

DATE SUBMITTED: 9/5/2025

DATE REQUIRED:

TRANSMITTAL FORM - MCDOT Director/Deputy Director Signature

SUBJECT: Leighton Avenue Access Restriction (Recommendations)

COMMENTS: See below under Division Routing

ORIGINATING DIVISION: Traffic Engineering and Operations


ORIGINATOR: Mark Terry

PHONE: 240-777-2198


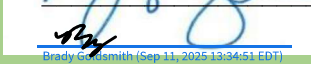
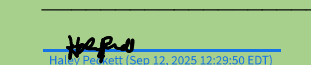
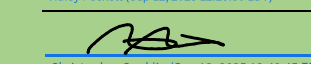
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Policy Track - _____	<input type="checkbox"/>
Personnel - _____	<input type="checkbox"/>
Budget - _____	<input type="checkbox"/>
Other - Decatur Avenue Public Hearing Officer's Recommendations & Record	<input checked="" type="checkbox"/>

DIVISION ROUTING

Initials/Date	Name	Comments
 <u>Jose Thommana</u>	<u>Jose Thommana</u>	<u>Jose's signature on page 14, it should then be forwarded to Brady Goldsmith for review</u>
_____	<u>Brady Goldsmith</u>	<u>Review and forward to Chris for signature</u>
_____	<u>Chris Conklin</u>	<u>Signature required on Page 14 of the Hearing Officer's Recommendation</u>

CONCURRENCE

Date	Signature	
<u>9/5/2025</u>		Division Chief
<u>Sep 11, 2025</u>	 <small>Brady Goldsmith (Sep 11, 2025 13:34:51 EDT)</small>	Director's Office - Chief, Management Services
<u>Sep 12, 2025</u>	 <small>Haley Perrett (Sep 12, 2025 12:29:50 EDT)</small>	Deputy Director / Deputy Director – Policy
<u>Sep 12, 2025</u>	 <small>Christopher Conklin (Sep 12, 2025 13:40:45 EDT)</small>	Director

[] RETURN TO DIVISION [] Approved [] Rejected

Reason: _____

Revised: March 2021

Marc Elrich
County Executive



Christopher R. Conklin
Director



MEMORANDUM

September 5, 2025

TO: Christopher Conklin, Director
Department of Transportation

FROM: Jose Thommana, Chief *Jose Thommana*
Division of Parking Management

SUBJECT: Public Hearing Recommendations – Revised Recommendations
Leighton Avenue Access Restriction

Enclosed for your review and approval, please find the Public Hearing Officer's Recommendations for the Leighton Avenue Access Restriction in Silver Spring. A virtual public meeting for this project was held on April 28, 2025.

This review package includes the Public Hearing Officer's Recommendations for the Leighton Avenue Access Restriction and the Public Hearing Transcript for your consideration.

If you have any questions, contact Mark Terry, Section Chief at 240-777-2198 or mark.terry@montgomerycountymd.gov.

Enclosure: Public Hearing Officer's Recommendations

Division of Parking Management

100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878 • 240-777-8740 • 240-777-8730 FAX
Parking@montgomerycountymd.gov

IN THE MATTER OF:

ACCESS RESTRICTION ALONG LEIGHTON AVENUE WEST OF FRANKLIN AVENUE

BEFORE: Jose Thommana, Public Hearing Officer, Department of Transportation

PUBLIC HEARING OFFICER’S RECOMMENDATION

I. BACKGROUND

A. INITIATION

The Indian Spring Citizens Association, representative of residents along Leighton Avenue west of Franklin Avenue, requested that Access to Leighton Avenue from Franklin Avenue be restricted. Pursuant to Executive Regulation 17-94AM (the Regulation), “Through Traffic Volume Access Restrictions in Residential Areas”, Montgomery County Department of Transportation (MCDOT) reviewed the request and made the determination that Leighton Avenue met the requirements set forth in the Regulation. Hence, a comprehensive access-restriction study was conducted as outlined in the Regulation. The study recommended consideration for a “No Right Turn 7:00 – 9:00 AM and 4:00 – 6:00 PM” restriction, from westbound Franklin Avenue onto Leighton Avenue, Monday through Friday.

B. ELIGIBILITY CRITERIA

1. Roadway Classification

Leighton Avenue near Franklin Avenue is classified as a neighborhood street and is a candidate for access restriction.

2. Measured Traffic Volumes

Leighton Avenue is a 24-foot wide roadway with on-street parking permitted on both sides and one unobstructed travel lane serving both directions. To qualify for consideration of access restriction, the measured bi-directional traffic volumes must exceed 100 vehicles per hour. A traffic volume count was conducted during morning (AM) and afternoon (PM) peak hours on February 30, 2024, eastbound on Leighton Avenue. This section of Leighton Avenue met the 100 vehicles per hour volume requirement for access restriction consideration.

3. Estimated Non-Local Traffic or Cut-Through Traffic

A license plate survey was conducted on Leighton Avenue between 8:00 AM and 10:00 AM on February 20, 2024. A total of 118 license plates were observed, and 46 vehicles (39%) originated from within the 3/4-mile boundary (local), and 72 vehicles (61%) originated from outside the 3/4-mile boundary (non-local). The regulation requires that non-local traffic on the studied roadway exceed 50% of the peak hour traffic volume. Leighton Avenue met this threshold.

4. Impact on Roadway Network

Traffic level-of-service analysis was conducted using existing traffic volume and diverted traffic volume data, assuming the access restriction under consideration was in place. Minor level-of-service (LOS) decreases from LOS A to LOS B for the intersection of Leighton Avenue at Colesville Road and from LOS B to LOS

C for the intersection of Franklin Avenue at Colesville Road were observed on the surrounding roadway network.

5. Access Restriction Under Consideration

The access restriction under consideration is “No Right Turn 7:00 – 9:00 AM and 4:00 – 6:00 PM” restriction, from westbound Franklin Avenue onto Leighton Avenue, Monday through Friday.

II. COMMUNITY DISCUSSION PAPER AND ASSESSMENT

A. COMMUNITY DISCUSSION PAPER

Per Section IV.B of the Regulation, a Community Discussion Paper (CDP) was prepared and:

1. The CDP was submitted to the Indian Spring Citizens Association on December 6, 2024.
2. The CDP was shared with nearby associations and was posted on the county website on December 5, 2024.
3. Reviewed and approved by the Indian Spring Citizens Association

B. COMMUNITY ASSESSMENT

The main objective of the community assessment period is to ensure public disclosure and access to information.

1. The CDP was shared with The Indian Spring Citizens Association and the surrounding associations.

2. On December 13, 2024, a sign was posted on Franklin Avenue at Leighton Avenue that displayed information about the access restriction under consideration and included a link to the County website, where comments could be provided. Due to the Holidays, the community assessment period ended on February 4, 2025
3. Public Comments to the CDP are attached and are included as Schedule A.
 - a. A total of eight comments were received during the community assessment period.
 - b. Four comments, or 50% of the comments received, favor the restriction.
 - c. No opposing comments to the restriction were provided.
 - d. Four comments, or 50% of the comments received, communicated no objections to the restriction.
4. Most comments were received in writing from residents along Worth Avenue and Leighton Avenue

III. PUBLIC HEARING

Pursuant to Section E of the Regulation, a virtual public hearing was held on Monday, April 28, 2025, at 7:30 p.m. Notice of the public hearing was sent to all local civic associations in the area via email. A sign was installed along Leighton Avenue on April 4, 2025, that advertised the forthcoming public hearing. Notice of the public hearing was also published in The Washington Times (hard-copy and online) newspaper on April 17th, and 24th, 2025. A Montgomery County Government press release was also circulated.

A. PUBLIC HEARING PRESENTATION

Staff provided a presentation at the hearing that included the following access restriction considerations:

1. County justification for requested access restrictions.
2. Summary of data used for the analysis.
3. Prospective access restriction under consideration.
4. Summary of findings from the community assessment phase.
5. Responses to participants inquiries.

B. PUBLIC TESTIMONY

A total of nine (9) residents testified at the public hearing. Following the hearing, the public record was held open for 30 days, until 6:00 p.m. on Friday, May 27, 2025, to allow for written testimony and final comments to be submitted. Three residents provided written comments associated with the prospective access restriction, bringing the total number of residents providing input on the access restriction to twelve persons.

IV. SUMMARY OF TESTIMONY, WRITTEN COMMENTS AND QUESTIONS

A. TESTIMONY AND WRITTEN COMMENTS

The access restriction under consideration along Leighton Avenue was supported by the majority of those who either testified at the hearing or provided written comments related to the prospective access restriction. Eleven (92%) community representatives either testified or provided written comments in support of the access restriction under consideration. One (8%) resident testified in opposition to the access

restriction, citing concerns with diverted traffic if the access restriction along Leighton Avenue is approved. Additionally, this resident shared traffic safety concerns, indicating that Worth Avenue may not be able to support the additional traffic volumes anticipated because of the prospective access restriction.

For example, Mr. Daniel Kochis, who lives at 415 Hamilton Avenue, shared the following:

Daniel Kochis (Opposing).

MR. KOCHIS: Yes. Thank you for hearing me out. I'm Daniel Kochis, I'm on Hamilton Avenue on 415. And I appreciate you keeping an open mind on this. I'm actually opposed to the restrictions. The reason being, I think that it would make traffic on Franklin quite a bit worse, which would be very difficult in the mornings. I know that there was already -- I went on -- at Franklin and Colesville from an A to a C, and I -- that was just for the evening. I suspect that if you looked in the morning when the traffic is worse, that there would also be a bit of an increase in traffic along Franklin, Leighton. So I think that perhaps I would encourage you to -- to put the -- the needs of the many. I think it's -- it would be nice to have, but I just think we live in too busy of an area to be restricting further.

We actually requested restrictions on Worth about a year ago, and it was denied. So, we shouldn't have any illusions, I think, about getting those or speed bumps or anything in the future. And the reason was -- is because they said that Sligo Creek would back up too much, and I think that there's probably some merit in that. So, I think it would probably make traffic quite a bit worse on both Franklin and Worth. And that I think for -- for a gain, which is probably not in the -- the greater interest of the community. So, I think for those reasons, I would oppose the restrictions, and I would request that -- that it be reviewed very carefully. Thank you.

Residents in support of the access restriction under consideration provided comments that included concerns about the volume and speed of vehicles traveling along Leighton Avenue.

Tina Sharma (Supporting)

Let's see. Tina, can you unmute?

MS. SHARMA: Sure. I'm a resident of 406 Leighton Avenue. I've been at the residence -- I've owned this home here for about 18 years, and so I have seen firsthand the change in the, you know -- the increase in volume. I have three children. Two of them are 10 and under, and so it's been very difficult navigating in the morning, taking them to school, and bringing them home from school, and I'm constantly afraid that if they get out of the car on the wrong side, that they're going to be hurt or injured.

The traffic comes very quickly, like really fast, despite the speed bumps. And -- so this will be, I think, a -- a really well -- I mean, just a really great improvement for our street. Thank you.

Kelly VanTassel (Supporting)

MS. VANTASSEL: Hi, thanks for having this meeting. I'm at 9310 Worth Avenue, and I've lived here for about 14 or 15 years. So we're just right around the corner. So I was the one who submitted the information about Worth Avenue and having speed bumps, and I heard you earlier say that that's not related; however, I'm in support of reducing the traffic on Leighton because just like Tina shared, it's -- there's cars that speed down, cars that don't stop at the stop sign, and cars that fly over the speed bumps. And so, we feel the same way, just our concern is that we've -- we've been wanting speed bumps on our block of Worth, and we're just concerned if we start limiting other streets, which we support, we don't want to then funnel more traffic down our road. So we support -- we support this measure, but we'd like to -- just to make sure that we're considering how that affects other streets directly connected with Leighton.

Lars Wilcut (Supporting)

MR. WILCUT: Hi, everybody. Yeah, Lars Wilcut. My wife and I live at 401 Leighton Avenue at the corner of Leighton and Worth. When we first moved in, we noticed that Leighton had an unusually high amount of traffic for a residential neighborhood, particularly at rush hour, and it's only gotten worse in the 11 years since we've moved in. There have been several mornings where we've been woken up by cars honking at each other, either at the intersection of Leighton and Worth or as they back up on Leighton waiting for cars to come down from the other direction, navigating around the cars, parked on the street. And we've never felt safe -- much like Tina said, we've never felt safe parking out on Leighton. We tell our visitors not to park their cars there, to park on Worth, just given the risks to themselves and -- and their cars. The constant stream of traffic makes it difficult to get out of the neighborhood safely, whether we're driving, biking, or walking. We certainly appreciate the stop signs and the speed humps that have either been installed or improved on Leighton through our neighbor Mary's diligent efforts, but too many people still just blow through the stop signs and fly over the speed humps as they hurry through the neighborhood. And, you know, I'm sure this was once a nice, quiet residential neighborhood, but it's certainly become a cut-through and thoroughfare for people who don't seem to live here and certainly don't treat it like they care about the people who do live here. So we strongly support the addition of the regulatory access restriction to restrict white -- right -- right turns from Franklin onto Leighton. Thank you.

Mary Jansen (Supporting)

MS. JANSEN: My name is Mary Jansen. I'm at 311 Leighton Avenue, Silver Spring, Maryland. I've been living in this community for 25 years. I have never seen so many reckless drivers coming down our street, like it's a freeway. My husband and I have lost a total of four mirrors off of the car. The neighbor on the corner close to Franklin has had her car smashed in two times. Unfortunately, the people trying to get to the lights don't pay for the repairs on our vehicles. It's sad that people who are not in our neighborhood want to come through our neighborhood and put our pedestrians, our children who are trying to go to school, our seniors who are trying to take a walk in danger. We must approve this initiative because I'd like to live longer on Leighton Avenue. Thank you so much.

Anita Morrison: (Supporting)

MS. MORRISON: Yes. My name is Anita Morrison. I live at 9318 Worth Avenue at the corner of Worth and Leighton, and we've been here over 40 years, and the traffic has definitely worsened. I, in part, blame Google and the other map programs, telling people how to -- how to cut through. But I am strongly in favor of the access restriction, and I appreciate all the work that you've already done. The stop signs helped quite a bit. Thank you.

MR. JAKABHAZY: (Supporting)

Yeah. So I live -- I'm a resident of 9200 Flower Avenue in Silver Spring, which is about a little over half a mile from the Leighton Avenue connector. And I would agree with having a restriction put in for no right turn at the hours proposed because I think it would improve the safety and -- the safety of the residents on that street and would help put traffic where I think it's supposed to be, which is on Franklin Avenue. I don't think we need any more, you know, traffic injuries or deaths or any

more incidents caused by this. And that is my stance on this matter. Thank you for letting me share.

MS. Suzanne PATTEE: (Supporting)

My name is Suzanne Pattee, and it looks like I'm appearing as the second Mary Jansen. I didn't realize cloning was an option. My apologies for not having my name properly assigned here. Again, it's Suzanne Pattee, and I live at 409 Leighton Avenue, which is the first house and driveway in from Colesville Road. My husband and I are in support of additional restrictions on the right turn from Colesville to Leighton. We have had our car, when parked on the street, hit with a hit and run, and I think we've lost a mirror.

And also, we get a lot of trash, including things like baby diapers. I mean, really, it's pretty sad. And if there were other options, I know that's what's not necessarily addressed here today, but we would definitely like to see more restrictions. We have lived here for 15 years and have definitely seen an increase in the number of cars and the speed. And I've also had a, you know, negative interaction when someone just called me out because I might have looked at them funny, like, you're too -- you're speeding, what the heck.

So it's just not pleasant for a neighborhood, and it has gotten worse, and it is just not really acceptable. Yes, it would affect other streets, and that could perhaps be addressed in a bigger picture of the impact. But I would not want to hold up additional restrictions today from this hearing just on Leighton, but then we could consider something as a next step for the broader area, because we have so much traffic. Thank you very much.

Two residents who were unable to attend the public hearing submitted written comments in favor of the proposed access restriction, below.

Erica Fleisig (Supporting)

Erica Fleisig <efleisig@hotmail.com>

Sent: Monday, April 28, 2025 9:41 PM

To: TrafficOps <TrafficOps@montgomerycountymd.gov>

Subject: Leighton Ave access restriction

[EXTERNAL EMAIL]

Hi,

We live on Leighton Avenue at the corner with Worth Avenue and I strongly support the access restriction to restrict turns onto Leighton Avenue during morning and evening rush hour. Traffic has increased in the 11 years that we have lived here, and it is a public safety issue. We cannot park in front of our house on Leighton Avenue, and we cannot safely cross the street when drivers are aggressively speeding through to get to and from work. The existing traffic calming devices have not worked - the issue is the volume. People do not care about residents when they are cutting through a neighborhood that isn't their own. We appreciate your consideration of this safety issue that impacts our quality of life.

Sincerely,
Erica Fleisig

Sam Angell (Supporting)

Sam Angell <sangell2007@gmail.com>

Sent: Monday, April 28, 2025 10:27 PM

To: Ayeva, Kadidjatou <Kadidjatou.Ayeva@montgomerycountymd.gov>

Subject: Re: Leighton Avenue hearing

[EXTERNAL EMAIL]

Well I actually did submit testimony and was interested to hear any response from the county. To summarize, I support this plan if it is the first part of a larger plan to restrict commuter traffic within the larger neighborhood. However, I do not think that this alone will accomplish the goal for the majority of cut-through roads in the area (Indian Spring, Saybrook, Bradford, Brewster, and will only serve to worsen traffic at the arteries that those of us who live in the neighborhood typically use to leave the area. Are you able to comment on this or direct me to materials that address this concern?

Thanks,
Sam Angell

B. RESPONSES TO QUESTIONS RAISED DURING THE PUBLIC HEARING

Question 1: Is the BRT program connected to this Leighton Avenue access restriction project. How will BRT impact the Leighton Avenue access restriction?

***Response:** No. The two projects are not connected and MCDOT anticipates that the proposed Leighton Avenue Access Restriction will not impact BRT.*

Question 2: Will you consider installing speed bumps on Worth Avenue?

***Response 2:** This public hearing is solely focused on the access restriction under consideration along Leighton Avenue, so MCDOT will not discuss the consideration of speed humps on Worth Avenue., The President of the citizens' or homeowners' association for Worth Avenue may request that MCDOT determine the eligibility for speed humps along Worth Avenue by contacting the Division of Traffic Engineering and Operations (DTEO) at TrafficOps@montgomerycountymd.gov. Following receipt of the request, an evaluation will be conducted to determine if Worth Avenue is eligible for speed hump consideration.*

Question 3: Can MCDOT examine the traffic light at MD 29 (Colesville Road) and Franklin Avenue intersection? Drivers often speed up to avoid the backup before the light turns red.

***Response:** MCDOT reviewed the operation of the traffic signal at MD 29 (Colesville Road) and confirmed the signal is functioning properly.*

Question 4: Can a traffic study be performed to assess the traffic volume of turning onto Worth Avenue to reach MD 29 (Colesville Road)?

Response: *Traffic studies may be requested by contacting DTEO using the email address listed above. Once requested, the study will be conducted, and the results will be shared with the residents. For other traffic engineering and safety concerns not related to the prospective access restriction along Leighton Avenue, please contact DTEO at the email address listed above.*

V. CONCLUSIONS AND RECOMMENDATIONS


The purpose of conducting a public hearing is to present the proposed access restriction plan and to receive public testimony. The information collected is used to prepare a recommendation, which is presented to the Director of the Department of Transportation, Christopher Conklin, for a final decision on the project. The Director reviews the Hearing Officer's recommendation as well as the full Record, and determines a final decision based on the public needs and appropriateness of the project.

The access restriction under consideration was supported by the residents of Leighton Avenue and the surrounding neighborhood streets. Advancing the requested access restriction may reduce cut-through traffic on Leighton Avenue; however, it may slightly relocate cut-through traffic to surrounding streets.

Upon thorough review of all the testimony and evidence presented in the public record, I conclude that there *is* sufficient support to find that the access restriction is in the best interest of the public. I, therefore, recommend that the Director of the Department of Transportation ***approve*** the access restriction under consideration.


Respectfully submitted,

Date: 9/5/2025


Jose Thommana
Public Hearing Officer

The Public Hearing Officer's Report and Recommendation for Access Restriction along Leighton Avenue west of Franklin Avenue has been reviewed and the project is hereby NOT authorized for construction as proposed.

Date: Sep 12, 2025


Christopher Conklin (Sep 12, 2025 13:40:45 EDT)
Christopher Conklin, Director
Department of Transportation



WELCOME

Montgomery County
Department of Transportation

Leighton Avenue Access Restriction Under Consideration Public Hearing April 28, 2025

We will begin shortly. The Public Hearing will be recorded.



Leighton Ave at Franklin Ave



**Montgomery County
Department of Transportation**

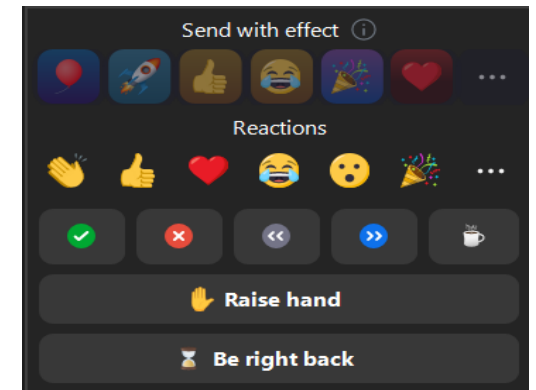
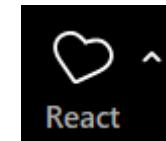
**Leighton Avenue Access Restriction
Under Consideration Public Hearing
April 2025**

We will begin shortly. The Public Hearing will be recorded.

Leighton Avenue Access Restriction Under Consideration

• Zoom Meeting Controls

- All microphones have been muted and cameras turned off.
- **To reduce the bandwidth of tonight's meeting, please do not turn on your video camera.**
- Following tonight's presentation, you will have the opportunity to provide testimony. There will also be a Question-and-Answer session after the testimony portion if time allows. Please wait until the presentation ends to raise your hand to testify or ask a question. Alternatively, you may type your question into the chat box any time during tonight's hearing.
- To raise your hand following the presentation, please click on the "React" icon at the bottom of your screen, and then click "Raise Hand."
- If you called into tonight's meeting via telephone, press *9 to raise your hand and *6 to unmute yourself.



Leighton Avenue Access Restriction Under Consideration

PURPOSE OF PUBLIC HEARING

Hearing held pursuant to Executive Regulation 17-94AM, Through Traffic Volume Access Restrictions in Residential Areas.

- Obtain testimony regarding the potential project
- Comments/testimony should be focused entirely on the Leighton Avenue Access Restriction Under Consideration
- All interested persons are entitled to be heard at this hearing; however, the testimony portion of this hearing is not a forum for dialogue, questions and answers, or cross examination.
- Public Hearing will be posted on the project website:
www.Montgomerycountymd.gov/Leighton



Leighton Avenue Access Restriction Under Consideration

PUBLIC HEARING RECORD

The Public Hearing Record will remain open for 30 days to allow any person an opportunity to have their comments included.

Written Testimony carries the same weight as Oral Testimony.

Official Closing Date for Comments and Testimony

Tuesday, May 27, 2025, at 6:00 p.m.

Submissions can be made via email:

trafficops@montgomerycountymd.gov



Leighton Avenue Access Restriction Under Consideration

WHAT'S NEXT?

Once the Hearing Record closes, the County Executive will issue a Statement of Decision. The Statement of Decision will be communicated to all who have engaged in this process.

Based on the information received during the hearing process the executive may revise the plan.



The representative of residents along Leighton Avenue has requested that Access to Leighton Avenue from Franklin Avenue be Restricted.

Why is the
Access
Restriction
Under
Consideration?





FIGURE 2: LOCATION MAP (NOT TO SCALE)



MCDOT will ask the applicant to petition the residents of the area where the access restriction plan will be implemented before it is implemented.

To adopt the plan, a signature on the petition from a simple majority of households (one adult per household) within the area must be received.

Implementation Petition



To determine whether Leighton Avenue met the eligibility criteria set in the regulation, MCDOT conducted a number of studies including:

1. Determine Roadway Classification

2. Conduct Traffic volume Count

3. Conduct License tag survey sample

4. Look at Impact on roadway network

5. Determine Access restriction to be considered

Eligibility



Access volume restrictions are limited to tertiary, secondary, and primary residential streets.

Leighton Avenue near Franklin Avenue is classified as a secondary residential roadway and is a candidate for access restriction.

No. 1 Roadway Classification



No. 2 Measured Traffic Volumes

Leighton Avenue is a 24-foot-wide roadway with on-street parking allowed on both sides. It has one unobstructed travel lane serving both directions. For access restriction, the measured traffic volumes must exceed 100 total two-way vehicles per hour. A traffic volume count was conducted during peak hours on February 30, 2024.

Leighton Avenue Traffic Volume between Colesville Road (MD 29) and Franklin Avenue		
	AM	PM
Eastbound	149	80
Westbound	36	54
Total	185	134



No. 3 Estimated Non-Local Traffic -or- Cut-Through Traffic

Non-local or cut-through traffic is through traffic diverted from arterial streets onto local residential streets to avoid congestion and/or longer trips, with both an origin and destination external to the neighborhood.



For Access Restriction to be considered, the Non-Local traffic should exceed 50% of total traffic.



A license tag survey was conducted on Leighton Avenue between 8:00 and 10:00 a.m. A total of 118 license plates collected.



46 license plates, or 39%, originated from within the 3/4-mile boundary. 72 license plates, or 61%, of vehicles had originated from outside the 3/4-mile boundary.



No. 4. Impact on Roadway Network



Intersection	Level of Service	
	Existing Condition	Diverted Traffic (Evening)
Leighton Ave at Colesville Rd	A	B
Franklin Ave at Colesville Rd	B	C
Leighton Ave at Franklin Ave	A	A

Intersection Level of Service:

A – Very Low Delay

B – Short Delay

C – Significant number of vehicles stopping

D – Congestion is Noticeable

E – Moderate to Excessive Delay

F – Excessive Delay

No. 5. Access Restriction Under Consideration



**7:00 AM – 9:00 AM
4:00 PM – 6:00 PM
On Leighton Avenue**



No. 5.
Access Restriction
Under Consideration



7:00 AM – 9:00 AM
4:00 PM – 6:00 PM
On Leighton Avenue

Community Discussion Paper

A community discussion paper was prepared and submitted to the representative of residents along Leighton Avenue as well as posted to the project website.

The representative of residents along Leighton Avenue reviewed the paper and approved the plan.



Community Assessment

The main purpose of the community assessment is ensuring public disclosure and access to information

We posted signs on Franklin Avenue at Leighton Avenue with information about the access restriction under consideration





NOTICE

Under Consideration

7:00 AM – 9:00 AM

4:00 PM – 6:00 PM

Right Turn Restriction

Westbound Franklin Avenue to Leighton Avenue

For More Info or to Provide Input

Montgomerycountymd.gov/Leighton

240-777-2190



Public Comment Summary

(4 Total Responses)

**Favor Access
Restriction**

3 or 75%

**No
Objection**

1 or 25%

Oppose Restriction

0 or 0%



1. Concerns with diverted traffic along Worth Avenue

2. Speed Humps installation along Worth Avenue

3. Exempt local traffic

Most comments were received from residents of Worth Avenue.

**Main
Topics
Raised by
Public in
Comments**

Notice of Public Hearing Provided:

**Email Notification
Sent to the
representative of
Leighton Avenue
residents & All
Who Commented**

**Notifying Roadway
Sign Erected in
Community**

**Legal
Advertisement
Published Twice in
the Washington
Times & MCG Press
Release Circulated
Twice**

**Public Hearing &
Registration
Information Posted
to MCDOT's Project
Website**

MCDOT

Montgomery County Department of Transportation
www.montgomerycountymd.gov/mcdot



Leighton Avenue Access Restriction Under Consideration

Exhibits included in the Public Record:

1. Area Map
2. Implementation Petition
3. Eligibility Studies (Roadway Classification, Traffic Volume Count, License Tag Survey, and Impact on Roadway Network)
4. Community Discussion Paper
5. Montgomery County government press release circulated April 4th and 25th, 2025, and posted to various social media sites, including *NextDoor*, *X*, *Facebook*, *BlueSky*, *Instagram*, *Reddit*, *YouTube*, *Threads*, etc.; The Washington Times newspaper and online advertisement published April 17th and 24th, 2025;
6. Comments & Testimony
7. List of Attendees; to be added following this Public Hearing
8. Hearing Transcript; to be added following this Public Hearing

Project related data and files are on the Project Website: www.Montgomerycountymd.gov/Leighton



Following this Public Hearing . . .

- ❖ The hearing record will be open for up to 30 days, closing on **Tuesday, May 27, 2025, at 6:00 p.m.**
- ❖ Once the Hearing Record closes, the County Executive will issue a Statement of Decision
- ❖ The Statement of Decision will be communicated to all who have engaged in this process and submitted comments.



Is the Access Restriction Permanent if Approved?

If within 90 days of the permanent installation of the plan, a significant, unexpected problem develops as a direct result of the access restriction, or if at any time a documented safety problem develops, the Division of Traffic Engineering & Operations (DTEO) may suspend the plan and re-open the Access Consideration process. All residents who engaged in this process will be notified via mailed correspondence.

Reassessment

After 3 years, DTEO may reassess, remove, or alter the access restriction. If DTEO decides to reassess, new traffic studies will be conducted and the Access Restriction Under Consideration process will start anew.



Leighton Avenue Access Restriction Under Consideration

PUBLIC TESTIMONY

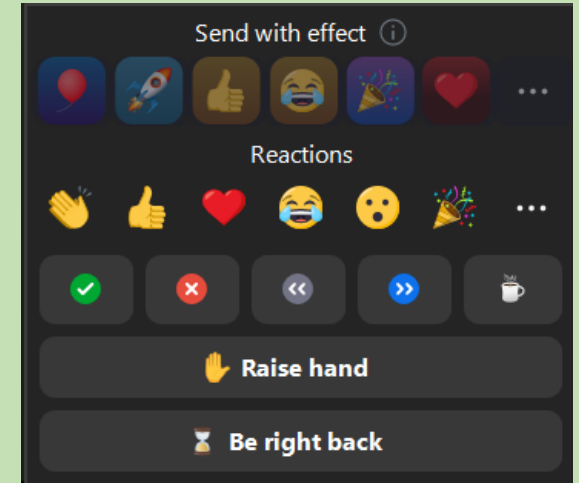
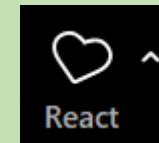
Cameras and microphones have been turned off to reduce the bandwidth of the meeting

- We will first call on those who signed up to testify. If you did not sign up, but wish to testify, please use the **“raise hand” feature by clicking “React” on the icon bar at the bottom of your screen and then click “raise hand”**. If you dialed in by **telephone**, press ***9 to raise your hand** and ***6 to unmute** yourself once called on. You will be called on to testify in the order that hands are raised.
- You will be asked to unmute when it is your turn to speak
- **Once given speaking rights, please unmute yourself and clearly provide your name and address for the record prior to beginning your testimony.** Please reserve all questions for the **Question-and-Answer** session following the testimony portion of this hearing.
- Written Testimony will be considered with the same weight as oral testimony and can be submitted via email to trafficops@montgomerycountymd.gov or via the online comment form.



Question-and-Answer Session

- Cameras and microphones have been turned off to reduce the bandwidth of the meeting
- To ask a Question
 - Raise your hand by clicking “React” icon at the bottom of your screen and then “Raise hand,” or by pressing *9 on your telephone keypad and then *6 when asked to unmute. You will be called on to ask your question in the order that hands are raised; or
 - Type your question into the chat. If time does not allow for all questions to be answered during this evening’s hearing, all questions in the chat will be answered via email in the days to come;
 - Email your questions to trafficops@montgomerycountymd.gov



Leighton Avenue Access Restriction Under Consideration

THANK YOU FOR ATTENDING

The Public Hearing Record will remain open for four weeks to allow any person an opportunity to have their written testimony and comments included.

Official Closing Date for Comments & Testimony
Tuesday, May 27, 2025, at 6:00 p.m.

Submission should be made to:

trafficops@montgomerycountymd.gov

For any traffic safety and operational issues along Maryland State roadways, please contact: SHAD3TrafficTeam@mdot.maryland.gov

For any traffic safety and operational issues along Montgomery County-maintained roadways, please contact: 240-777-2190 or trafficops@montgomerycountymd.gov ²⁹



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Transcript of Public Hearing

Date: April 28, 2025

Case: Leighton Avenue Access Restriction Under Consideration Project, In Re:

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Transcript of Public Hearing
Conducted on April 28, 2025

1 (1 to 4)

<p>1 MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION</p> <p>2 -----x</p> <p>3 IN RE: :</p> <p>4 LEIGHTON AVENUE ACCESS RESTRICTION :</p> <p>5 UNDER CONSIDERATION PROJECT :</p> <p>6 -----x</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13 PUBLIC HEARING</p> <p>14 Conducted virtually</p> <p>15 Monday, April 28, 2024</p> <p>16 7:33 p.m. EST</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23 Job No.: 578737</p> <p>24 Pages: 1 - 43</p> <p>25 Recorded By: Parker Simpson</p>	<p>1 A P P E A R A N C E S</p> <p>2</p> <p>3 JOSE THOMMANA - Division Chief, Montgomery County</p> <p>4 Department of Transportation</p> <p>5 LORI JEAN MAIN - Planning Specialist, Montgomery</p> <p>6 County Department of Transportation</p> <p>7 KADIDJATOU "KADIDJA" AYEVA - Engineer, Montgomery</p> <p>8 County Department of Transportation</p> <p>9 SUZANNE PATTEE</p> <p>10 MARY JANSEN</p> <p>11 ANDREW JANSEN</p> <p>12 LESLIA LÁZARO</p> <p>13 DAVID RESER</p> <p>14 LARS WILCUT</p> <p>15 ELLIOT JAKABHÁZY</p> <p>16 KELLY VANTASSEL</p> <p>17 ANITA MORRISON</p> <p>18 TINA SHARMA</p> <p>19 DANIEL KOCHIS</p> <p>20 VINITA AHUJA</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
<p>1 Public Hearing, conducted virtually</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12 Pursuant to agreement, before Parker Simpson,</p> <p>13 Court Reporter.</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>1 C O N T E N T S PAGE</p> <p>2 Proceedings 5</p> <p>3</p> <p>4</p> <p>5 E X H I B I T S</p> <p>6 (None marked)</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>

Transcript of Public Hearing
Conducted on April 28, 2025

2 (5 to 8)

<p>5</p> <p>1 PROCEEDINGS</p> <p>2 (Whereupon, the court reporter was duly</p> <p>3 sworn.)</p> <p>4 MR. THOMMANA: Well, good evening,</p> <p>5 everybody. It is Monday, April 28th, 2025, and</p> <p>6 the time is approximately 7:30 p.m. My name is</p> <p>7 Jose Thommana. I'm the designee at this hearing</p> <p>8 for the Montgomery County Department of</p> <p>9 Transportation. And here with me this evening to</p> <p>10 conduct this public hearing is Ms. Kadidja Ayeva,</p> <p>11 engineer with the Montgomery County Department of</p> <p>12 Transportation, Division of Transportation</p> <p>13 Engineering -- Traffic Engineering and Operations.</p> <p>14 As well, with me here is Ms. Lori Main, who's our</p> <p>15 virtual host this evening.</p> <p>16 This public hearing is about the access</p> <p>17 restrictions under consideration on Leighton</p> <p>18 Avenue. Ms. Ayeva will be providing the</p> <p>19 information and details regarding the access</p> <p>20 restrictions under consideration.</p> <p>21 Thank you for joining us in this virtual</p> <p>22 platform. Although we have had quite a few</p> <p>23 virtual hearings, there are still times when we do</p> <p>24 have some technical difficulties, so please bear</p> <p>25 with us if we do encounter any technical</p>	<p>7</p> <p>1 Written testimony and comments may be</p> <p>2 submitted as well and will be considered with the</p> <p>3 same weight as oral testimony. If time allows,</p> <p>4 following the testimony portion of this hearing,</p> <p>5 we will hold a question and answer session. You</p> <p>6 may also raise your hand to ask a question, or you</p> <p>7 are welcome to type your question in the chat box,</p> <p>8 the icon for which is at the bottom of your</p> <p>9 screen.</p> <p>10 Tonight's hearing is being held pursuant</p> <p>11 to Executive Regulation 17-94AM, Through Traffic</p> <p>12 Volume Access Restrictions in Residential Areas.</p> <p>13 The purpose of a public hearing is to obtain</p> <p>14 testimony to evaluate whether the benefits of the</p> <p>15 requested access restriction outweigh the</p> <p>16 potential impact on the surrounding community or</p> <p>17 arterial roadway network. This forum allows you</p> <p>18 to provide testimony either in support for or in</p> <p>19 opposition of the plan. Public comment should be</p> <p>20 focused entirely on the access restriction under</p> <p>21 consideration, which is the topic of discussion.</p> <p>22 All interested persons are entitled to</p> <p>23 be heard at this hearing; however, the testimony</p> <p>24 portion of this hearing is not a forum for</p> <p>25 dialogue, question and answers, or</p>
<p>6</p> <p>1 difficulties tonight. Please note that the</p> <p>2 meeting tonight is being recorded, and a link to</p> <p>3 the recording will be posted on the project's</p> <p>4 website by 5:00 p.m. tomorrow. You may find the</p> <p>5 link to the project website at the top of this</p> <p>6 evening's chat box.</p> <p>7 You may also notice that your video</p> <p>8 cameras have been turned off by default this</p> <p>9 evening to reduce the bandwidth of the meeting and</p> <p>10 to maximize technical efficiencies, we request</p> <p>11 that you please do not turn on your video camera.</p> <p>12 Likewise, your microphones have also been muted.</p> <p>13 Once the testimony portion of this</p> <p>14 hearing begins, please raise your hand by clicking</p> <p>15 the react icon at the bottom of the screen, and</p> <p>16 then clicking, Raise Hand. If you are joining us</p> <p>17 by telephone only, you may raise your hand by</p> <p>18 pressing *9 on your telephone keypad and *6 to</p> <p>19 unmute yourself once invited to unmute. Please</p> <p>20 wait until the testimony portion of this hearing</p> <p>21 to raise your hand. You may raise your hand at</p> <p>22 any time during the testimony portion. We will</p> <p>23 call on you to provide your oral testimony and</p> <p>24 unmute your microphone when it is your turn to</p> <p>25 speak.</p>	<p>8</p> <p>1 cross-examination. Please direct your remarks to</p> <p>2 the specific access restriction under</p> <p>3 consideration, that is the subject of this</p> <p>4 hearing. If in the unusual circumstance that the</p> <p>5 comments stray into areas unrelated to this</p> <p>6 project, I will ask that you refocus your comments</p> <p>7 to the subject project.</p> <p>8 Following the conclusion of this public</p> <p>9 hearing, the record will remain open for four weeks</p> <p>10 to allow any person who was unable to attend this</p> <p>11 hearing an opportunity to have their written</p> <p>12 testimony and comments included into the public</p> <p>13 record and be fully considered. The official</p> <p>14 closing date by which all comments and testimony</p> <p>15 must be received is Tuesday, May 27, 2025 at 5:00</p> <p>16 p.m. Submissions may be e-mailed or sent via</p> <p>17 regular mail and must be received or postmarked by</p> <p>18 the end of the hearing record. Written submissions</p> <p>19 will be considered with the same weight as oral</p> <p>20 testimony. Submissions should be sent via e-mail</p> <p>21 to trafficops@montgomerycountymd.gov.</p> <p>22 After the hearing is concluded and the</p> <p>23 record is officially closed, I, as hearing</p> <p>24 officer, will review and weigh all the information</p> <p>25 submitted into the public record and make a</p>

Transcript of Public Hearing
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3 (9 to 12)

<p>9</p> <p>1 recommendation to the county executive for his 2 statement of decision as to whether the plan has 3 been shown to be in the best interest of the 4 public and whether to authorize the -- the project 5 as proposed.</p> <p>6 And now to discuss the access 7 restrictions under consideration, I'm going to 8 hand the presentation over to Ms. Kadidja Ayeva.</p> <p>9 MS. AYEVA: Thank you, Mr. Thommana. 10 Good evening, Mr. Thommana, Ms. Main, ladies and 11 gentlemen. The subject of this evening's public 12 hearing is for a no right turn, the station, 7:00 13 through 9:00 a.m and 4:00 through 6:00 p.m., 14 Monday through Friday, on Leighton Avenue at 15 westbound Franklin Avenue.</p> <p>16 You may be wondering why we have to 17 consider this access restriction.</p> <p>18 Lori, could -- could you go to the -- 19 the -- the previous slide.</p> <p>20 Okay. So we received a request from a 21 resident along Leighton Avenue to restrict access 22 along Leighton Avenue from Franklin Avenue. I can 23 say the specific civic association was Indian 24 Spring Citizens Association.</p> <p>25 Next slide.</p>	<p>11</p> <p>1 make sure that we have enough traffic. And the 2 next phase is to check how much within that volume 3 of traffic, what's the traffic coming from outside 4 the neighborhood? We would conduct a license tag 5 survey sample and check that. And the next thing 6 is to look at the impact on the roadway network, 7 how worse the traffic will be when the restriction 8 will be implemented.</p> <p>9 Finally, if we have all those four 10 points checked, we can move forward with the 11 restriction. Let's go one by one. For the 12 classification, the Executive Regulation 17-94AM, 13 that restricts access on a roadway said, We need 14 to have a tertiary or a secondary or primary 15 residential street. And Leighton Avenue near 16 Franklin Avenue is a secondary residential road, 17 so it is a good candidate for this treatment.</p> <p>18 And second criteria is to measure the 19 traffic volume. So we conducted a traffic 20 assessment along Leighton Avenue between 21 Colesville Road and Franklin Avenue. And what the 22 regulation says? They said, we need to have more 23 than 100 vehicle per hour to consider that, yes, 24 there is a problem here. We have maybe too much 25 volume. And, here, we conduct the traffic. And</p>
<p>10</p> <p>1 You will see the area map. So Leighton 2 Avenue is here -- I don't know -- I'm not sharing 3 the screen. You see that Leighton Avenue from 4 Colesville Road, and also Franklin Avenue from 5 Colesville Road. And you see the intersection 6 with -- intersection of Franklin Avenue with 7 Leighton Avenue. Where is the problem at this 8 point?</p> <p>9 Lori, please, next slide. Sorry.</p> <p>10 So we have the concern about too much 11 traffic, but before that, let me explain to you 12 the next step before the implementation. So we 13 need to go through -- based on the petition, the 14 Applicant will go through the household to make 15 sure that everyone has a signature on the petition 16 to approve or disapprove the access restriction, 17 and it will be one adult per household within the 18 area. And once we receive that, we can move 19 forward with the implementation.</p> <p>20 Next slide.</p> <p>21 To determine that Leighton Avenue is 22 eligible, we need to check five criteria, and the 23 first one is to see if Leighton Avenue 24 classification makes it eligible. The second 25 criteria is to conduct traffic volume count and</p>	<p>12</p> <p>1 you can see from this presentation, eastbound, we 2 have 149 vehicle a.m., which is more than 100, and 3 we have 80 also in p.m. So basically, there is a 4 problem here.</p> <p>5 And the next criteria is to see how much 6 vehicle come from outside of the neighborhood. We 7 have a criteria to say, what's not local, or let's 8 say, cut through traffic. And that is, we 9 consider cut through traffic when the traffic is 10 diverted from arterial streets onto local streets, 11 residential street, to avoid congestion, longer 12 trips with both an origin and destination, 13 external to the neighborhood.</p> <p>14 And to be considered as access -- to be 15 considered for access restriction, we need to have 16 50 percent of the traffic, which is non-local 17 traffic. So what we did is, we conducted a survey 18 between 8:00 a.m and 10:00 a.m. And we collected 19 188 license plates, and within that number, 46 20 license plate all turning on is originated within 21 three quarter miles boundary, which means local 22 traffic, and 72 license plates came from outside, 23 which is 61 percent of the volume. So we have cut 24 through traffic here.</p> <p>25 And the next consideration is if we</p>

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4 (13 to 16)

<p>13</p> <p>1 restrict the traffic, what will be the impact on 2 the roadway network? Before I get into that, 3 let's see on the right side, what we call level of 4 service. When you have A side, it means that you 5 have a good traffic, very low delay, and B is 6 short delay, and level of service C is significant 7 number of vehicles stopping. The next one is D, 8 congestion is noticeable. E is moderate to 9 excessive delay, and F is very bad, excessive 10 delay.</p> <p>11 Let's look at our intersection here. We 12 have Leighton Avenue at Colesville Road. Existing 13 condition is A, which is good. But if we divert 14 it, we can have a B. We have Franklin at 15 Colesville Road. The existing condition is B, 16 which can be graded to C. And Leighton Avenue at 17 Franklin is A, and the good news is it will be 18 maintained.</p> <p>19 Now, the next thing, what we conclude 20 based on those four criteria? If our proposal is 21 accepted, we will have this sign at Franklin 22 Avenue and Leighton Avenue, No Right Turn from the 23 westbound onto Leighton Avenue, between 7:00 to 24 9:00 a.m. and between 4:00 p.m. to 6:00 p.m. 25 Those are the facts we have.</p>	<p>15</p> <p>1 were -- who approve it. The restriction, they 2 were in favor. One respondent, but they didn't 3 really oppose or approve, and you will see what 4 was their main concerns.</p> <p>5 So we have zero opposition to the 6 restriction. The notice of -- okay. So what was 7 the main concern was, yes, you may divert that 8 traffic onto -- along Worth Avenue. Some 9 requested a speed humps along Worth Avenue, which 10 is not part of this study. Some requested a 11 exemption for local traffic. And we receive most 12 comment from a Worth Avenue resident.</p> <p>13 For the public hearing, what we did to 14 make sure that the community is aware of this 15 hearing, we sent an e-mail to the representative 16 of the person -- representative who requested the 17 access restriction and to all residents who 18 commented earlier. We put the sign also at the 19 same intersection. We have legal advertisement 20 published twice in the Washington Times, and the 21 Montgomery County Government press release 22 circulated twice too. We have the public hearing 23 and registration information post to the MCDOT 24 project website.</p> <p>25 Now, in this project, the exhibit --</p>
<p>14</p> <p>1 Now, the next slide, please. It is the 2 same proposed. So what did we do before this 3 hearing? We prepare a community discussion paper, 4 which resume all the -- the studies we have -- we 5 have conducted for this project, and it was well 6 posted on the project website, the county project 7 site. We also shared it with the residents along 8 Leighton Avenue, who I believe, approved it. And 9 the next is we receive feedbacks. So the -- the 10 goal of the community assessment is to make sure 11 that the public is aware of this project. And 12 what we did also before the community -- look -- 13 the community -- sharing the CDP was to post sign 14 near the intersection of Franklin Avenue and 15 Leighton Avenue. We post the project -- the link 16 to the project to make sure that the community 17 will have access to our evaluation. And after 18 that, we receive feedbacks -- feedback.</p> <p>19 Next slide, please.</p> <p>20 This was the sign we posted near the 21 intersection of Franklin Avenue and Leighton 22 Avenue a few months ago. So we receive only four 23 responses, and for the -- we wish we get more, but 24 this is what we received. And on the four -- 25 within the four responses, we have three which</p>	<p>16</p> <p>1 exhibit included in the public recall will be the 2 project map, area map, the implementation 3 petition, if it's approved. What was the 4 eligibility studies such as road classification, 5 traffic volume, license tag survey, and impact on 6 a roadway network, the community discussion paper. 7 And we also have the press release circulated on 8 April 4th and 25th, 2025, and post to various 9 social media sites to include the Netstar, 10 Facebook, Bluesky, Instagram, Reddit, YouTube, 11 Threads, et cetera, and the Washington Time -- 12 Times Newspaper, and online advertisement, publish 13 April 17th and April 24th, 2025.</p> <p>14 Comments and testimony also will be 15 public record. A list of attendee to be added. 16 Following this public hearing, a hearing 17 transcript will be added too to this public 18 hearing transcript. And the project-related data 19 and file are on the project website, 20 www.montgomerycountymd.gov/leighton. [sic] 21 So following this hearing -- okay. 22 Following this hearing, you have to read the 23 closing on Tuesday, May 27th, 2025, at 6:00 p.m. 24 Once the hearing is closed, the county executive 25 will issue a statement of decision, and the</p>

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5 (17 to 20)

<p>17</p> <p>1 statement of decision will be communicated to all 2 who have engaged in this process and submitted 3 comment. 4 So, now, the next after this hearing is 5 -- is the access rescission permanent, if 6 approved. Well, it -- within 90 days of the 7 permanent installation of the plan, if there is 8 any issue and a problem developed as a direct 9 result of this access restriction, or if, at any 10 time, a documented safety problem develops, the 11 Division of Traffic Engineering, and Operation, 12 DTEO, may suspend -- suspend the plan and reopen 13 the access consideration process. All residents 14 who engage in this process will be notified via 15 mailed correspondence. Also, we can reassess. 16 Let's say this didn't conclude, we can reassess 17 after only three years. DTEO may reassess, 18 remove, or alter the access restoration. If DTEO 19 decides to reassess, new traffic study will be 20 conducted, and the access restoration under 21 construction process will start new. 22 I believe this will be the end of my presentation. 23 I'll give back to Thommana -- Mr. Thommana, to 24 continue the -- this public hearing. 25 MR. THOMMANA: Thank you. Just one</p>	<p>19</p> <p>1 address before providing your testimony. We will 2 now go into the testimony portion of the hearing. 3 Lori, did we have anybody registered to 4 testify? 5 MS. MAIN: Yes, we do. We have a few 6 people. And first, we'll hear from Tina Sharma. 7 Let's see. Tina, can you unmute? 8 MS. SHARMA: Sure. I'm a resident of 9 406 Leighton Avenue. I've been at the residence 10 -- I've owned this home here for about 18 years, 11 and so I have seen firsthand the change in the, 12 you know -- the increase in volume. I have three 13 children. Two of them are 10 and under, and so 14 it's been very difficult navigating in the 15 morning, taking them to school, and bringing them 16 home from school, and I'm constantly afraid that 17 if they get out of the car on the wrong side, that 18 they're going to be hurt or injured. 19 The traffic comes very quickly, like 20 really fast, despite the speed bumps. And -- so 21 this will be, I think, a -- a really well -- I 22 mean, just a really great improvement for our 23 street. Thank you. 24 MR. THOMMANA: All right. Great. Thank 25 you, Tina.</p>
<p>18</p> <p>1 second. Okay. Thank you, Ms. Ayeva. 2 We will now hear testimony from those in 3 attendance who wish to testify. We also want you 4 to know that your testimony will be limited to 5 three minutes per person. If you have not signed 6 up to testify but decide that you would like to, 7 please click on the React icon on the bottom menu 8 bar, and then click Raise Hand to raise your hand 9 electronically. 10 Alternatively, if you join the meeting 11 by phone, you may dial *9 on your telephone keypad 12 to raise your hand. Once you are invited to 13 speak, please unmute yourself by clicking on the 14 microphone icon at the bottom left of your screen 15 or by pressing *6 on your telephone keypad. 16 Please clearly provide your name and address for 17 the record prior to beginning your testimony. In 18 addition, you may also submit your full testimony 19 in writing. These submissions will be considered 20 fully along with the oral testimony here -- heard 21 here today. 22 Please reserve all questions for the 23 question and answer session following the 24 testimony portion of this hearing. Again, please 25 remember to announce your name and property</p>	<p>20</p> <p>1 MS. MAIN: Okay. Next, we'll hear from 2 Sam Angel (phonetic). Is Sam here this evening? 3 I do not see Sam, actually, in our participants. 4 Kelly VanTassel. 5 MS. VANTASSEL: Hi, thanks for having 6 this meeting. I'm at 9310 Worth Avenue, and I've 7 lived here for about 14 or 15 years. So we're 8 just right around the corner. So I was the one 9 who submitted the information about Worth Avenue 10 and having speed bumps, and I heard you earlier 11 say that that's not related; however, I'm in 12 support of reducing the traffic on Leighton 13 because just like Tina shared, it's -- there's 14 cars that speed down, cars that don't stop at the 15 stop sign, and cars that fly over the speed bumps. 16 And so, we feel the same way, just our 17 concern is that we've -- we've been wanting speed 18 bumps on our block of Worth, and we're just 19 concerned if we start limiting other streets, 20 which we support, we don't want to then funnel 21 more traffic down our road. So we support -- we 22 support this measure, but we'd like to -- just to 23 make sure that we're considering how that affects 24 other streets directly connected with Leighton. 25 MS. MAIN: All right. Thank you.</p>

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6 (21 to 24)

<p>21</p> <p>1 MS. VANTASSEL: Thank you.</p> <p>2 MS. MAIN: We can -- we can address how</p> <p>3 to request speed bumps during the Q -- the</p> <p>4 question and answer session following the</p> <p>5 testimony.</p> <p>6 Let's see. Next, we have Daniel Kochis.</p> <p>7 Daniel, can you unmute?</p> <p>8 MR. KOCHIS: Yes. Thank you for hearing</p> <p>9 me out. I'm Daniel Kochis, I'm on Hamilton Avenue</p> <p>10 on 415. And I appreciate you keeping an open mind</p> <p>11 on this. I'm actually opposed to the</p> <p>12 restrictions. The reason being, I think that it</p> <p>13 would make traffic on Franklin quite a bit worse,</p> <p>14 which would be very difficult in the mornings.</p> <p>15 I know that there was already -- I went</p> <p>16 on -- at Franklin and Colesville from an A to a C,</p> <p>17 and I -- that was just for the evening. I suspect</p> <p>18 that if you looked in the morning when the traffic</p> <p>19 is worse, that there would also be a bit of an</p> <p>20 increase in traffic along Franklin, Leighton. So</p> <p>21 I think that perhaps I would encourage you to --</p> <p>22 to put the -- the needs of the many. I think it's</p> <p>23 -- it would be a nice to have, but I just think we</p> <p>24 live in too busy of an area to be restricting</p> <p>25 further.</p>	<p>23</p> <p>1 we've been woken up by cars honking at each other,</p> <p>2 either at the intersection of Leighton and Worth</p> <p>3 or as they back up on Leighton waiting for cars to</p> <p>4 come down from the other direction, navigating</p> <p>5 around the cars, parked on the street.</p> <p>6 And we've never felt safe -- much like</p> <p>7 Tina said, we've never felt safe parking out on</p> <p>8 Leighton. We tell our visitors not to park their</p> <p>9 cars there, to park on Worth, just given the risks</p> <p>10 to themselves and -- and their cars. The constant</p> <p>11 stream of traffic makes it difficult to get out of</p> <p>12 the neighborhood safely, whether we're driving,</p> <p>13 biking, or walking. We certainly appreciate the</p> <p>14 stop signs and the speed humps that have either</p> <p>15 been installed or improved on Leighton through our</p> <p>16 neighbor Mary's diligent efforts, but too many</p> <p>17 people still just blow through the stop signs and</p> <p>18 fly over the speed humps as they hurry through the</p> <p>19 neighborhood.</p> <p>20 And, you know, I'm sure this was once a</p> <p>21 nice, quiet residential neighborhood, but it's</p> <p>22 certainly become a cut-through and thoroughfare</p> <p>23 for people who don't seem to live here and</p> <p>24 certainly don't treat it like they care about the</p> <p>25 people who do live here. So we strongly support</p>
<p>22</p> <p>1 We actually requested restrictions on</p> <p>2 Worth about a year ago, and it was denied. So we</p> <p>3 shouldn't have any illusions, I think, about</p> <p>4 getting those or speed bumps or anything in the</p> <p>5 future. And the reason was -- is because they</p> <p>6 said that Sligo Creek would back up too much, and</p> <p>7 I think that there's probably some merit in that.</p> <p>8 So I think it would probably make traffic quite a</p> <p>9 bit worse on both Franklin and Worth. And that I</p> <p>10 think for -- for a gain, which is probably not in</p> <p>11 the -- the greater interest of the community.</p> <p>12 So I think for those reasons, I would</p> <p>13 oppose the restrictions, and I would request that</p> <p>14 -- that it be reviewed very carefully. Thank you.</p> <p>15 MS. MAIN: Thank you, Daniel.</p> <p>16 Okay. Next, we'll hear from Lars</p> <p>17 Wilcut.</p> <p>18 MR. WILCUT: Hi, everybody. Yeah, Lars</p> <p>19 Wilcut. My wife and I live at 401 Leighton Avenue</p> <p>20 at the corner of Leighton and Worth. When we</p> <p>21 first moved in, we noticed that Leighton had an</p> <p>22 unusually high amount of traffic for a residential</p> <p>23 neighborhood, particularly at rush hour, and it's</p> <p>24 only gotten worse in the 11 years since we've</p> <p>25 moved in. There have been several mornings where</p>	<p>24</p> <p>1 the addition of the regulatory access restriction</p> <p>2 to restrict white -- right -- right turns from</p> <p>3 Franklin onto Leighton. Thank you.</p> <p>4 MS. MAIN: Thank you.</p> <p>5 Okay. I don't have anyone else signed</p> <p>6 up, so would anyone like to raise their hand? Oh,</p> <p>7 Mary.</p> <p>8 MS. JANSEN: My name is Mary Jansen.</p> <p>9 I'm at 311 Leighton Avenue, Silver Spring,</p> <p>10 Maryland. I've been living in this community for</p> <p>11 25 years. I have never seen so many reckless</p> <p>12 drivers coming down our street, like it's a</p> <p>13 freeway. My husband and I have lost a total of</p> <p>14 four mirrors off of the car. The neighbor on the</p> <p>15 corner close to Franklin has had her car smashed</p> <p>16 in two times. Unfortunately, the people trying to</p> <p>17 get to the lights don't pay for the repairs on our</p> <p>18 vehicles.</p> <p>19 It's sad that people who are not in our</p> <p>20 neighborhood want to come through our neighborhood</p> <p>21 and put our pedestrians, our children who are</p> <p>22 trying to go to school, our seniors who are trying</p> <p>23 to take a walk in danger. We must approve this</p> <p>24 initiative because I'd like to live longer on</p> <p>25 Leighton Avenue. Thank you so much.</p>

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7 (25 to 28)

<p>25</p> <p>1 MR. THOMMANA: Thank you. 2 We have Anita next. Anita Morrison? 3 MS. MORRISON: Yes. My name is Anita 4 Morrison. I live at 9318 Worth Avenue at the 5 corner of Worth and Leighton, and we've been here 6 over 40 years, and the traffic has definitely 7 worsened. I, in part, blame Google and the other 8 map programs, telling people how to -- how to cut 9 through. But I am strongly in favor of the access 10 restriction, and I appreciate all the work that 11 you've already done. The stop signs helped quite 12 a bit. Thank you. 13 MR. THOMMANA: Thank you. 14 Is there anybody else that raised their 15 hands? I think Mary's hand is still up. I think 16 it's just from before. Okay. Here we have one 17 more. 18 MS. MAIN: It may be Mary Jansen's. 19 MR. THOMMANA: Yes. Elliott, you can go 20 ahead. 21 MR. JAKABHAZY: Hi. Can you all hear me 22 okay? 23 MR. THOMMANA: Yes. 24 MR. JAKABHAZY: Yeah. So I live -- I'm 25 a resident of 9200 Flower Avenue in Silver Spring,</p>	<p>27</p> <p>1 street, hit with a hit and run, and I think we've 2 lost a mirror. 3 And also, we get a lot of trash, 4 including things like baby diapers. I mean, 5 really, it's pretty sad. And if there were other 6 options, I know that's what's not necessarily 7 addressed here today, but we would definitely like 8 to see more restrictions. We have lived here for 9 15 years and have definitely seen an increase in 10 the number of cars and the speed. And I've also 11 had a, you know, negative interaction when someone 12 just called me out because I might have looked at 13 them funny, like, you're too -- you're speeding, 14 what the heck. 15 So it's just not pleasant for a 16 neighborhood, and it has gotten worse, and it is 17 just not really acceptable. Yes, it would affect 18 other streets, and that could perhaps be addressed 19 in a bigger picture of the impact. But I would 20 not want to hold up additional restrictions today 21 from this hearing just on Leighton, but then we 22 could consider something as a next step for the 23 broader area, because we have so much traffic. 24 Thank you very much. 25 MR. THOMMANA: Thank you. Is there</p>
<p>26</p> <p>1 which is about a little over half a mile from the 2 Leighton Avenue connector. And I would agree with 3 having a restriction put in for no right turn at 4 the hours proposed because I think it would 5 improve the safety and -- the safety of the 6 residents on that street and would help put 7 traffic where I think it's supposed to be, which 8 is on Franklin Avenue. I don't think we need any 9 more, you know, traffic injuries or deaths or any 10 more incidents caused by this. And that is my 11 stance on this matter. Thank you for letting me 12 share. 13 MR. THOMMANA: Thank you. 14 Anybody else raise their hands or would 15 like to testify at this time? 16 MS. PATTEE: My name is Suzanne Pattee, 17 and it looks like I'm appearing as the second Mary 18 Jansen. I didn't realize cloning was an option. 19 My apologies for not having my name properly 20 assigned here. Again, it's Suzanne Pattee, and I 21 live at 409 Leighton Avenue, which is the first 22 house and driveway in from Colesville Road. My 23 husband and I are in support of additional 24 restrictions on the right turn from Colesville to 25 Leighton. We have had our car, when parked on the</p>	<p>28</p> <p>1 anybody else that would like to testify at this 2 time? Okay. So I'm not seeing any more hands. 3 So I'm going to wait for a couple more, maybe a 4 few more seconds, to see if somebody else's hand 5 is raised. I see Mary -- Mary Jansen's hand 6 raised, but I'm assuming that's from before, or do 7 you have another comment? No. Okay. All right. 8 So that concludes the speakers who have 9 expressed an interest in speaking tonight. If 10 there's nobody else, we can go ahead and, you 11 know, we can say thank you for all of your 12 testimony. And seeing that everyone who does wish 13 to speak has had an opportunity to do so, this 14 will conclude the oral testimony portion of the 15 public hearing. 16 We can now have a question-and-answer 17 session, that will just answer any questions that 18 you may have. You can click the Reactions icon 19 and hit Raise Hand to raise your hand, or press *9 20 on the telephone keypad, again, if you wish to ask 21 a question. You can also type your question into 22 the chat box. If we run out of time before 23 answering all of the questions, we will answer 24 your questions via e-mail in days to come. So 25 with that, we'll go over to the Q&A session.</p>

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8 (29 to 32)

<p>29</p> <p>1 And does anybody have any questions that 2 we can answer for you, or at least attempt to 3 answer for you? Okay. I see a few questions, 4 hands up. So let's -- we can start with Kelly 5 VanTassel, please. Kelly, can you unmute yourself 6 and ask your question or type your question in the 7 chat?</p> <p>8 MS. VANTASSEL: Hi. No, it wasn't 9 allowing me to unmute. I'm good now.</p> <p>10 MR. THOMMANA: Okay.</p> <p>11 MS. VANTASSEL: Thank you. I guess, one 12 question we have is with the new -- with the BART 13 [sic] -- proposed BART rail -- I don't know what 14 it is -- the -- the bus going up Colesville, how 15 might the restrictions be connected with that or 16 impacted by -- by that potential situation?</p> <p>17 And then, we had a question, like you 18 had mentioned, about requesting the -- the 19 research into speed bumps on Worth. We had a 20 study done, back in 2020, and when they started, 21 they put down the -- I think, the strips to start 22 counting cars. And it was, like, right around 23 when COVID started, and so, the number of cars, 24 obviously, was -- was much reduced.</p> <p>25 So, I guess, we just have a question on</p>	<p>31</p> <p>1 For the second -- the first question, 2 please, could you repeat it for me? Kelly?</p> <p>3 MS. VANTASSEL: Hi. Sorry. I couldn't 4 -- I'm -- I'm now able to unmute. So the question 5 is, there's -- there's a proposal for -- I can't 6 remember what it's called, but it's, like, the -- 7 the Bus Rapid Transit. It sounds like they want 8 to put a bus -- a dedicated bus lane, and -- and 9 going up and down Colesville, I think, from Sligo 10 Creek, or from Downtown Silver Spring, up to kind 11 of our area, up to Four Corners, and it would -- 12 it would restrict, or completely eliminate, the 13 ability for cars to turn from Colesville into our 14 neighborhood, which is a good thing. But I just 15 -- again, I just wonder how the flow of traffic 16 might be impacted, with even our neighbors trying 17 to access their own houses, being able to turn 18 into our neighborhood.</p> <p>19 MS. AYEVA: Okay, thank you. So --</p> <p>20 MS. VANTASSEL: Does that make more 21 sense? Sorry.</p> <p>22 MS. AYEVA: Yeah, this is a good 23 question. Unfortunately, I don't have a clear or 24 detailed information about that project, Bus Rapid 25 project, so I cannot tell you what will be the</p>
<p>30</p> <p>1 how to restart that process, because, like, some 2 -- some of my neighbors mentioned, my car's been 3 hit twice, my neighbor's car was totaled, our 4 neighbor two -- two houses down's car was totaled 5 twice, from people cutting through the 6 neighborhood to, you know, access other streets 7 and to turn onto Leighton to get onto Colesville. 8 So it's just kind of a mess. So we'd -- those are 9 just my two questions. Thank you.</p> <p>10 MR. THOMMANA: Kadidja, you're -- you're 11 muted.</p> <p>12 MS. AYEVA: Thank you, Kelly, for your 13 questions. Let me restart. Your first question 14 is about the light -- street car. I -- I didn't 15 get it right. But let me answer the second one 16 first. And you may come back and, if you can, 17 explain to me the first question, and I will 18 answer.</p> <p>19 So for speed hump along Worth Avenue, 20 you may be free to request a new one. Because we 21 have a new regulation, which is less strict -- 22 strict than the first one we used to install speed 23 humps. So feel free to request speed humps. Even 24 -- this is not related to access restriction on 25 Leighton Avenue.</p>	<p>32</p> <p>1 impact. It may come, after our project. But, to 2 tell -- I don't want to get you wrong.</p> <p>3 MS. VANTASSEL: Okay.</p> <p>4 MS. AYEVA: I don't have any fact on 5 that --</p> <p>6 MS. VANTASSEL: Thank you.</p> <p>7 MS. AYEVA: -- at this time. Uh-huh.</p> <p>8 MS. VANTASSEL: Thank you. Appreciate 9 it.</p> <p>10 MS. AYEVA: You're welcome.</p> <p>11 MS. MAIN: Okay. Next, we have a 12 question from Mary Jansen.</p> <p>13 MR. JANSEN: Okay. This is -- this is 14 Mary Jansen's husband, Andrew Jansen, living at 15 311 Leighton also. That's why Mary's hand was 16 continually up, is because I wanted to speak very 17 quickly, previously, in the other portion of the 18 meeting. But, anyways, I've been on this street, 19 at least affiliated with this street, since 1972. 20 I grew up here. I became a property owner on 21 Leighton Avenue in '92 and have been here since 22 with my wife. We've had a lot to do with the 23 process of getting stop signs and -- and speed 24 bumps and so forth.</p> <p>25 The major issue here, or probably a</p>

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9 (33 to 36)

<p>33</p> <p>1 better question, is DOT needs to come out and -- I 2 guess -- or, do a study on the light at Franklin 3 at Colesville because, ultimately, that's the 4 problem. That's the linchpin. Because everybody 5 coming down Leighton Avenue is trying to beat that 6 light or trying not to get backed up because of 7 that light. 8 The last speaker -- or, with the 9 questions regarding how to get to her home, if 10 restrictions are permitted on Leighton Avenue, is 11 simple. You make that left, from Colesville, onto 12 Franklin. However, that light needs to be 13 re-regulated, and a study needs to be done on how 14 you get the traffic off of Franklin in the morning 15 and how you get it onto Franklin from Colesville 16 in the evening. So, I guess, my question is, will 17 that study be done, in cooperation with the signs 18 being placed on Leighton restricting traffic 19 entry? 20 MS. AYEVA: Okay. Thank you for your 21 question. At this time, we didn't consider 22 upgrading any traffic signals. And since you 23 mentioned it, we'll take note and share with our 24 division in charge of traffic signals. So to sum 25 up, in our -- this project, current project, we</p>	<p>35</p> <p>1 you know, kids almost getting hit at the bus stop. 2 I -- it just goes on and on and on, and something 3 has to change. 4 The stop lights -- or, stop signs at 5 Worth and Leighton were a beginning. These 6 restrictions are a very good, hopefully happy, 7 ending. But, again, it doesn't end here, as the 8 study needs to be done, to help out the Worth 9 people, certainly the Leighton people, and the 10 people trying to commute down Franklin, to get to 11 Colesville and head into DC, or wherever they're 12 going. 13 But thank you. You did answer the 14 question. I appreciate you allowing me to speak. 15 MS. AYEVA: All right. Thank you. 16 MS. MAIN: Okay. Next, we have a 17 question from Lars Wilcut. 18 MR. WILCUT: Hey, everybody. Sorry. 19 I'm -- I'm just curious, like, assuming, in a 20 perfect world, this all passes, what sort of 21 enforcement of the signage restrictions will take 22 place, and how do you sort of assess that? 23 MS. AYEVA: Great question. So when we 24 have a traffic signal -- and this one is 25 enforceable by the police. When you make a right</p>
<p>34</p> <p>1 didn't include a traffic signal at Colesville Road 2 and Franklin Avenue. Is that clear? Is it -- did 3 I answer your question, Mr. Jansen? Mr. Jansen? 4 MR. JANSEN: No, I'm still here. I just 5 couldn't unmute. 6 MS. AYEVA: Okay. 7 MR. JANSEN: That answers the question. 8 But, again, the gentleman on Hamilton who spoke, 9 who was against the restrictions on Leighton, the 10 reason he's against them is because he wants to be 11 able to get to work and he doesn't want to sit in 12 a backup on Franklin. 13 Again, the light at Colesville and -- 14 or, I'm sorry, Colesville and Franklin, huge 15 considerations, regarding the traffic flow onto 16 Leighton, and onto Worth, for that matter. I 17 understand the people on Worth having issues with 18 restrictions on Leighton too because they'll 19 probably end up with some of the overflow. So 20 that needs to be looked at. 21 But, quite honestly, again, I've been on 22 this street for -- at least, related to this 23 street, for 50 years, and I've seen everything 24 that these people are talking about here, struck 25 pets, cars being struck, speeding cars, accidents,</p>	<p>36</p> <p>1 turn at the wrong time, you may get caught and get 2 fined. So this is the enforcement in place for us 3 for all other traffic signs, signs we put on the 4 street. So I don't know if that answers your 5 question. 6 MR. WILCUT: Yes, thank you. I mean, it 7 doesn't -- it doesn't make me happy because I -- 8 we've seen lots of people blow through the stop 9 signs. But, yes, I appreciate the answer. Thank 10 you. 11 MS. AYEVA: Yeah. No. 12 MS. MAIN: Okay. We do have a question 13 in the chat -- excuse me -- from Kelly VanTassel 14 -- or, actually, from Vinita Ahuja -- and I hope I 15 pronounced that correctly. If I didn't, I 16 apologize -- on Worth Avenue, 9310 Worth Avenue. 17 She would like to request a review of how many 18 people turn north on Worth, and then right, 19 parentheses, west, on Leighton, to get to 20 Colesville. She says, Worth is more narrow than 21 Leighton, and people come north, from Sligo Creek, 22 to -- to cut across Colesville. 23 MS. AYEVA: Okay. This may be another 24 request you may place for me to review. I can 25 make an assessment, to see how much traffic we</p>

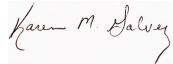
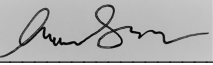
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10 (37 to 40)

<p>37</p> <p>1 have on Worth Avenue. But let me confirm one 2 thing. Traffic being directed on Worth will be, 3 from my point of view, a little bit difficult, if 4 they want to escape Leighton Avenue. Well, why am 5 I saying that is? Worth is very close to 6 Colesville Road. So they will choose to continue 7 on Franklin to get on Colesville Road, instead of 8 going to Worth Avenue, and then later on Leighton 9 -- Leighton Avenue to Colesville Road, which is 10 almost three times the length of going the short 11 way to -- directly to Colesville Road. 12 But, as you said, I will ask you this 13 favor. Could you request, through our Traffic Op 14 -- Traffic Op, a study, which I'll be happy to 15 take and look into it, see what we can do for 16 Worth Avenue. Is that okay, clear, for you? 17 MR. THOMMANA: Is that -- Kadidja, is 18 that a e-mail that they need to send to 19 trafficops@montgomerycountymd.gov? 20 MS. AYEVA: Yes. 21 MR. THOMMANA: Okay. So, Ms. Ahuja, if 22 you can just send that request via e-mail to 23 Traffic Op, in the e-mail that's put into -- same 24 -- same one for speed hump requests, 25 trafficops@montgomerycountymd.gov. And then, the</p>	<p>39</p> <p>1 also very narrow. And I think it -- the community 2 discussion paper mentioned on Page 19 that traffic 3 patterns should be monitored, to ensure that 4 commuters do not divert to Worth as a new 5 cut-through. So it's not just the cut-through 6 traffic, but it'll also be local traffic, that 7 won't have any alternatives but to come up through 8 Worth. 9 So just a -- I -- I guess this is just 10 me saying, this is a concern, and I would strongly 11 support the suggestion by Kelly to have an 12 additional traffic study to measure that traffic 13 on Worth. Just what happened today, the school 14 bus could not come up Worth because a lawnmower 15 company had parked their car on Worth, and it's 16 just not wide enough for a truck and a school bus. 17 And so, the school bus had to sit and honk, for 18 several minutes, in order to make it up Worth. So 19 it's -- it's an issue. Thank you. 20 MS. AYEVA: Thank you, Mr. Reser. As I 21 said earlier, I'll be happy to review and assess 22 the traffic volume nature along Worth Avenue. So 23 as Thommana said, send me -- send a -- a request 24 for assessment to Traffic Op, and we'll review and 25 get back to you with our findings. If any action</p>
<p>38</p> <p>1 Traffic Division can look at that, as another 2 request for a review to study. 3 MS. AYEVA: Thank you, Thommana. 4 MS. MAIN: Okay. Next, we have a 5 question from David Reser. 6 MR. RESER: Can -- can you hear me? 7 MS. MAIN: We can. 8 MR. RESER: Great. My name is David 9 Reser. I live on Leighton Place, which is a 10 cul-de-sac off of Leighton Avenue, close to 11 Colesville. And I would just like to -- my 12 question was really the same as what Kelly and 13 others have noticed about Worth, since this 14 project is actually directing local traffic up 15 Worth during the periods of time that you cannot 16 turn on Franklin -- from Franklin onto Worth. 17 And I did attend the US 29 -- Bus Rapid 18 Transit Flash [sic] presentation a few weeks ago, 19 where they are also going to be directing traffic 20 -- southbound Colesville traffic, that can no 21 longer turn on Brewster or Leighton, they're 22 directing that traffic down to Franklin, and then 23 up Worth. So that's two projects that are 24 directing additional traffic on Worth. 25 And as -- as people have noticed, it is</p>	<p>40</p> <p>1 is needed, we'll -- we'll look into it. 2 MR. THOMMANA: Is there anybody else 3 that has any questions at this time? I don't see 4 any hands, but I'm going to give it, maybe, a few 5 more seconds, to see if somebody else has their 6 hand raised. Okay. Seeing that there are no 7 hands raised, that -- all the questions that we 8 have so far, thank you for all of them. And some 9 of them we have answered, some of them we do have 10 some follow up to do, and -- and we will get to 11 that. 12 We will now conclude this hearing. And 13 we will keep the record open, again, as I 14 mentioned, for four weeks. Comments and written 15 testimony are due by Tuesday, May 27th, 2025, at 16 5:00 P.M. And additional written testimony and 17 comments can be submitted by e-mail and must be 18 received, or postmarked, if mailed in, by the 19 close of this record -- hearing record. 20 Submissions can be sent to -- by mail to 21 Access Restriction Under Consideration, comma, 22 Leighton Avenue, Division of Traffic Engineering 23 and Operations, 100 Edison Park Drive, 4th Floor, 24 Gaithersburg, Maryland 20878, or via e-mail to 25 trafficops@montgomerycountymd.gov.</p>

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11 (41 to 44)

<p>41</p> <p>1 Thank you for joining us this evening. 2 This public hearing is now concluded. 3 (Off the record at 8:28 PM.) 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p>43</p> <p>1 CERTIFICATE OF TRANSCRIBER 2 I, Karen M. Galvez, do hereby certify 3 that this transcript was prepared from the digital 4 audio recording of the foregoing proceeding; that 5 said proceedings were reduced to typewriting under 6 my supervision; that said transcript is a true and 7 accurate record of the proceedings to the best of 8 my knowledge, skills, and ability; and that I am 9 neither counsel for, related to, nor employed by 10 any of the parties to the case and have no 11 interest, financial or otherwise, in its outcome. 12 13  14 _____ 15 KAREN M. GALVEZ 16 PLANET DEPOS, LLC 17 May 12, 2025 18 19 20 21 22 23 24 25</p>
<p>42</p> <p>1 CERTIFICATE OF COURT REPORTER - NOTARY PUBLIC 2 I, Parker Simpson, the officer before 3 whom the foregoing proceedings were taken, do hereby 4 certify that any witness(es) in the foregoing 5 proceedings were fully sworn; that the proceedings 6 were recorded by me and thereafter reduced to 7 typewriting by a qualified transcriptionist; that 8 said digital audio recording of said proceedings 9 are a true and accurate record to the best of my 10 knowledge, skills, and ability; and that I am 11 neither counsel for, related to, nor employed by 12 any of the parties to this case and have no 13 interest, financial or otherwise, in its outcome. 14 15  16 _____ 17 PARKER SIMPSON, NOTARY PUBLIC 18 FOR THE STATE OF WASHINGTON 19 May 12, 2025 20 21 22 23 24 25</p>	

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ability	addition	8:24, 11:9,	angel
31:13, 42:10,	18:18, 24:1	12:20, 14:4,	20:2
43:8	additional	15:17, 17:1,	anita
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31:4, 31:17,	38:24, 39:12,	19:24, 20:25,	25:3
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access	20:23	along	40:9
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Montgomery County Department of Transportation
Division of Traffic Engineering and Operations

COMMUNITY DISCUSSION PAPER

DETERMINATION OF ACCESS RESTRICTION ELIGIBILITY

Leighton Ave

Prepared in cooperation with Mead & Hunt, Inc.

Executive Summary

The community along Leighton Avenue in Montgomery County petitioned for a determination of access restriction eligibility to address a perceived cut-through traffic problem. Executive Regulation 17-94 *“Through Traffic Volume Access Restrictions in Residential Areas”* was authorized to aid in the County’s efforts to “enhance neighborhood traffic safety and maintain ‘livable’ residential environments by providing a procedure for reducing excessive volumes of through traffic.” The policy attempts to balance the needs of all impacted parties while maintaining the efficient and appropriate use of County streets and public rights of way. For this policy, the County’s Department of Transportation (Department) assists neighborhoods by designing and evaluating the impacts of access restrictions and then reporting findings in a “Community Discussion Paper (CDP)”, which will serve as the basis for discussions with residents and other potentially impacted parties. The purpose of this CDP is to determine access restriction eligibility for Leighton Ave and to evaluate traffic impacts on proposed access restrictions. The technical analysis in this CDP show that Westbound AM and PM peak-hour traffic exceeds 100 vehicles on Leighton Ave west of Franklin Ave; and a license plate survey of westbound traffic documented non-local traffic volumes to be 61%. Both of these data along Leighton Avenue meet the County’s requirements for access restrictions per Executive Regulation 17-94. The majority of cut-through traffic entering Leighton Ave is assumed to originate as right turning movements from westbound Franklin Ave, the recommend access restriction is:

Installation of a regulatory sign to restrict right turns from westbound Franklin Avenue to Leighton Avenue from 7:00 – 9:00 AM and 4:00 – 6:00 PM Monday through Friday.

Based on a preliminary analysis of adjacent intersections, implementing this recommendation was found to result in no significant impacts to traffic operations.

1. INTRODUCTION

Executive Regulation 17-94 “Through Traffic Volume Access Restrictions in Residential Areas” was authorized to aid in the County’s efforts to “enhance neighborhood traffic safety and maintain ‘livable’ residential environments by providing a procedure for reducing excessive volumes of through traffic.” The policy attempts to balance the needs of all impacted parties while maintaining the efficient and appropriate use of County streets and public rights of way.

The Department of Transportation (Department) assists communities in developing a Through Traffic Volume Management Plan by designing and evaluating the impacts of access restrictions. The Department then reports its preliminary assessment in a “Community Discussion Paper (CDP)”, which will serve as the basis for discussions with residents and other potentially impacted parties. The purpose of this CDP is to determine access restriction eligibility for Leighton Ave in Silver Spring, as well as to evaluate traffic impacts on any proposed access restrictions.

2. REGULATORY PROCESS

The development of, criteria for, public comment on, and approval process for installation of access restrictions in residential areas follows seven sequential steps:

1. **Application & Eligibility:** The process begins with an initial request for access restrictions and determination of street eligibility for access restrictions.
 - Application - A request for neighborhood through traffic volume restrictions may be made by a local citizens Association which represents a significant number of residents or by a petition from 15 percent of the households in an area being proposed for traffic restrictions.
 - Eligibility - The Department will assess the area described in the application and adjust boundaries as appropriate to delineate the traffic shed. Eligibility of one or more streets in a residential area for volume restrictions must be based on satisfying criteria for:
 - Functional classification of the study roadways
 - Measured traffic volumes.
 - Estimated non-local traffic.
2. **Project Development:** Once eligible, the Department will move forward to develop a detailed plan and assess the potential traffic impacts of that plan.
 - Preliminary Plan – input from the community will be solicited and considered in developing a detailed plan to manage through traffic volumes on eligible streets within a traffic shed or volume management area. The plan may include traffic controls such as signs and pavement markings or other physical barriers that establish turn or entry restrictions, one-way traffic flows, or mandatory turns. Speed reduction measures such as speed humps, chokers, roundabouts, etc. and pedestrian improvements such as sidewalks are addressed under other processes established by the Department. Under no circumstance may a street be fully closed to traffic.
 - Community Discussion Paper – A formal study typically including 1) technical and quantitative analysis of existing traffic conditions such as traffic volumes, travel times, origin-destination

surveys, 2) the development of a plan for implementing one or more access restriction measures, and 3) the assessment of potential consequences of such actions on:

- the surrounding residential streets that may receive diverted traffic.
- the surrounding collector, arterial and highway network that is intended to carry through traffic volumes.
- potential impacts on access to public facilities such as schools, parks and libraries located within the traffic volume management area.
- compatibility with Master and Sector Plans

3. **Community Assessment:** Once a Preliminary Plan and Community Discussion Paper have been completed, disclosure and public dialogue and access to information for a minimum of 30 days. Stakeholders for the Plan may include the following groups:

- Community Associations
- Business Associations
- Local Municipalities
- Schools
- Hospitals
- Other County Agencies (e.g., Department of Recreation, M-NCPPC)

Means of communication the Department may undertake with stakeholders may include any or all of the following:

- Public Notification
- Working Groups
- Advisory Committee

4. **Final Plan:** Based on the feedback received during the Community Assessment phase, the preliminary plan may be revised by the Department to address concerns and a Final Plan will be produced.

5. **Public Hearing:** Within 60 days of submitting a Final Plan, a public hearing will be held, with ample (15 days) notice and hearing announcements posted, and a hearing officer will decide on behalf of the Executive whether to support the plan. In deciding whether to create an area and adopt a plan for that area, the Executive must consider:

- the classification or function of each street in the area and existing street widths;
- overall traffic volumes and level of use by non-local traffic;
- pertinent traffic and pedestrian safety factors;
- the impact of possible traffic flow restrictions on nearby residential areas, businesses, public access and facilities, and the surrounding street network;
- feasibility of compliance and enforcement;
- the need of the residents in the proposed area for traffic flow restrictions;
- approved or pending master or sector plans; and
- any other factor the Executive finds relevant. The Executive must not reject a proposed plan primarily because it would increase traffic volumes on arterial roads.

In summary, the Executive must decide if the benefits of the Plan outweigh the possible impacts to the surrounding community, higher functioning roadways, or other resources. However, the Executive does have discretion to request specific modification to the Plan to better balance the goals of the plans with the potential consequences of access restrictions.

6. **Adaptation:** Once the plan is recommended by the Executive for implementation, the applicant will be asked to collect a petition from determined eligible properties (one adult signature per property) to move forward. A simple majority (51% or more) will be required to adopt the Plan; a non-response will be considered a no vote.
7. **Implementation and Assessment:** Once adopted, passive measures will be scheduled for installation by Department forces. In cases where physical measures have been recommended, funding for construction may be submitted through the County's Capital Improvement Program.

After a period of a minimum of 90 days, the Department may conduct an 'after' assessment to document actual changes in traffic patterns.

3. GLOSSARY OF TERMS

Definitions for common terminology used in this report are presented below.

Access Restriction – A full or part-time regulatory prohibition or physical barrier preventing full or directional entry into or through a particular street.

Arterial – A roadway that functions primarily to facilitate high volume vehicular traffic connections between, collector streets and major thoroughfares such as expressways and freeways; and secondarily to provide access to abutting land uses.

Average (Weekday) Daily Traffic (AWDT) – The average total number of vehicles in one or more direction of travel in a 24-hour (weekday) period passing a given point on a roadway.

Collector – An intermediary street that funnels vehicular traffic to and from local streets and arterials, providing moderate access to adjacent land uses.

Community Association - Any incorporated or unincorporated common ownership or Civic Association which represents the interests of the subdivision in which the street being considered for access restrictions is located.

Community Discussion Paper – A formal study typically including 1) technical and quantitative analysis of existing traffic conditions such as traffic volumes, 2) the development of a plan for implementing one or more access restriction measures, and 3) the assessment of potential consequences of such actions.

Cut-through or Non-local traffic – Through traffic diverted from arterial and collector streets onto local residential streets to avoid congestion and/or longer trips, with both an origin and destination external to the neighborhood and/ or traffic shed boundaries as documented in a license tag survey sample or other appropriate measure. Note that vehicles which cross a collector or arterial road from an originating local street and continue to another local street in the same destination direction of the collector/arterial road, without a destination on that local street, may be considered part of the non-local traffic in some cases depending on the exact boundaries of the traffic volume management area.

Functional Classification – Is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are four highway functional classifications: highway, arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

Major Highway – A roadway with limited or controlled access that carries high through traffic volumes between freeways, central business districts and other major traffic generators. Major highways provide a high level of traffic service and a low level of direct access to local development.

Management Plan – That group of traffic controls, which may include signs, pavement markings, and physical devices or barriers, designed to reduce, divert, or discourage non-local traffic in a particular

neighborhood or on a particular neighborhood street.

Neighborhood Traffic Committee – An ad hoc group of residents formed in the absence of an active Community Association which represents the interests of the subdivision in which the street being considered for speed humps is located.

Residential Street – A neighborhood street providing direct access to abutting residential land uses, not intended to service traffic traveling beyond or through a neighborhood. Residential streets can be sub classified as follows:

- **Primary Residential Street:** A neighborhood street serving as a collector for local traffic from secondary and tertiary residential roadways, designed to feed traffic to arterial and major highways. Primary roadways provide a moderate level of traffic service and a high level of direct residential property access. Can also be defined as a Master Plan primary street so designated in a Master or Sector plan.
- **Secondary residential street** – A neighborhood street providing a high level of direct residential access and a limited level of traffic service; not intended to provide for traffic traveling through the neighborhood.
- **Tertiary residential roadway** – A neighborhood street with similar function to a secondary street but having a narrower right-of-way and typically ending in a cul-de-sac.

Study Intersections/ Study Area – A geographic area which includes all critical intersections along arterials or major highways that connect to each other or local collector and residential streets within the traffic shed or traffic volume management area and which may need to be analyzed to determine potential impacts of access restrictions.

Traffic Shed – A geographic area defined by an interconnected network of local primary, secondary and tertiary streets within a neighborhood or portion of a neighborhood that feed into the same arterials or major highways.

Traffic Volume Management Area – An area defined by natural or physical/ transportation boundaries, typically encompassing one or a portion of a neighborhood or traffic shed, within which residents, businesses and other visitors may be required to change their travel patterns to reach a local origin or destination within the traffic volume management area with the implementation of access restrictions on one or more streets.

85th-Percentile Speed – The speed at or below which 85% of the vehicles are moving. 85th-percentile speed is a common measure of the speed at which most motorists consider safe and reasonable based on the prevailing geometric and traffic conditions on a particular roadway. Studies have demonstrated that drivers who travel either slower or faster than the 85th-percentile speed of the traffic stream have a higher rate of crash involvement rate than those drivers whose speed is close to the 85th-percentile speed. The measured 85th-percentile speed indicates that only 15% of drivers exceed it.

4. STUDY AREA LOCATION AND PURPOSE

A. Study Area

Silver Spring Residents in Montgomery County, MD state that non-local drivers are using Leighton Ave via Franklin Ave during commuter rush hours. Residents believe this cut-through traffic is using local neighborhood streets to avoid congestion and delays on Franklin Ave approaching Colesville Rd (US 29).

Definitions of key areas for this study are as follows:

- The Traffic Shed is bounded by Colesville Rd, Indian Spring Dr, University Blvd (MD 193), and Melbourn Ave.
- The Traffic Volume Management Area is defined as Leighton Ave from Colesville Rd to Franklin Ave.
- Study Intersections will include Leighton Ave at Franklin Ave, Leighton Ave at Colesville Rd, and Franklin Ave at Colesville Rd.

A map of the traffic shed and traffic volume management area is shown in **Figure 1**.



FIGURE 1: STUDY AREA MAP

B. History

The neighborhood has noted that the excessive cut-through traffic through the community along Leighton Ave has negatively impacted the quality of life and safety of residents. This is potentially due to increasing regional traffic volumes, as well as recurring congestion along Franklin Ave. Motorists may perceive it is faster to cut through the neighborhood than to remain on Franklin Ave to Colesville Rd.

C. Location

The study area is situated east of Colesville Rd, north and west of Franklin Ave, and south of Brewster Ave. The neighborhood is comprised of county-maintained roads. An area map is shown in **Figure 2**.



FIGURE 2: LOCATION MAP (NOT TO SCALE)

D. Purpose

The purpose of the study is to document the volume of non-local through traffic utilizing the study roadways to avoid congestion on Franklin Ave approaching Colesville Rd, and, if eligible, develop and implement an access restriction plan after evaluating the potential impact of that plan on the roadway network and community. This paper summarizes the results of a technical analysis including existing conditions, traffic volumes, capacity analysis, license plate surveys, travel time, and field observations.

5. EXISTING CONDITIONS ANALYSIS

A. Roadway Network, Land Use, Community Resources and Existing Restrictions

The following section describes the study area roadway network and its characteristics, existing land use mixture, community resources such as public spaces, and vehicular access restrictions that are already in place.

Leighton Ave is a local roadway with width and on-street parking characteristics that allow for one unobstructed lane for travel in both directions meeting the Executive Regulation 17-94 description for a Tertiary Residential Street.

Colesville Rd (US 29) is a principal arterial roadway. Colesville Rd is a six-lane divided roadway connecting the District of Columbia, Montgomery County, and Howard County. The speed limit along Colesville Rd within the study area is 40 miles-per-hour (mph); there is one traffic signal within the study traffic shed area at Colesville Rd and Franklin Ave.

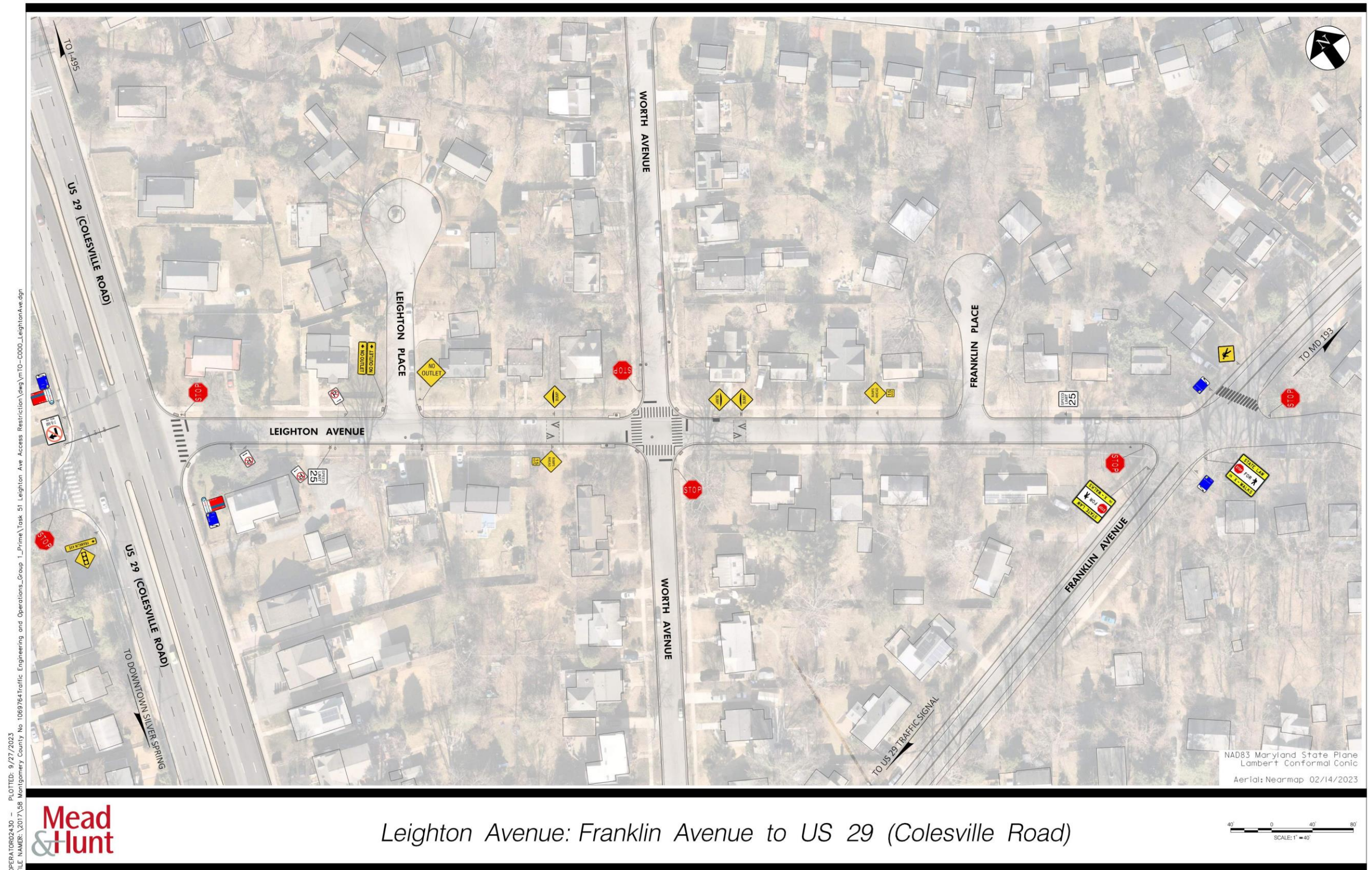
Franklin Ave is a major collector roadway. Franklin Ave is a two-lane undivided roadway providing an east-west connection between Colesville Rd and University Blvd. The speed limit along Franklin Ave within the study area is 30 miles-per-hour (mph).

Land uses along Leighton Ave are exclusively residential. Surrounding land uses are composed of primarily of residential, schools, and parks.

There are no **existing traffic restrictions** and controls for the community.

Existing traffic calming is limited to speed humps along Leighton Ave.

A detailed map of all access restrictions is shown in **Figure 3** on the next page.



OPERATOR02430 — PLOTTED: 9/27/2023
FILE NAME: \\2017\\58 Montgomery County No 1069764\\Traffic Engineering and Operations_Group 1_Prime\\Task 51 Leighton Ave Access Restriction\\dwg\\m10-0000_LeightonAve.dgn

FIGURE 3: EXISTING ACCESS RESTRICTIONS

B. Traffic Volumes

Peak hour intersection traffic data for the study area intersections was gathered from the Maryland State Highway Administration (MDSHA), Maryland-National Capital Park and Planning Commission (MNCPPC) and supplemented with new data collected as a part of this study. The new volume data was collected at Franklin Ave at Leighton Ave and Franklin Ave at US 29 on January 30, 2024. **Figure 4** illustrates peak hour *balanced* volumes at study intersections. Detailed traffic data is included in Appendix A. **Table 1** summarizes the most conservative volumes for the weekday AM and PM peak hour bi-directional traffic volumes along the study roadway segments

TABLE 1: SEGMENT TRAFFIC VOLUMES - AM (PM)

Roadway	Westbound/ Northbound	Eastbound/ Southbound	Total Peak Hour Volume	Total Daily Volume
Leighton Ave: between US 29 and Franklin Ave	149 (80)	36 (54)	188 (134)	1,361
Franklin Ave: between US 29 and Leighton Ave	202 (163)	108 (230)	310 (393)	4,348
US 29: .15 miles south of I-495	1,927 (3,193)	2,440 (1,928)	4,367 (5,121)	64,384

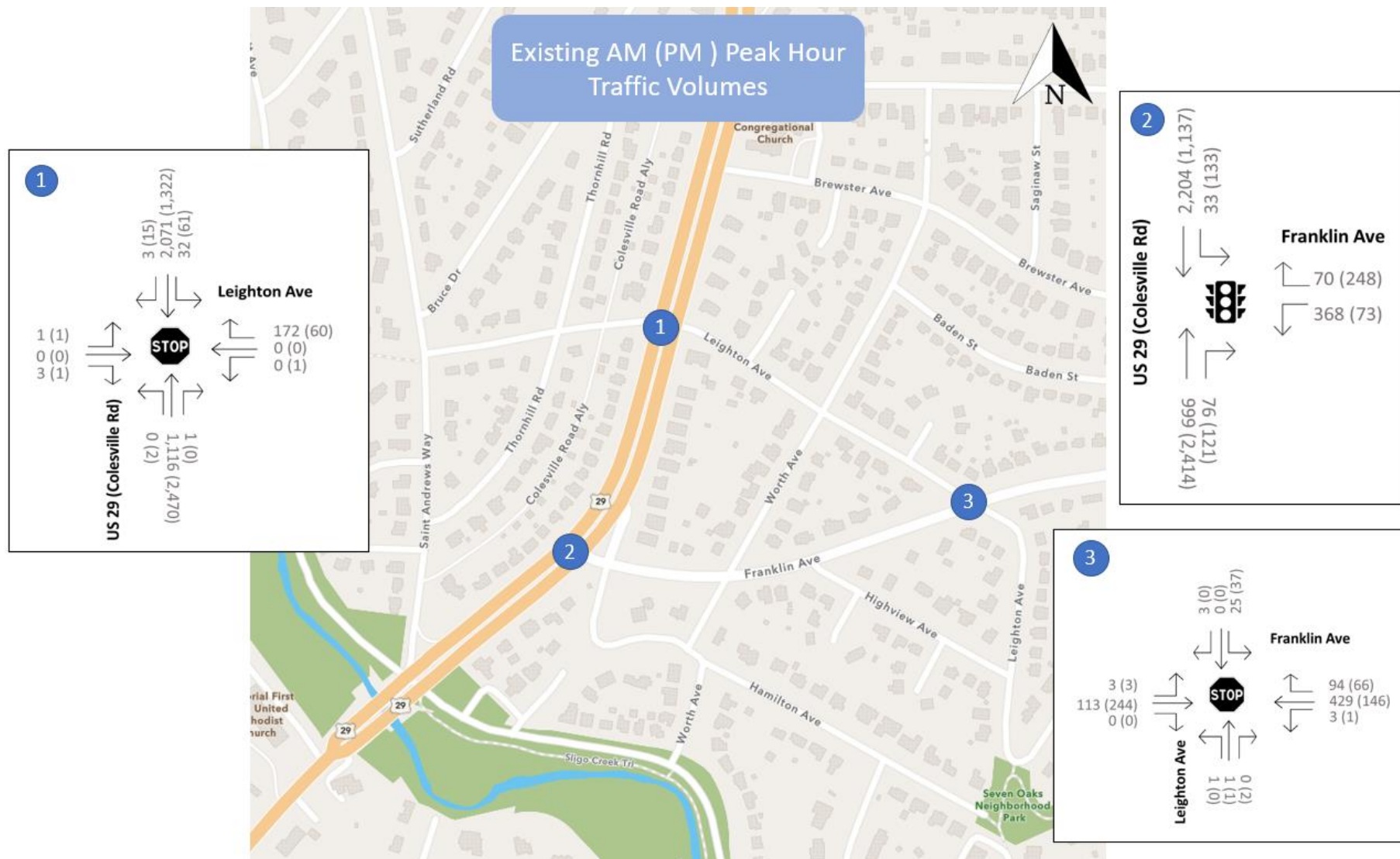


FIGURE 4: EXISTING VOLUMES DIAGRAM

C. Capacity Analysis

The Critical Lane Volume Analysis (CLV) methodology was used to evaluate capacity and level of service for the selected intersections during the AM and PM peak hours. Performance measures of effectiveness include critical lane volume, volume-to-capacity ratio, and level of service.

The critical lane volume for each peak period is found by combining the critical lane volumes for the NB/SB movements and EB/WB movements. The critical lane volumes indicate the highest volume for a given approach lane configuration in each direction. The volume-to-capacity ratio (v/c ratio) is the ratio of current flow rate to the capacity of the facility. This ratio is often used to determine how sufficient capacity is on a given roadway. Generally, a ratio of 1.00 indicates that the roadway is operating at capacity. A ratio of greater than 1.00 indicates that the facility is failing as the demand of vehicles exceed the intersection's available capacity.

The level of service (LOS) is a letter designation that corresponds to a certain range of roadway operating conditions. The levels of service range from A to F, with A indicating the best operating conditions and F indicating the worst, or a failing, operating condition. Level of service thresholds are summarized in **Table 2**, the results of the capacity analyses are summarized in **Table 3**. Detailed capacity worksheets for existing conditions are included in Appendix B.

TABLE 2: CRITICAL LANE VOLUME LEVEL OF SERVICE PARAMETERS

LOS	Volume (CLV)	Expected Problems at Intersection
A	≤ 1000	Very low delay
B	> 1000 and ≤ 1150	Short delay
C	> 1150 and ≤ 1300	Number of vehicles stopping is significant
D	> 1300 and ≤ 1450	Influence of congestion becomes noticeable
E	> 1450 and ≤ 1600	Limits of capacity, moderate to excessive delay
F	> 1600	Oversaturated traffic conditions, excessive delay

(Source: MD State Highway Administration.)

TABLE 3: CAPACITY ANALYSIS SUMMARY TABLE

Intersection	Critical Lane Volume	Volume-to-Capacity Ratio	Level of Service
Leighton Ave at Colesville Rd	940 (1,038)	0.59 (0.65)	A (B)
Franklin Ave at Colesville Rd	1,036 (1,186)	0.65 (0.74)	B (C)
Leighton Ave at Franklin Ave	561 (292)	0.35 (0.18)	A (A)

D. Non-Local Traffic

A license plate survey was performed in February 2024 to determine the percentage of cut-through traffic along Leighton Ave between Franklin Ave and Colesville Rd. The purpose of the license plate study is to determine the percentage of non-local traffic currently utilizing the neighborhood streets, i.e., those vehicles without either an origin or destination within the defined traffic shed. The evaluation was conducted by recording license plate data in the field and then entering them into a database to perform a record search of the vehicle's registered address.

In the morning hours of 8:00 AM to 10:00 AM, it was observed that of 118 vehicles entering Leighton Ave from Franklin Ave, 46 were local and 72 were non-local (61%).

Table 4 below illustrates the license plate study vehicles survey and the resultant percentage of traffic determined to be cut-through. A map showing the anonymized address blocks of the vehicles surveyed is provided in **Figure 5**.

TABLE 4: LICENSE PLATE SURVEY

Location	Date	Time	Within 3/4-mile Boundary	Outside 3/4-mile Boundary	Total Vehicle with Available Lic. Plate Info.	Remarks
Franklin Ave between US 29 and Leighton Ave	2/20/2024	8-10 AM	46	72	118	= 61% >50% Cut Through Traffic, Meets Criteria

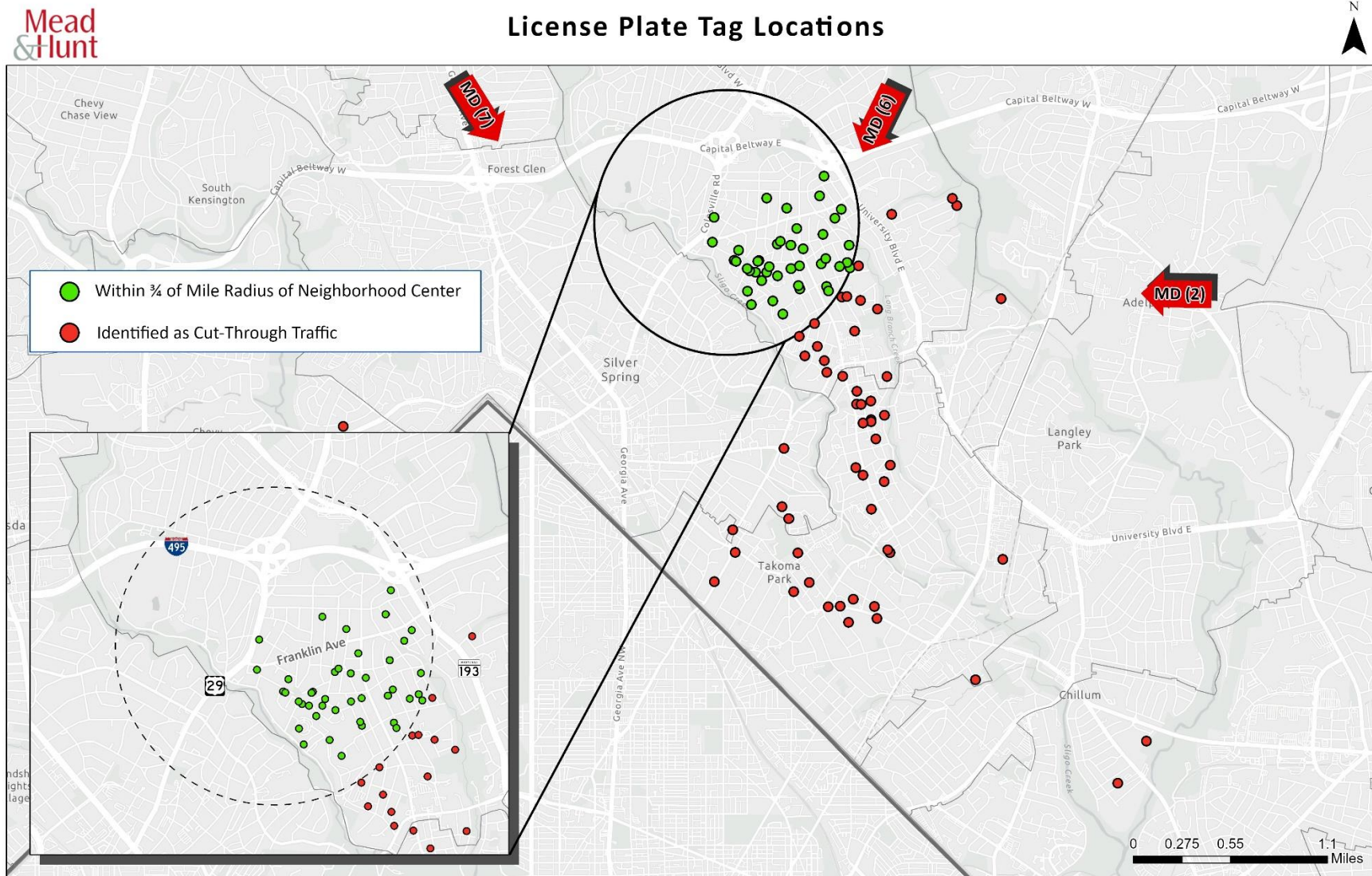


FIGURE 5: LICENSE PLATE SURVEY MAP

E. Travel Time Analysis

Detailed field investigations of travel times along Leighton Ave, and adjacent primary roadways were performed during a typical midweek day (January 30, 2024) during the AM (8:00 – 10:00) and PM (4:00 – 6:00) peak hours, while school was in session. The purpose of this analysis is to document relative travel times, including delay at signalized intersections, over routes that diverted traffic may experience if access restrictions were implemented along Franklin Ave to Leighton Ave. Five (5) travel time runs were conducted for Routes 1 and 2 listed below (**Figure 6** shows the travel time run paths for routes 1 and 2). The starting and ending points were the same for each route and compare the Leighton Ave cut-through route with the same trip using the primary route of Frankline Ave to Colesville Rd. .

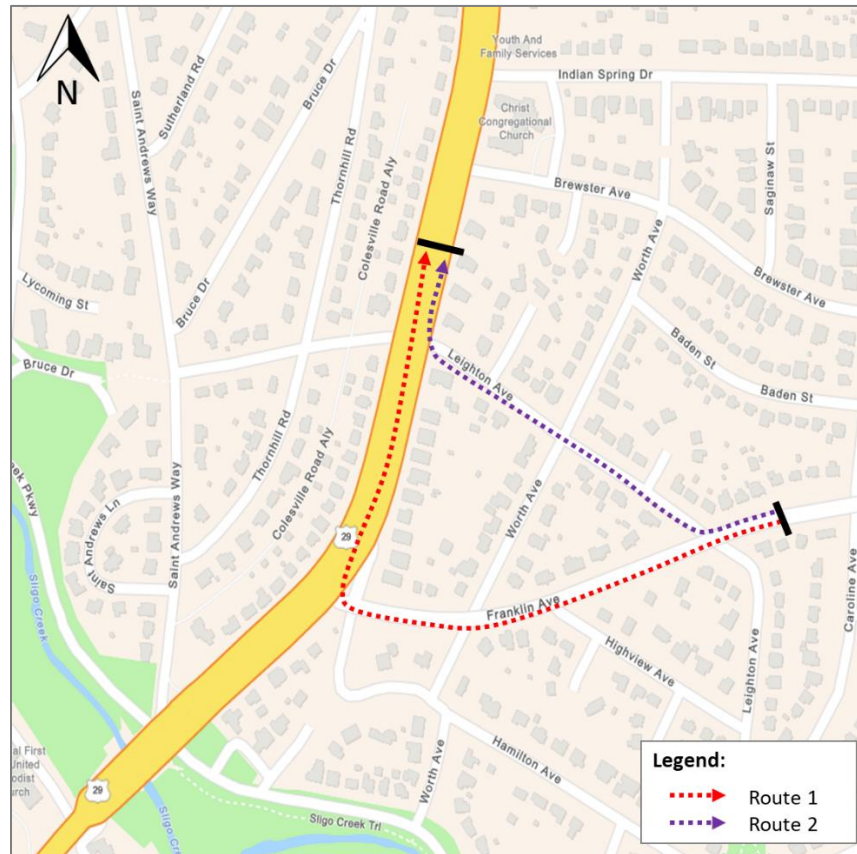


FIGURE 6: TRAVEL TIME ROUTES

TABLE 5: TRAVEL TIME SUMMARY TABLE

Route Number	Direction	Route Description	AM	PM
1	Westbound	Franklin Ave	2:43	2:45
2	Westbound	Leighton Ave	1:45	2:11

Table 5 shows a summary of the average travel times recorded during the AM peak hours. Detailed travel time information for each route can be found in Appendix C.

- **Route 1 (Westbound Baseline):** From Franklin Ave westbound to the intersection of Franklin Ave and US 29; right to northbound US 29. The average duration of the Baseline route in the AM and PM peak hours is 2 minute and 43 seconds and 2 minutes and 45 seconds, respectively.
- **Route 2 (Westbound Leighton Ave):** From Franklin Ave westbound to the intersection of Franklin Ave at Leighton Ave; right to Leighton Ave the right to northbound US 29. The average duration of the Leighton route in the AM and PM peak hours is 1 minutes and 45 seconds and 2 minutes and 11 seconds, respectively.

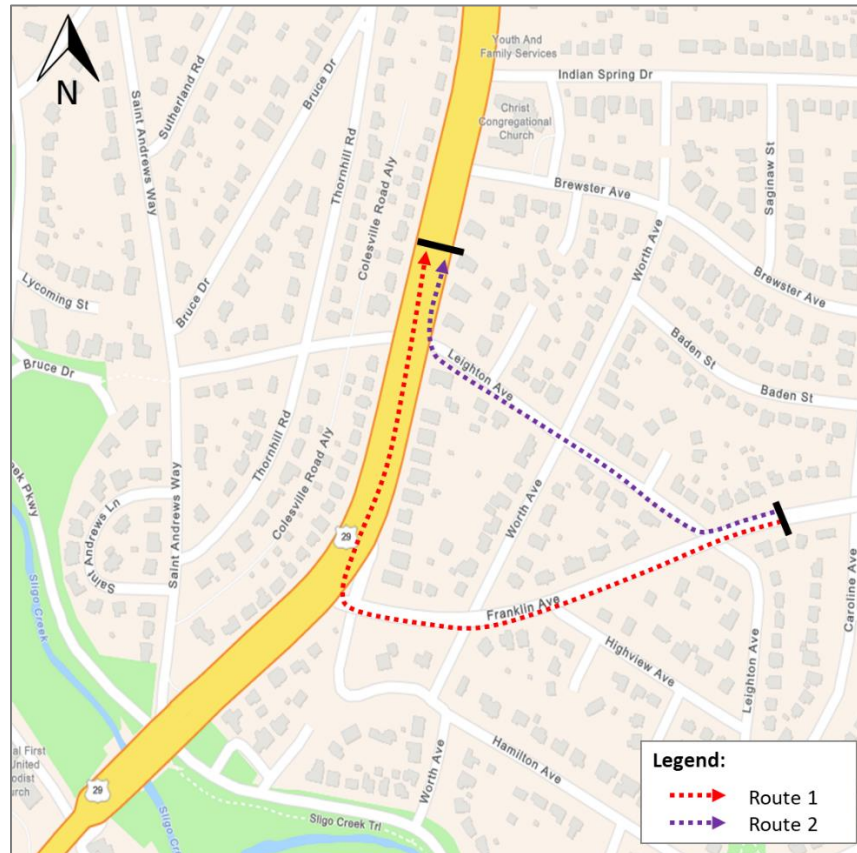


FIGURE 6: TRAVEL TIME ROUTES

TABLE 5: TRAVEL TIME SUMMARY TABLE

Route Number	Direction	Route Description	AM	PM
1	Westbound	Franklin Ave	2:43	2:45
2	Westbound	Leighton Ave	1:45	2:11

Findings indicate that typically the baseline route, Franklin Ave, has 0.5 to 1-minute slower travel times to that of the Leighton Route in both the AM and PM peak hour thus affirming the desire to cut-through using Leighton Ave.

F. Field Observations

A Professional Traffic Engineer observed the study area in January 2024, specifically focusing on driver

behavior, traffic patterns and queues, geometry, and overall traffic operations. The following summarizes the observations:

- Moderate congestion along Franklin Ave particularly in the morning peak hours from Colesville Rd to Leighton Ave.
- Cut-through traffic able to bypass signal delays and queuing by using Leighton Ave.

6. ACCESS RESTRICTION ELIGIBILITY ANALYSIS

According to Executive Regulation 17-94AM, the eligibility requirements and satisfaction thereof are summarized below in **Table 6**. The evaluation focuses on Leighton Ave.

TABLE 6: SUMMARY OF LEIGHTON AVENUE ACCESS RESTRICTION ELIGIBILITY ANALYSIS

Criteria	Description	Existing Condition	Satisfied?
Street Classification	Access volume restrictions limited to tertiary, secondary, and primary residential streets.	Leighton Avenue is a residential street.	Yes
Measured Traffic Volumes	A minimum two-directional volume: > 400 vehicles per hour for at least one hour of a weekday peak or off-peak time period on a primary street with one unobstructed travel lane in each direction. > 250 vehicles per hour on a non-primary residential street with one unobstructed travel lane in each direction. > 100 vehicles per hour on any residential street with one unobstructed travel lane serving both directions.	Based on the residential roadway classification, the measured traffic volumes exceed the 100 total two-way volume per hour on Leighton Avenue in both the AM and PM peak hours.	Yes
Estimated Non-Local Traffic	Non-local traffic must exceed 50 percent of the highest hourly volume, as documented by a license plate survey.	Non-local traffic is above 50% for the highest hourly volume.	Yes

Per Section III-C of Executive Regulation 17-94, the Department must prioritize all access restriction applications that are determined eligible for further consideration, with prioritization based on a point-scores assigned to a given street. Factors into point scores include: traffic volume, speeds, accidents, pedestrian activity, driveway concentration, and sight visibility. Since only a single road was requested for review, a scoring assessment was not prepared for this CDP.

Findings

The community along Leighton Avenue in Montgomery County petitioned for a determination of access restriction eligibility to address a perceived cut-through traffic problem. The results of a technical analysis confirm the following findings:

- The land use is primarily single family residential.
- Based on the capacity analysis results under the existing conditions, the three study intersections operate at LOS C or better during the AM and PM peak hours.
- The two-way traffic volumes on Leighton Avenue satisfy the minimum requirements of 100 vehicles

per hour during the AM and PM peak hours.

- A license tag survey documented 61% (72 vehicles) were non-local traffic on Leighton Avenue.
- Based on the above findings, Leighton Avenue is eligible for access restrictions.

7. ACCESS RESTRICTION PLAN IMPACT ANALYSIS

An access restriction plan must balance the needs of both the neighborhood and the prevailing traffic conditions. An access restriction plan may not include traffic calming measures such as speed humps or small traffic circles, nor does it permit a complete roadway closure. The plan may include signs and/ or physical barriers that “establish turn or entry restrictions, one-way residential streets, or mandatory turns”.

The evaluation of access plans should include the consideration of impact of diverted traffic on other roadways such as residential and arterial streets, impact on access to public facilities and community resources such as schools, parks, libraries, religious institutions, or shopping centers, and lastly compatibility with area Master Plans. Regulation 17-94AM specifically states that any access restriction imposed affects residents as well as cut-thru traffic and makes no provision to allow use by residents.

Proposal

Based on the origin of cut-through traffic from the license plate survey and findings from the travel time analysis, Leighton Ave is being used as a cut-through to bypass signal delays along Franklin Ave westbound to Colesville Rd. To discourage the use of Leighton Ave as a cut-through, a no right turn restriction is recommended westbound on Franklin Ave at the approach to Leighton Ave during the AM and PM peak periods from 7:00 – 9:00 AM and 4:00 – 6:00 PM, respectively.

The restriction will require the installation of a regulatory sign to communicate the restriction and targeted police enforcement may be necessary for compliance.

A. Preliminary Restriction Plan Impacts

The proposed plans ultimately aim to provide access restrictions without further limiting through access for commuter and non-local cut-through traffic on roadways in the study area that serve local residences and businesses in the community. The proposed recommendations were weighted for advantages and disadvantages prior to traffic analysis.

B. Impact to Other Roadways

It is assumed that all traffic making the westbound right turn movement from Franklin Ave to Leighton Ave will utilize the arterial streets and access Colesville Rd via Franklin Ave.

This additional diverted volume was added to the existing CLV volume for each affected intersection during the peak hours when the restriction is in place and the results are summarized below in **Table 7**. The results indicate that the additional diverted traffic volumes would result in minor changes in Critical Lane Volumes with no intersections experiencing any changes to AM or PM LOS. CLV worksheets with the diverted traffic

volumes can be found in Appendix D.

TABLE 7: FUTURE INTERSECTION CAPACITY ANALYSIS - AM (PM)

Intersection	Critical Lane Volume	Volume-to-Capacity Ratio	Level of Service
Leighton Ave at Colesville Rd	846 (1,003)	0.53 (0.63)	A (B)
Franklin Ave at Colesville Rd	1,036 (1,252)	0.65 (0.78)	B (C)
Leighton Ave at Frankin Ave	561 (292)	0.35 (0.18)	A (A)

C. Impact to Public and Community Facilities

The proposed access and turn restrictions are limited to the morning and evening peak hours, 7:00 – 9:00 AM and 4:00 – 6:00 PM to discourage through commuter traffic along westbound Leighton Ave. Local residents returning home may continue along Franklin Ave westbound and access their neighborhood via Worth Ave or Colesville Rd. Traffic patterns should be monitored to ensure that commuters do not divert to Worth Ave as a new cut-through.


8. SUMMARY AND RECOMMENDATION

The community along Leighton Avenue in Montgomery County petitioned for a determination of access restriction eligibility to address a perceived cut-through traffic problem. The results of a technical analysis confirm the following findings:

- Westbound AM and PM peak-hour traffic exceeds 100 vehicles on Leighton Ave west of Franklin Ave.
- A comparison of field-measured travel times in the study area during morning and evening peak hours indicate a travel time savings of 30-seconds to 1-minute for non-local traffic by using Leighton Ave in lieu of Franklin Ave.
- A license plate survey of westbound traffic documented non-local traffic volumes on Leighton Ave, of 61% which were found to be more than 50% requirement of evening peak hour traffic.
- Based on the overall AM and PM peak hours' volumes in the westbound direction, the percentage of non-local traffic, Leighton Avenue meets the County's requirements for access restrictions per Executive Regulation 17-94.
- The majority of cut-through traffic entering Leighton Ave is assumed to originate from right turns from westbound Franklin Ave.
- The recommended access restriction is:
 - Installation of a regulatory sign to restrict right turns from westbound Franklin Avenue to Leighton Avenue from 7:00 – 9:00 AM and 4:00 – 6:00 PM Monday through Friday.
- Based on CLV analysis of study area intersections that would see modified traffic patterns, this regulation was found to result in no significant impacts to traffic operations.

CDP Feedback – Schedule A

Names	Addresses	Emails
Jeanne Fekade-Sellassie	9308 Worth Ave	jfekadesellassie@gmail.com
Bob Enos	Worth Ave Resident	Bob_enos@hotmail.com
Kelly VanTassel	9310 Worth Ave	kvt77@yahoo.com
Shana Khader	Worth Ave Resident	shana.khader@gmail.com

 Bob Enos<bob_enos@hotmail.com>

Hello

As part of your Leighton Ave restriction you need to either do the same for Worth Ave or at a minimum install speed bumps at the same time. The "diversion" of traffic will only resulting in people coming down another 1000 feet and taking a right onto Worth Ave. This will double the traffic on Worth as it is already a "cut through" in the mornings for people coming up Sligo Creek Parkway (go on Waze in the morning and it will tell you to do exactly that if you want to get on 29 north bound).

Thank you for your consideration.

Bob Enos
(Worth Ave resident)

jfekadesellassie@gmail.com
To:leighton.avenue

Fri 1/17/2025 2:22 AM

[EXTERNAL EMAIL]

Hi there - I heard about the changes proposed to Leighton Ave and I am mostly in support. I live on Worth Ave between Leighton and Franklin. I think limiting the hours that cars can turn onto Leighton off of Franklin is a good idea.

I am, however, very concerned about the increased traffic on our block which will surely result from the proposed changes both from people now needing to turn onto Worth to enter the neighborhood and the potential there is for the cut-through traffic to just be displaced onto our block.

A few years back we had requested a speed bump on our street because cars speed down it quite fast. We moved here in 2012 and in the years that we have been here, there have been at least 4 times when cars cutting through the neighborhood have crashed into cars parked on the street on our block, twice so much as to total the cars that were hit. All were hit and runs. I can dig up the petition every one of the neighbors on the block signed asking for this speed bump if it would help. By the time someone came out to count cars and speed, it was the middle of the pandemic so nobody was commuting to work and it wasn't indicative of the normal traffic patterns.

Anyway, would it be possible to also install a speed bump on our block and a "local traffic only" sign as part of this resolution for Leighton, so that people won't be as apt to find our street a

desirable/speedy place to turn to cut the light at Franklin and Colesville?

I am also surprised that people on our block weren't made aware of this study or the report and recommendations since we are bound to be impacted. Is there a plan to do so?

Thanks,
Jeanne Fekade-Sellassie
9308 Worth Ave
202.390.6153

jfekadesellassie@gmail.com

To:leighton.avenue

Sat 1/18/2025 5:55 PM

[EXTERNAL EMAIL]

Hi again - just wanted to share another note. On Friday morning, I was leaving the house during the morning rush hour. As I was waiting for the light to change at Colesville and Franklin so I could take a right onto Franklin (I was on worth, north side of Franklin), I counted not one, not two, but SEVEN cars coming up from Sligo creek parkway on worth Ave and cross Franklin, come up our block of worth ave (9300 block), turn left on leighton and presumably right on Colesville. This was over about 45 seconds of time - less than one cycle of the traffic light

I guess my point is that our block is already a cut thru in the mornings from people coming up worth from Sligo creek pkwy to avoid the light at Franklin/colesville and the proposed solution for the leighton/franklin intersection will only divert more traffic onto our street.

would it make sense for you to do a traffic study on our block again or consider a "do not enter" sign on Franklin/worth during morning rush hours? And/or traffic calming?

Looking forward to hearing your response,
Jeanne

jfekadesellassie@gmail.com

To:leighton.avenue

Sat 1/18/2025 6:03 PM

[EXTERNAL EMAIL]

Me again :). Or maybe also add no left turn sign during certain hours at the South side of the intersection of worth and leighton? (So people can't turn left onto leighton from with) And the same at worth and Brewster?

> On Jan 18, 2025, at 12:55 PM, jfekadesellassie@gmail.com wrote:

>

> Hi again - just wanted to share another note. On Friday morning, I was leaving the house during the morning rush hour. As I was waiting for the light to change at Colesville and Franklin so I could take a right onto Franklin (I was on worth, north side of Franklin), I counted not one, not two, but

SEVEN cars coming up from Sligo creek parkway on worth Ave and cross Franklin, come up our block of worth ave (9300 block), turn left on leighton and presumably right on Colesville. This was over about 45 seconds of time - less than one cycle of the traffic light

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> I guess my point is that our block is already a cut thru in the mornings from people coming up worth from Sligo creek pkwy to avoid the light at Franklin/colesville and the proposed solution for the leighton/franklin intersection will only divert more traffic onto our street.

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> would it make sense for you to do a traffic study on our block again or consider a “do not enter” sign on Franklin/worth during morning rush hours? And/or traffic calming?

>

> Looking forward to hearing your response,

> Jeanne

>

>> On Jan 16, 2025, at 9:22 PM, jfekadesellassie@gmail.com wrote:

>>

>> Hi there - I heard about the changes proposed to Leighton Ave and I am mostly in support. I live on Worth Ave between Leighton and Franklin. I think limiting the hours that cars can turn onto Leighton off of Franklin is a good idea.

>>

>> I am, however, very concerned about the increased traffic on our block which will surely result from the proposed changes both from people now needing to turn onto Worth to enter the neighborhood and the potential there is for the cut-through traffic to just be displaced onto our block.

>>

>> A few years back we had requested a speed bump on our street because cars speed down it quite fast. We moved here in 2012 and in the years that we have been here, there have been at least 4 times when cars cutting through the neighborhood have crashed into cars parked on the street on our block, twice so much as to total the cars that were hit. All were hit and runs. I can dig up the petition every one of the neighbors on the block signed asking for this speed bump if it would help. By the time someone came out to count cars and speed, it was the middle of the pandemic so nobody was commuting to work and it wasn't indicative of the normal traffic patterns.

>>

>> Anyway, would it be possible to also install a speed bump on our block and a “local traffic only” sign as part of this resolution for Leighton, so that people won't be as apt to find our street a desirable/speedy place to turn to cut the light at Franklin and Colesville?

>>

>> I am also surprised that people on our block weren't made aware of this study or the report and recommendations since we are bound to be impacted. Is there a plan to do so?

>>

>> Thanks,

>> Jeanne Fekade-Sellassie

>> 9308 Worth Ave

>> 202.390.6153

jfekadesellassie@gmail.com

To:leighton.avenue

Sat 1/18/2025 5:55 PM

[EXTERNAL EMAIL]

Hi again - just wanted to share another note. On Friday morning, I was leaving the house during the morning rush hour. As I was waiting for the light to change at Colesville and Franklin so I could take a right onto Franklin (I was on worth, north side of Franklin), I counted not one, not two, but SEVEN cars coming up from Sligo creek parkway on worth Ave and cross Franklin, come up our block of worth ave (9300 block), turn left on leighton and presumably right on Colesville. This was over about 45 seconds of time - less than one cycle of the traffic light

I guess my point is that our block is already a cut thru in the mornings from people coming up worth from Sligo creek pkwy to avoid the light at Franklin/colesville and the proposed solution for the leighton/franklin intersection will only divert more traffic onto our street.

would it make sense for you to do a traffic study on our block again or consider a "do not enter" sign on Franklin/worth during morning rush hours? And/or traffic calming?

Looking forward to hearing your response,
Jeanne

Kelly VanTassel<kvt77@yahoo.com>

To:leighton.avenue

Fri 1/31/2025 3:08 PM

[EXTERNAL EMAIL]

Hi there - I heard about the changes proposed to Leighton Ave and I am mostly in support. I live on Worth Ave between Leighton and Franklin. I think limiting the hours that cars can turn onto Leighton off of Franklin is a good idea.

I am, however, very concerned about the increased traffic on our block which will surely result from the proposed changes both from people now needing to turn onto Worth to enter the neighborhood and the potential there is for the cut-through traffic to just be displaced onto our block.

A few years back we had requested a speed bump on our street because cars speed down it quite fast. We moved here in 2009 and in the years that we have been here, there have been at least 7 times when cars cutting through the neighborhood have crashed into cars parked on the street on our block, twice so much as to total the cars that were hit. Twice ours were hit. And all were hit and runs. I can dig up the petition every one of the neighbors on the block signed asking for this speed bump if it would help. By the time someone came out to count cars and speed, it was the middle of the pandemic so nobody was commuting to work and it wasn't indicative of the normal traffic patterns.

I am requesting to also install a speed bump on our block and a "local traffic only" sign as part of this resolution for Leighton, so that people won't be as apt to find our street a desirable/speedy place to turn to cut the light at Franklin and Colesville.

Thank you,
Kelly VanTassel
9310 Worth Ave

[Yahoo Mail: Search, Organize, Conquer](#)

Shana Khader<shana.khader@gmail.com>
leighton.avenue
[EXTERNAL EMAIL]

Good evening,

I write in support of the access restriction proposal, and to underscore the need to continue to monitor traffic to ensure compliance and to ensure that Worth Avenue does not become a new cut through if implemented.

My family lives on Leighton between Worth and Colesville. We have two young children (ages 1 and 4) who both ride in car seats. Because we have car seats on both sides of the vehicle, we must stand on the drivers side (that is, in the roadway) with the door open to get the baby in and out of his car seat. The roadway is narrow. As we are getting our kids into the car each morning for daycare at about 8:10 a.m., the traffic is heavy on Leighton, with multiple cars passing while we are trying to buckle in, often coming close to us, and often impatient. The cut-through traffic poses a particular safety issue because morning commuters from outside the neighborhood are often in a rush, and not on the lookout for (or mindful of) kids and families.

Aside from the car seat issue, the frequent traffic on this small residential street seems inappropriate and concerns me when I think about the safety of my kids.

I appreciate any measures to continue to mitigate this problem.

Best,
Shana Khader

Hello - just wanting to confirm that you have received this email. I know responses were due 1/31 but wanted confirmation that this was received. Thank you

> On Jan 16, 2025, at 9:22 PM, jfekadesellassie@gmail.com wrote:

>

> Hi there - I heard about the changes proposed to Leighton Ave and I am mostly in support. I

live on Worth Ave between Leighton and Franklin. I think limiting the hours that cars can turn onto Leighton off of Franklin is a good idea.

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> I am also surprised that people on our block weren't made aware of this study or the report and recommendations since we are bound to be impacted. Is there a plan to do so?

>

> Thanks,

> Jeanne Fekade-Sellassie

> 9308 Worth Ave

> 202.390.6153











Leighton Avenue Access Restriction Recommendations_Signature Pages Only_REV

Final Audit Report

2025-09-12

Created:	2025-09-11
By:	ERIKA CUNANAN (erika.cunanan@montgomerycountymd.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGAFw6YaCCzkM-h036vnITUMKBpm8uv9X

"Leighton Avenue Access Restriction Recommendations_Signature Pages Only_REV" History

-  Document created by ERIKA CUNANAN (erika.cunanan@montgomerycountymd.gov)
2025-09-11 - 2:50:05 PM GMT
-  Document emailed to Brady Goldsmith (brady.goldsmith@montgomerycountymd.gov) for signature
2025-09-11 - 2:51:58 PM GMT
-  Email viewed by Brady Goldsmith (brady.goldsmith@montgomerycountymd.gov)
2025-09-11 - 5:34:07 PM GMT
-  Document e-signed by Brady Goldsmith (brady.goldsmith@montgomerycountymd.gov)
Signature Date: 2025-09-11 - 5:34:51 PM GMT - Time Source: server
-  Document emailed to Haley Peckett (haley.peckett@montgomerycountymd.gov) for signature
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