmental Sustainability.

Protecting existing trees plays a crucial role in achieving tree canopy goals and may be even more critical for promoting the biological diversity of the County than planting new trees. Within the planning area, there are certain locations of particular significance for supporting the biological diversity called for in the public hearing draft. Notably, there are several small pockets of remnant mature forest (75 or more years old) scattered in the upland areas. These forests provide substantial ecological benefits that are largely irreplaceable. The preservation of these areas should be prioritized.

Additionally, consolidating parking and curb cuts along University Boulevard could create more space for tree planting and green space along the corridor. This would help mitigate some of the increased impacts resulting from denser development in these areas.

DEP looks forward to continuing to partner with Planning staff on future master plans.

Sincerely

Amy Stevens
Chief, Watershed Restoration Division
Department of Environmental Protection

cc: Claire Iseli, Meredith Wellington, CEX
Dale Tibbitts, Ken Hartman, Debbie Spielberg CEX
Jon Monger, Jeff Seltzer, DEP



DEPARTMENT OF TRANSPORTATION


Marc Elrich
County Executive

Christopher R. Conklin
Director

MEMORANDUM

March 28, 2025

TO: Artie Harris, Chair
Montgomery County Planning Board

FROM: Haley Peckett, Deputy Director, Transportation Policy and Planning
Department of Transportation 
Haley Peckett (Mar 28, 2025 12:28 EDT)

SUBJECT: University Boulevard Corridor Plan
Public Hearing Draft – Department of Transportation Comments Follow-up

Thank you for the opportunity to review the January 2025 Public Hearing Draft of the University Boulevard Corridor Plan. We provided an initial comment memo on March 14, 2025. Through subsequent conversations with Planning staff, we recognize these comments may have generated some confusion. Therefore, we would like to clarify and provide the following additional thoughts:

- 1) **TRANSIT LANES IN FOUR CORNERS:** The preliminary Planning Department recommendations that generated our comments propose reallocating existing road space for a Breezeway to accommodate bicycle travel. Our suggestion in response to this recommendation is that ***if*** a reallocation of space is viable, it would be preferable to provide this space for transit since accommodating both a Breezeway and transit lanes within existing right-of-way is probably not possible.

Transit already carries thousands of travelers through this corridor and providing additional capacity for this mode would benefit these users and encourage growth in transit use. Further, use of road space for transit would be helpful for future implementation of Bus Rapid Transit (BRT), which appears to be a cornerstone of the plan recommendations. It is known that new trip making in this plan area will not be entirely locally served by walking and biking, and transit provides the best option for these trips that would otherwise be hard to accommodate on the proposed network as automobile trips.

Our comments are meant to convey that MCDOT wants to see transit prioritized through this constrained corridor. We strongly support the master-planned BRT approved in 2013 but recognize that the BRT is, to date, unfunded with no assurance of future funding or a

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

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301-251-4850 TTY

timeline for planning, design, or construction. We also hope to keep open the possibility of studying multiple configurations through Four Corners, without predisposing any conclusions or eliminating options at this early stage. While it would be desirable along corridors with heavy transit usage and a master-planned BRT corridor to have dedicated bus lanes to the greatest extent feasible, it would be premature to recommend that bus lanes be installed without sufficient study and community dialogue. The University Boulevard and Colesville Road intersection is one of the most challenging intersections in the County, with high volumes of vehicles trying to access I-495. The future study should ensure that the corridor works for all users, while prioritizing multimodal safety and transit operations.

Our 3/14/25 memo also included several cross-sections, which were not meant to predispose a decision or necessitate inclusion in a study. Rather, these cross-sections were only intended to illustrate how the corridor might balance competing needs within constrained rights-of-way.

- 2) **BICYCLE AND PEDESTRIAN FACILITIES:** When considering tradeoffs across modes, pedestrians need safe sidewalk access along all roadways. Buses and through-vehicles should not divert through residential streets. However, given the limitations of the University Boulevard Corridor, bicycles and the proposed breezeway may be better suited along a different corridor, particularly near Four Corners. This would mirror the approach the Bicycle Master Plan took for the bicycle facilities proposed for US 29 within the Four Corners Area. There was a recognition that the available space along US 29 was not sufficient and incorporating the desired bike facility would have serious impacts, so the proposed facility parallels US 29.
- 3) **ZONING – TRANSPORTATION NEXUS:** MCDOT believes that there should be a strong connection between transportation and any future consideration of density. We are not commenting on whether the plan's recommendation for density align with the community's vision for their neighborhoods, but if density is added without realistic solutions that offer a viable alternative to driving, people will have no choice but to drive, further degrading traffic operations and environmental conditions, given the current transportation options in the corridor.

cc: Debbie Spielberg, CEX
Claire Iseli, CEX
Meredith Wellington, CEX
Ken Hartman, CEX
Dale Tibbitts, CEX
Corey Pitts, MCDOT
Andrew Bossi, MCDOT



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

MEMORANDUM

March 14, 2025

TO: Artie Harris, Chair
Montgomery County Planning Board

FROM: Corey Pitts, Manager for Transportation Policy and Planning
Department of Transportation

SUBJECT: University Boulevard Corridor Plan
Public Hearing Draft – Department of Transportation Comments

Thank you for the opportunity to review the January 2025 Public Hearing Draft of the University Boulevard Corridor Plan. In addition to the attached detailed technical comments, we would like to highlight several significant issues. In the items below, footnotes identify the associated comment number in the attached detailed technical comments.

- 1) **TRANSIT LANES IN FOUR CORNERS:**^{18,19,30} We strongly recommend that dedicated bus lanes be provided through Four Corners. Bus lanes are among our top priorities through Four Corners as this corridor already carries very high passenger volumes and provides important regional connectivity. Recent ridership data from WMATA shows ridership almost 40% above pre-pandemic levels. The County worked with the State to install dedicated bus lanes along the portion of University Boulevard between Amherst Avenue and Dennis Avenue. Extending these bus lanes through Four Corners will enhance the current investment in prioritizing transit along the corridor. These lanes will support other goals of the plan, including:
 - The higher densities proposed by the Plan's zoning are justified on the basis of high-quality bus services. Bus treatments are key for maintaining on-time performance and making transit a viable and desirable transportation option.
 - Without significant improvements to transit, driving will remain the mode of choice along the corridor, which will undermine the Plan's goals of improving multimodal safety, livability, walkability, and bikeability.
 - Transit lanes would boost the County's ability to meet the Plan Vision (p11) seeking to "leverage new transit infrastructure to reduce carbon emissions and advance the county's Climate Action Plan (CAP) goals", and also to support the Thrive Montgomery 2050 goal to "make transit the fastest, most convenient, and most reliable way to travel" to activity centers.

Office of the Director

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www.montgomerycountymd.gov/mcdot

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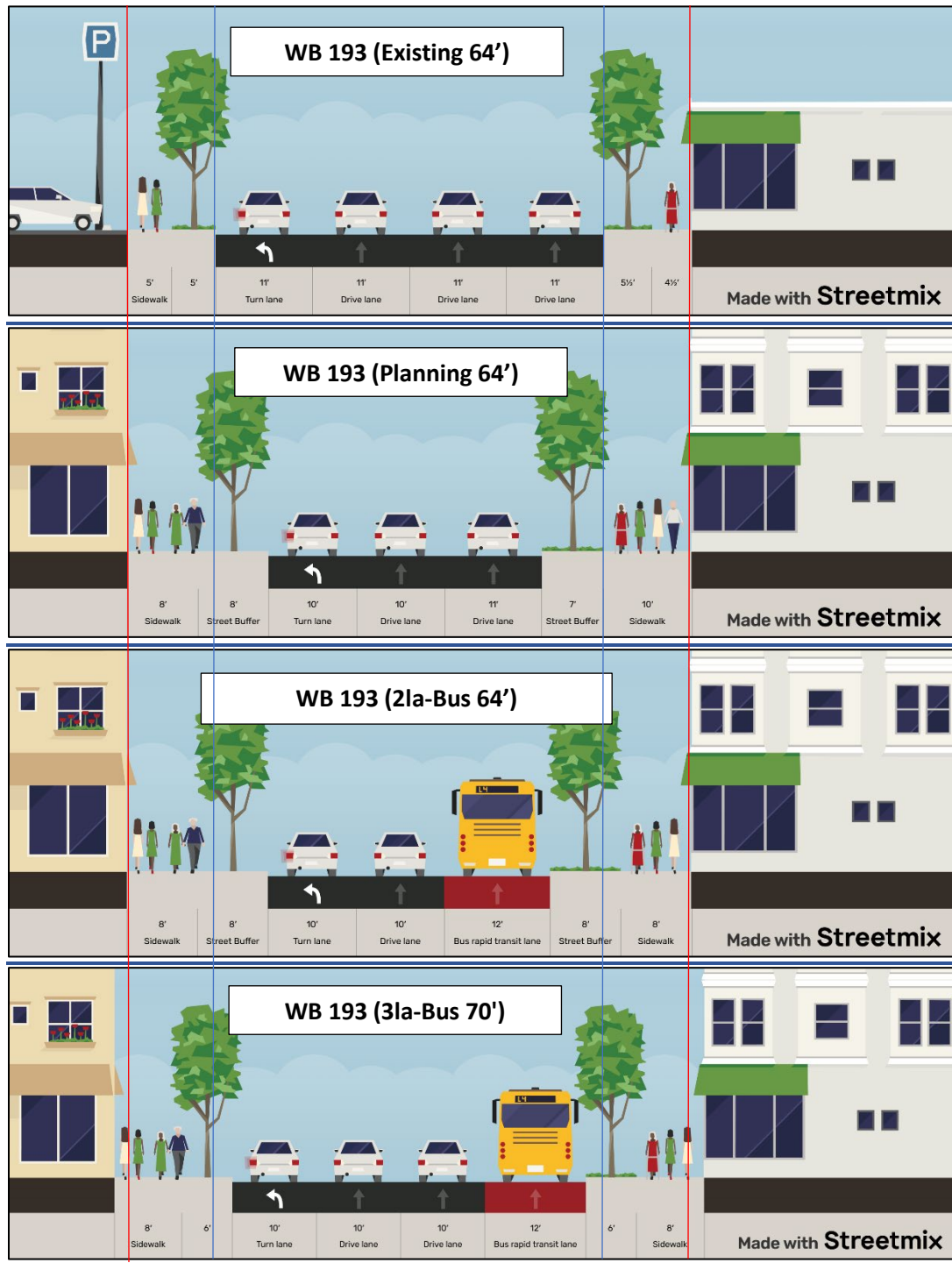
- Appendix H (Financial Feasibility Assessment) states that “Potential for Bus Rapid Transit (BRT) in the area may enhance attractiveness for higher-density projects if the service is robust and accessible,” and the Partners for Economic Solutions study states that BRT’s ability to promote development depends partly on “measurable speed advantages over driving alone (e.g., dedicated bus lanes).”

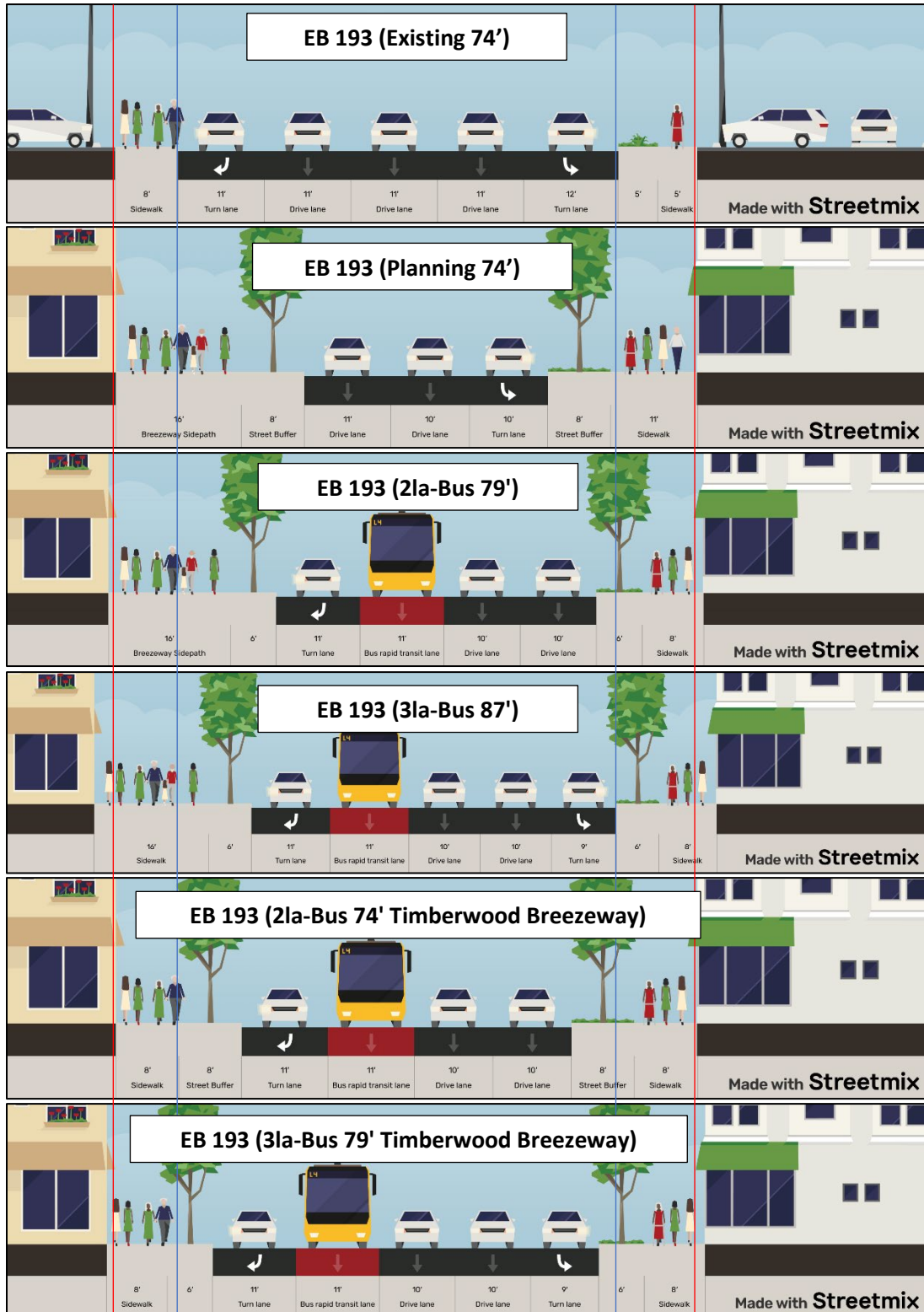
The cross-sections on the next two pages offer some potential options. In the westbound direction, our preference is for an additional bus lane necessitating +3’ on each side of the rights-of-way. In the eastbound direction, our preference is for an additional bus lane and a dedicated right-turn lane (as to remove right-turns from the bus lane), necessitating +6.5’ on each side of the rights-of-way.

Additional width beyond the existing rights-of-way can come from easements rather than dedication. While we appreciate the interest to keep the visual nature of the corridor narrowed as much as possible, we do not believe that the additional widths compromise this interest in our efforts to achieve other plan goals.

If necessary for additional space: consider potential bikeway options parallel to University Blvd which might accommodate Breezeway-level design parameters. One such option might use Timberwood Avenue, transitioning at the west through North Four Corners Local Park, and at the east via Pierce Dr / Lexington Dr. (shown in **blue** in the graphic below)









- 2) **ZONING – TRANSPORTATION NEXUS:**¹⁰ Consider some connection between expanded density and implementation of BRT, such as funding programmed within the 6-year CIP for construction of the master planned cross-section. This would help support the intended nexus of the Growth Corridor between density and non-auto mobility.
- 3) **PED-BIKE CONNECTIONS:**³³⁻³⁶ Consider adding the following additional connections as ped/bike hard surface trails, with accompanying Shared Road & Trail bikeways following these paths parallel on each side of University Boulevard: *(shown in blue in the graphic below)*
 - Linking Gilmore Drive's discontinuities, including through the Mary's Center property as well as the properties just east of Dennis Avenue.
 - Linking Gilmore Drive and Whitehall Street.
 - Linking Whitehall Street and Breewood Road.
 - Linking Edgewood Avenue and Whittington Terrace, passing through the Luther Rice Memorial Baptist Church site.
 - Linking Whittington Terrace and Arcola Avenue, passing through the Northwood High School site.




Enclosure: Detailed Comments


cc: Claire Iseli, CEX
Debbie Spielberg, CEX
Meredith Wellington, CEX
Ken Hartman, CEX
Dale Tibbitts, CEX
Haley Peckett, MCDOT
Andrew Bossi, MCDOT

0		Team	Commenter	Printed Page	Summary	Comment
1			MLP	General	Syntax	Standardize the road description to "MD 193 (University Blvd)". Using differing versions from state version is confusing and unhelpful.
2		VZ	WH	Cover	Privacy	Blur the license plate numbers visible on the cover page.
3		VZ	WH	9	BRT & Driveway Impacts	1st Bullet - This may overstate the ability for a BRT project to consolidate, remove, or relocate a driveway. This would likely only occur through redevelopment or potentially scare people away from supporting a BRT project if they believe it will affect their home or business access to the road. Recommend removing, "or implementation of BRT" from the bullet.
4	*	Policy	ADB	23-74	Zoning - Transpo Nexus	Consider some connection between expanded density and implementation of BRT, such as funding programmed within the 6-year CIP for construction of the master planned cross-section. This would help support the intended nexus of the Growth Corridor between density and non-auto mobility.
5	*	Policy	SCP	23-74	Rezoning Ridership Gains	Is there any sense for how the proposed rezoning will increase population/activity, resulting in ridership gains for transit? This may be helpful information to include in the narrative.
6		Policy	ADB	25-28	Formatting	Consider adding a blank page between either between p22-23, or between p24-25, so that the two Land Use figures appear side-by-side, and the two zoning figures appear side-by-side.
7		Policy	ADB	25-26	Formatting	Align Figures 7 and 8 so that scrolling between them keeps them at the same scale.
8	*	Policy	SCP	87	Existing Impervious Surfaces	3rd Section, 2nd Bullet, "Minimize impervious surfaces in site designs for developing and redeveloping sites" Why limit the minimization of impervious surfaces for only new developments? If we are serious about sustainability we will likely also need to address the existing pervious areas through retrofits or programs to modify them to be more sustainable. (ADB) Consider rephrasing this line as something like "Minimize impervious surfaces in site designs for developing and redeveloping sites, as well as new capital projects and retrofits of existing conditions."
9		VZ	WH	88	Lighting	The goal of "promote an environment that minimizes light pollution," may be in conflict with the County's goal of providing pedestrian-level enhanced lighting along boulevards. Add language that encourages minimizing light pollution without sacrificing improved lighting for safety.
10	**	Policy, Devel Rvw	ADB, RT	90-115	Transpo Analysis	Include some narrative toward the impacts of the road diet, or at least reference where in the Appendices additional information may be founded. It may be helpful to layreaders for the plan's narrative to summarize the findings of the analysis. We defer to MDOT SHA for comment on the transportation analysis, but caution that any substantial increases in delay -particularly without meaningful gains in transit mobility- may cause increased traffic along County roads such as Arcola Ave, Dennis Ave, Lanark Way, Sutherland Rd, Forest Glen Rd, and Edgewood Ave.
11	*	VZ, Policy	WH, ADB	95-97, 106	Cross-Sections Footnote	Add a footnote to each page of cross-sections noting that these are simplifications of complex on-the-ground conditions, which include many varied obstacles that can result in some variation from what's shown.

0		Team	Commenter	Printed Page	Summary	Comment
12		Policy	ADB	96	Brunett Ave	<p>Figure 67 - The 4' sidewalks are sub-standard and not compliant with our application of ADA.</p> <p>The 5' Planting Strips are also substandard, though that's just a matter of policy rather than law, so it's not as much a deal-breaker.</p> <p>Consider reallocating space from the outside buffer areas along the ROW lines over to the sidewalk, and perhaps also the planting strips.</p> <p>I recognize this cross-section's peculiarities are likely reflecting on-the-ground conditions, but the master plan should lay out the ideal long-term vision and we can adjust as-needed at implementation.</p>
13		VZ	WH	98	Top 10 vs Top 5	2nd Paragraph, 4th Line - Should read top 10 instead of top 5
14		VZ	WH	98	Crash Data Years	Recommend excluding partial 2024 crash data as it is incomplete or stating what the cutoff date was.
15		VZ	WH	99	Illegible Symbols	Figure 71 - The symbols using text are difficult to read and may not be readable in a printed version. Consider using more colors or non-text symbols in the map.
16		DO	HP	100	Existing Bus Lane Treatments	<p>3rd & 4th Bullets - While BRT is not envisioned in the short-term, improvements like closing medians and driveways will benefit bus operations in the near future along the existing bus lanes. Suggest that BRT is replaced with "BRT and near-term bus priority improvements."</p> <p>(What I want to convey is that even if BRT is not funded or prioritized, the suggested improvements are still needed for bus priority.)</p>
17		VZ	WH	100	Phrasing	<p>Change "avoid" to "reconsider" under " Avoid the use of multiple dedicated left- and right-turn lanes such as, dual right-turn lanes."</p> <p>While removing a turn lane can lower crossing distances, it increases cycle times to clear the same turn volume for a single lane. With longer signal times, ped/bike compliance lowers and can be higher risk than crossing an additional turn lane.</p>

0		Team	Commenter	Printed Page	Summary	Comment
18	**	DO, Transit, BRT, Policy	HP, AW, JC, JH, JT, SCP, ADB	106, 114-115	Transit Lanes	<p>We strongly recommend that dedicated bus lanes be provided through Four Corners.</p> <p>Bus lanes are among our top priorities through Four Corners, as this corridor already carries very high passenger volumes & provides important regional connectivity, and the higher densities proposed by the plan are justified on the basis of high quality bus services.</p> <p>This is the most congested part of Four Corners, so priority bus treatment is key for maintaining on-time performance and making transit a viable and desirable transportation option for the UBC. Without significant improvements to transit access, driving will remain the mode of choice in the UBC, which will undermine the Plan's goals of improving multimodal safety, livability, walkability, and bikeability.</p> <p>Transit lanes would boost the County's ability to meet the Plan Vision (p11) seeking to "leverage new transit infrastructure to reduce carbon emissions and advance the county's Climate Action Plan (CAP) goals", and also to support the Thrive 2050 goal to "make transit the fastest, most convenient, and most reliable way to travel" to activity centers.</p> <p>Appendix H (Financial Feasibility Assessment) states that "Potential for Bus Rapid Transit (BRT) in the area may enhance attractiveness for higher-density projects if the service is robust and accessible," and the Partners for Economic Solutions study states that BRT's ability to promote development depends partly on "measurable speed advantages over driving alone (e.g., dedicated bus lanes)." The absence of dedicated bus lanes in Four Corners would diminish these positive effects considerably.</p>
19	**	DO, Transit, BRT, Policy	HP, AW, JC, JH, JT, SCP, ADB	106, 114-115	Transit Lanes	<p>[previous comment, continued]</p> <p>If necessary for additional space: consider potential bikeway options parallel to University Blvd which might accommodate Breezeway-level design parameters. One such option might use Timberwood Avenue, transitioning at the west through North Four Corners Local Park, and at the east via Pierce Dr / Lexington Dr.</p> <p>Extending Sidewalks beyond the ROW may also help fit transit, bikeways, and walkways, though this could shift building frontages back and affect the visual nature of the roadway.</p>
20		Policy	ADB	107-108	Graphics	<p>If the plan intends for the long-term vision to become reality: consider expanding this section from 2 pages to more like 4-6 pages.</p> <p>Consider adding graphics to support the long-term vision's description. These will help ensure that the plan's intent is more clearly understood into the future.</p>

0		Team	Commenter	Printed Page	Summary	Comment
21		BRT, Policy	JT, ADB	109-110	Table Formatting	(JT) Table 1 was split into two pages. The table on the second page does not have street names and segments like the first page, which makes it hard to discern the information, such as existing lanes and proposed lanes etc. (ADB) Either... - Add a blank page between before Table 1 so that these align across a two-page spread. - Shrink the columns so that the width fits fully within a page, then break up the table vertically across several pages (as has been done with all previous plans)
22		BRT	JT	109-110	Existing Traffic Lanes	Table 1 - Colesville Road within the Four Corners Town Center boundary (Timberwood Ave to Lanark Way) has 8 existing lanes instead of 6 lanes
23		BRT	JT	109-110	Existing Traffic Lanes	Table 1 - Colesville Road within the Town Center southern boundary to planning area boundary (460' south of Lanark Way) has 8 lanes instead of 6 lanes. NB has 4 thru lanes and SB 3 thru+1 auxiliary lane to I-495 ramp
24		BRT	JT	109-110	Existing & Proposed Traffic Lanes	Table 1 - University Boulevard within the Town Center boundary: none of the continuous turn lanes were accounted for. As is stated, it's somewhat misleading to suggest that there will be only 2 travel lanes in each direction with the repurposing of one travel lane (3 to 2 lanes in each direction). The turn lanes are continuous and part of the available public ROW.
25		BRT	JT	109-110	Existing & Proposed Traffic Lanes	Table 1 - University Boulevard WB Lexington Dr to Colesville Rd has 4 through lanes.
26		Policy	ADB	110	Minimum ROW Footnote	Add a footnote applicable to the Proposed Right of Way column with the following footnoted text: "Minimum rights-of-way do not include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Additional rights-of-way may also be needed to accommodate master planned bicycle and transit facilities, including Protected Intersections, the envelopes of transit stations, and pedestrian crossing refuges."
27		Transit	AW	111	Current Routes	Ride On Route 19 runs along University Blvd from Dennis Ave to the Beltway. Figure 76 shows it, but the plan text only mentions Routes 7, 8, and 9.
28		Transit	AW	111, Appendix F p2	Better Bus Route Numbers	If the plan will be adopted after June 29, then all Metrobus route numbers should be updated to reflect the new numbering scheme under Better Bus: https://www.wmata.com/initiatives/plans/Better-Bus/upload/Resource_2025-Route-Profiles_Maryland.pdf
29		Transit	AW	112	Ride On Reimagined	Ride On Reimagined was formally adopted in December 2024, so the description should be updated.

0		Team	Commenter	Printed Page	Summary	Comment
30	**	DO, Transit, BRT, Policy	HP, AW, JC, JH, JT, SCP, ADB	115	Transit Lanes	<p>5th Bullet - The language should be modified to allow for flexibility in providing future bus lanes through Four Corners. Consider the following phrasing (<u>edits underlined</u>):</p> <p>>>> Study options for improving transit performance through Four Corners from Lorain Avenue to Lexington Drive as part of a long-term comprehensive redesign of the intersection of University Boulevard and Colesville Road. Improving multimodal safety <u>and access</u>—not increasing <u>general vehicle</u> capacity or vehicular travel speeds through Four Corners—should remain the top priority of the study; as such, pedestrian and bicycle safety improvements, including a human scale and reduced pedestrian crossing distances, a Breezeway that connects to bicycle and pedestrian facilities along University Boulevard, and ample street buffers should remain part of the long-term vision. <<<</p>
31		Policy	ADB	116	Graphics	Consider a more diverse palette for the Bikeway Tiers than greyscale lines on a greyscale map.
32		Policy	ADB	118	Map Labels	Figure 118 - Consider adding small textual labels by each Recommended Crossing to clearly identify what cross-street each marker aligns with.
33	**	Policy	ADB	119, 121	Ped/Bike Connection	Show a Planned Hard Surface (p119) and Trail (p121) lines linking Gilmore Dr's discontinuities, including through the Mary's Center property as well as the properties just east of Dennis Ave. Designate this corridor parallel along University's south side as a Shared Road bikeway.
34	**	Policy	ADB	119, 121	Ped/Bike Connection	Show a Planned Hard Surface (p119) and Trail (p121) lines linking Gilmore Dr and Whitehall St, as well as Whitehall St and Breewood Rd. Designate this corridor parallel along University's south side as a Shared Road bikeway.
35	**	Policy	ADB	119, 121	Ped/Bike Connection	Show a Planned Hard Surface (p119) and Trail (p121) lines linking Edgewood Ave and Whittington Ter, passing through the Luther Rice Memorial Baptist Church site. Designate this corridor parallel along University's north side as a Shared Road bikeway.
36	**	Policy	ADB	119, 121	Ped/Bike Connection	Show a Planned Hard Surface (p119) and Trail (p121) lines linking Whittington Ter and Arcola Ave, passing through the Northwood HS site. Designate this corridor parallel along University's north side as a Shared Road bikeway.
37	**	Policy	ADB	121	US 29 Breezeway Discontinuity	The US 29 Breezeway snakes around a lot through Four Corners. Consider whether this plan can help provide a more direct north-south path through the area.
38		Policy	ADB	122	Bikeshare / Micromobility Map	Consider adding a map with locations (a) through (k) marked on it, as well as the areas identified under the Micromobility Recommendations.
39		VZ	WH	141	Safe Streets & Roads for All Reference	The 3rd paragraph last sentence references "MDOT's Safe Streets and Roads for All initiative," but I believe the intended reference is for USDOT's Safe Streets and Roads for All (SS4A). If the intention is to reference an MDOT initiative, could replace SS4A with SHA's Pedestrian Safety Action Plan (PSAP).
40		VZ	WH	145	MDOT SHA Lead	Table 2 - The majority of these items should have MDOT SHA as the lead. MCDOT cannot do anything to University Blvd without SHA's approval including new street connections, repurposing travel lanes, removing right-turn lanes, signaling, etc.
41		Policy	ADB	Appx	Table of Contents	Consider adding a Table of Contents as the first page in the Appendix file.