

July 8, 2025 Public Hearing for MPOHT Technical Update

Ann Smith at [REDACTED] Wayridge Drive Montgomery Village, Md. 20886

Dear Montgomery County Council:

Thank You. Please remove M-83 from the MPOHT technical update. In the 1960's, planners drew a line they now call M-83 along a steep hill parallel to Great Seneca Creek, cutting through wetlands, source water, meadows and an interior forest. At that time, many roads in Montgomery County did the same: Sligo Creek Parkway, Beach Drive, and Davis Mill Road were all constructed. However today (2025) road plans such as these have been shown to have detrimental effects to the streams, rivers and Chesapeake Bay. The Additional Highway parallel to route 115 from Route 28 in Rockville all the way to Route 27 in Clarksburg was not chosen in order to preserve source water from Rock Creek. The same should be true for not choosing the M-83.

Complete streets deliver more equitable opportunities. We now know exactly what each street enhancement should have. Existing roads do not have what is now in that master plan. Evidence of new construction of Stewartstown road indicates that the planners and developers are not following a complete street design. When existing roads are complete streets, total mobility will increase for all people.

Capacity to move people will increase, and there will be no need for M-83. I ask for the removal of the proposed M83 highway from the master plan, for social equity and environmental reasons. I think the current roads, when they comply with the complete streets master plan will be enough to move people efficiently. Please Remove the M-83 from the MPOHT.