



Montgomery Planning Midcounty

10/05/2023
Agenda item 5

University Boulevard

Corridor Plan Briefing



Plan Area

Length of the Plan Area: Approximately 3.5 miles

Number of Lanes: 6 travel lanes, a turning lane at most intersections and a median.

Posted Speed Limit: 35 MPH

Available Transit:

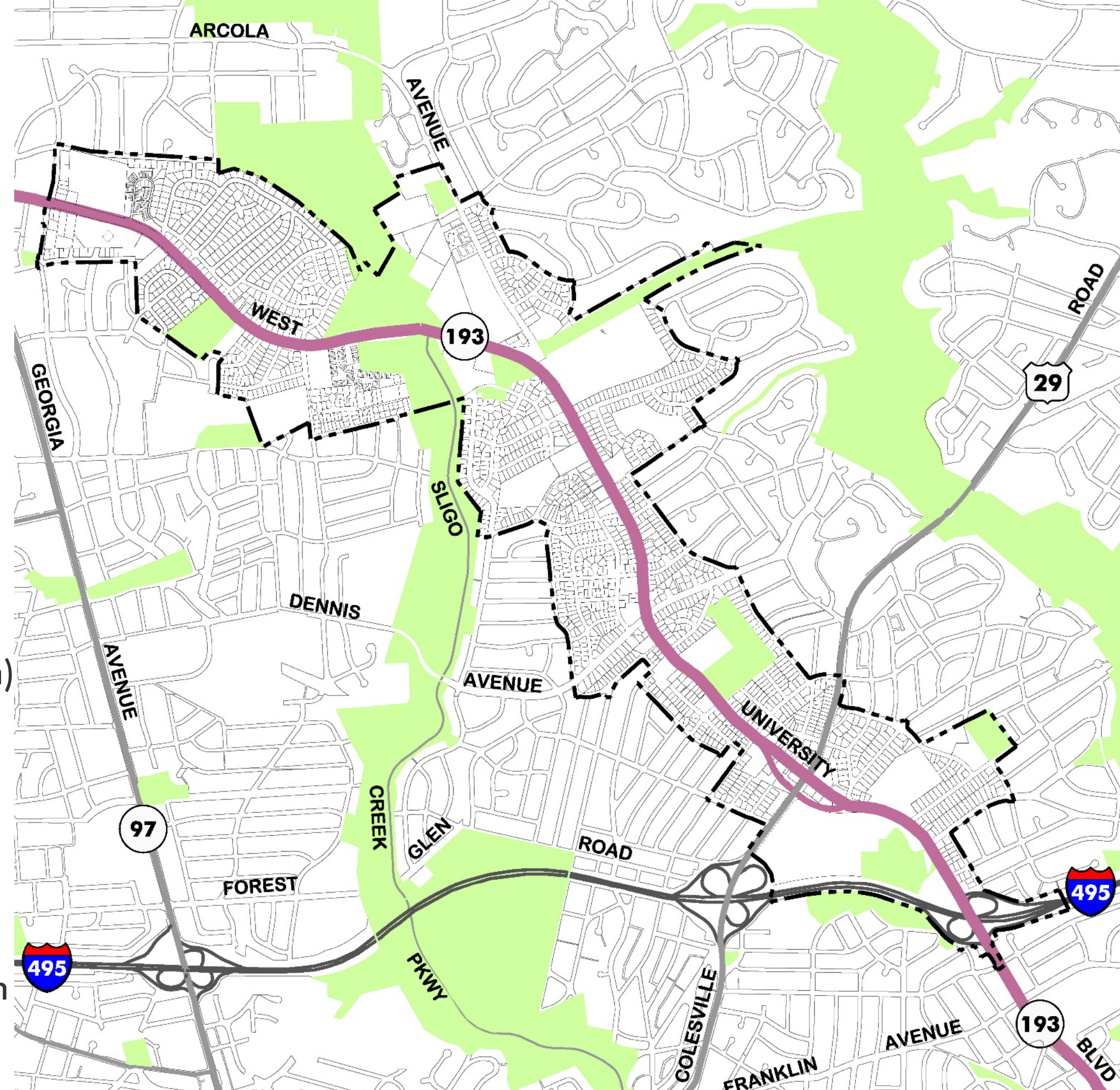
- Montgomery County Ride On: 7, 8, 9, 14 and 19
- Metro Bus: C2 and C4

Future Transit: Planned BRT Corridor (2013 Functional Plan)

Existing Bike Lanes: None.

Sidewalks: Adjacent to the roadway.

Roadway Control: Maryland Department of Transportation State Highway Administration (MDOT SHA)



Demographic Profile

University Boulevard Plan Area

University Boulevard Plan Area

2022

Total Population

9,733

Median Age

40.2

Race and Ethnicity

Hispanic/Latino

27%

Not Hispanic/Latino

73%

White

33%

Black/African American

24%

Native American

0%

Asian

10%

Native Hawaiian/Pacific Islander

0%

Other

1%

Two or More Races

4%

Total Households

3,573

% Owner Households

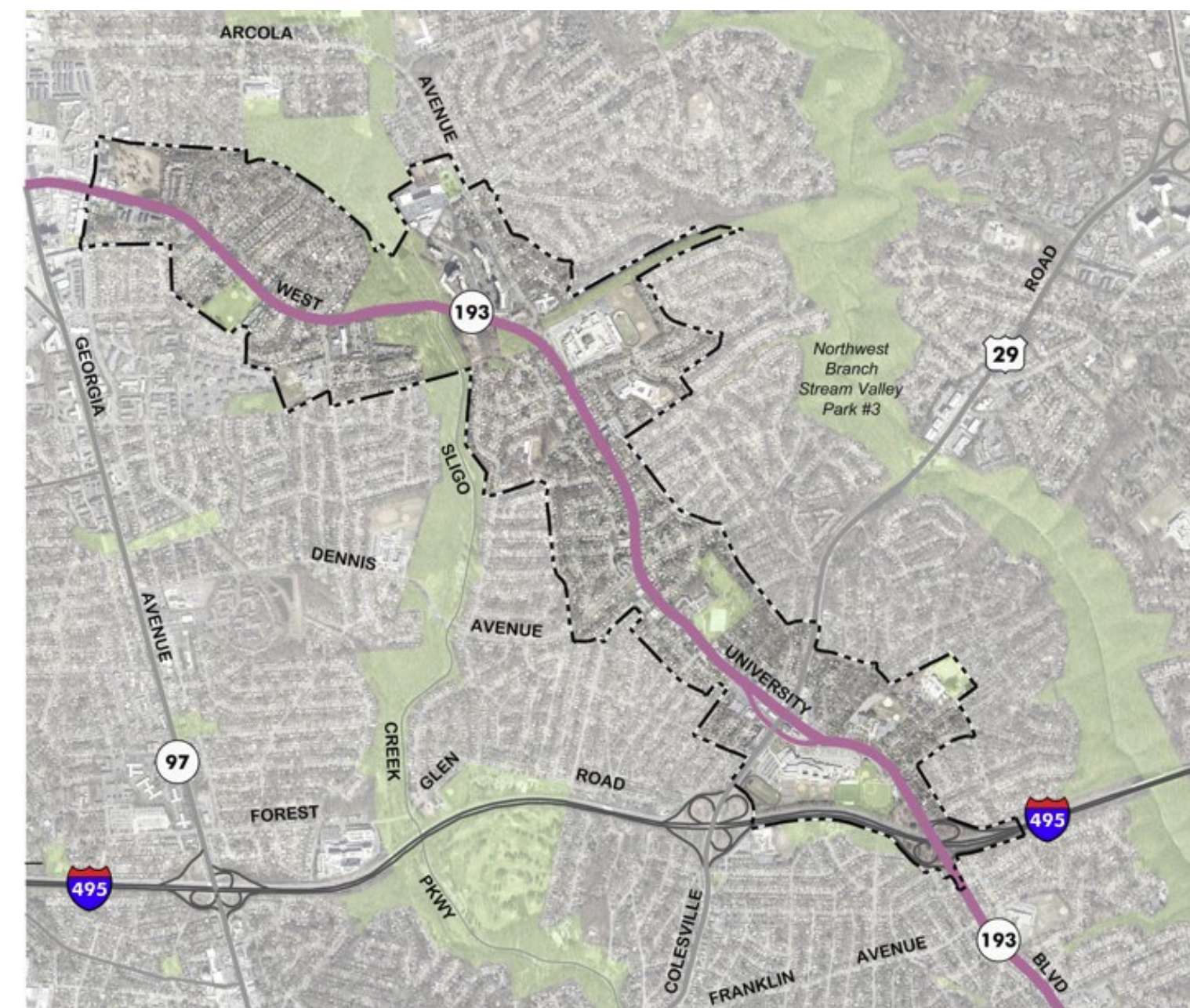
69%

% Family Households

59%

Median Household Income

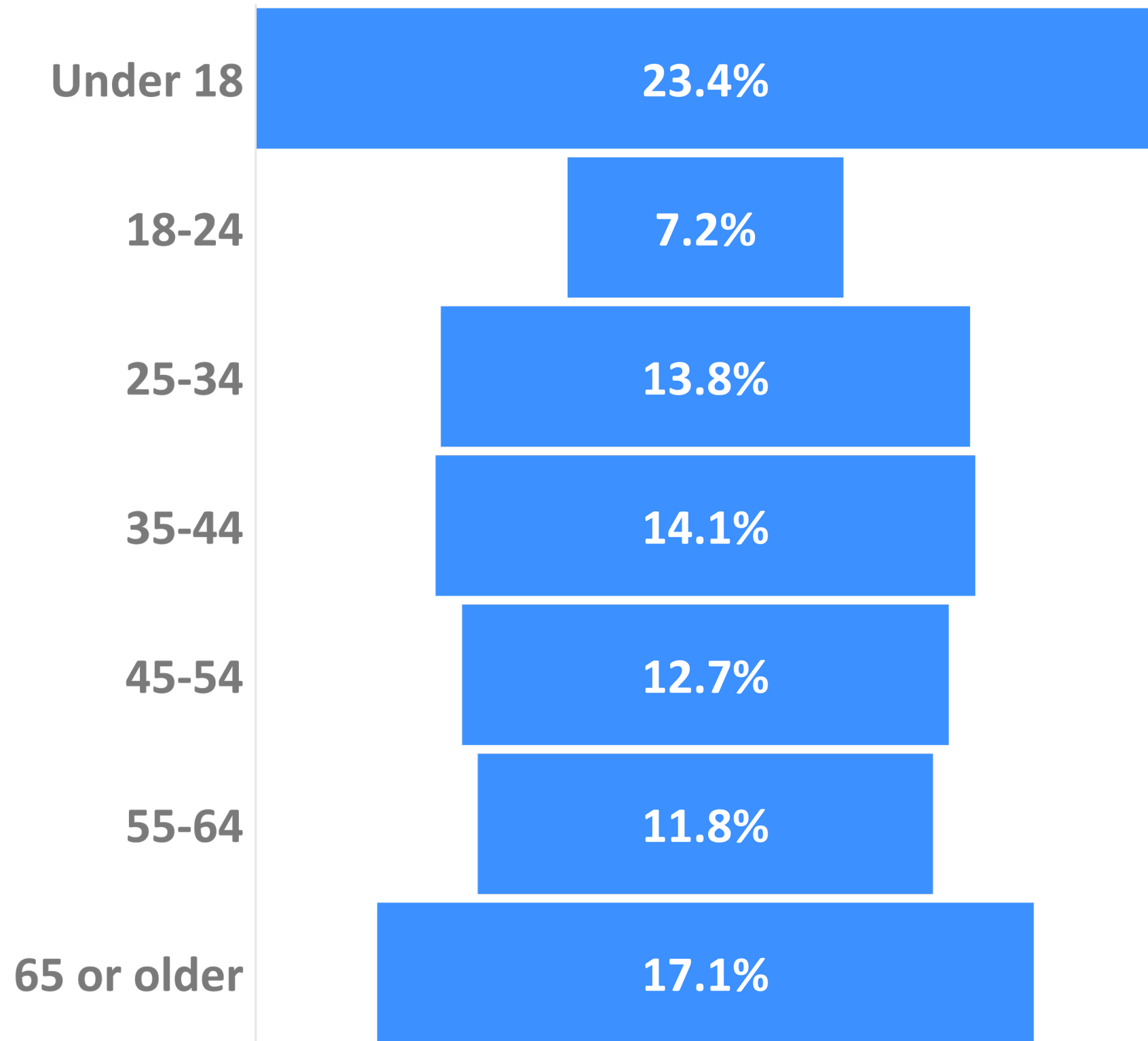
\$103,116



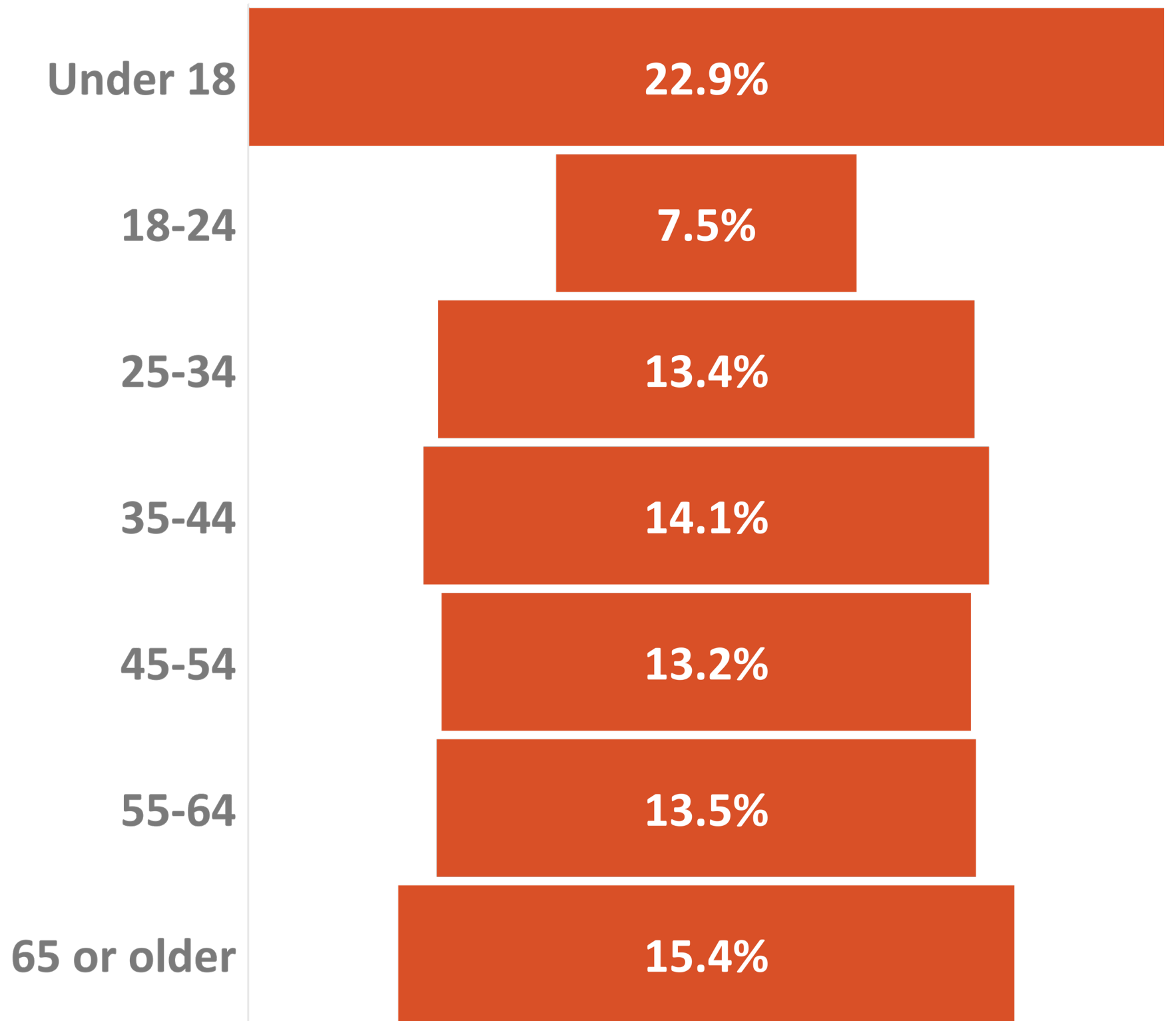
Languages Spoken (other than English): Spanish, Chinese (including Mandarin and Cantonese)

Age Distribution

UBC Plan Area



Montgomery County





Canvassing

PUBLIC OUTREACH AND ENGAGEMENT



Public Transit Outreach



Public Events



Online Engagement



Civic Association Meetings

Engagement Methods



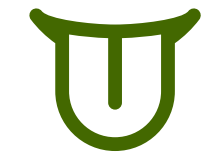
- 10 in-Person or Virtual Meetings & Workshops



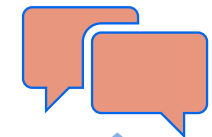
- 13 In-Community Events



- Over 1,000 doors knocked for canvassing



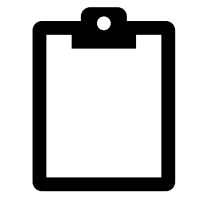
- Conversations in 6 languages



- 239 One-on-one conversations logged



- 2,454+ Mailers Sent



- 166 Questionnaire Responses Collected



- 20,000 + words of text analyzed

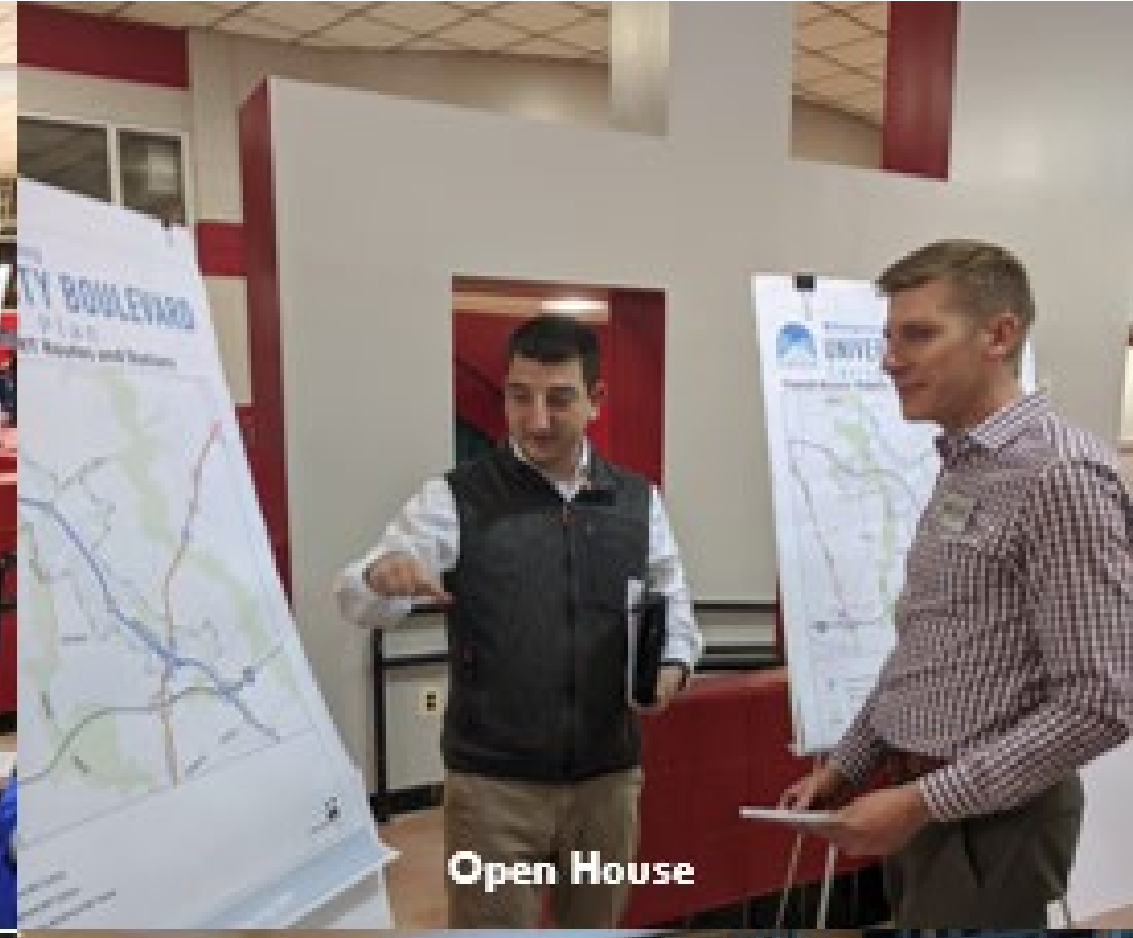
Outreach: In-Person and Virtual Community Meetings



Public Meeting



Open House



Open House



Public Workshop



Online Engagement



Public Workshop

Outreach: Civic Associations, Pop-Up Events and Business Canvassing



Daniel Koroma (Business Liaison) and Elite Bodies owner



Staff Canvassing



Slige Woods Community Association Meeting



4 Corners Pub Owner
Commercial Owner (Pizza Hut etc.)



Wheaton Arts Parade



Gilmore Drive Residents

Outreach: Door to Door Canvassing and Transit Users



Everyday Canvassing

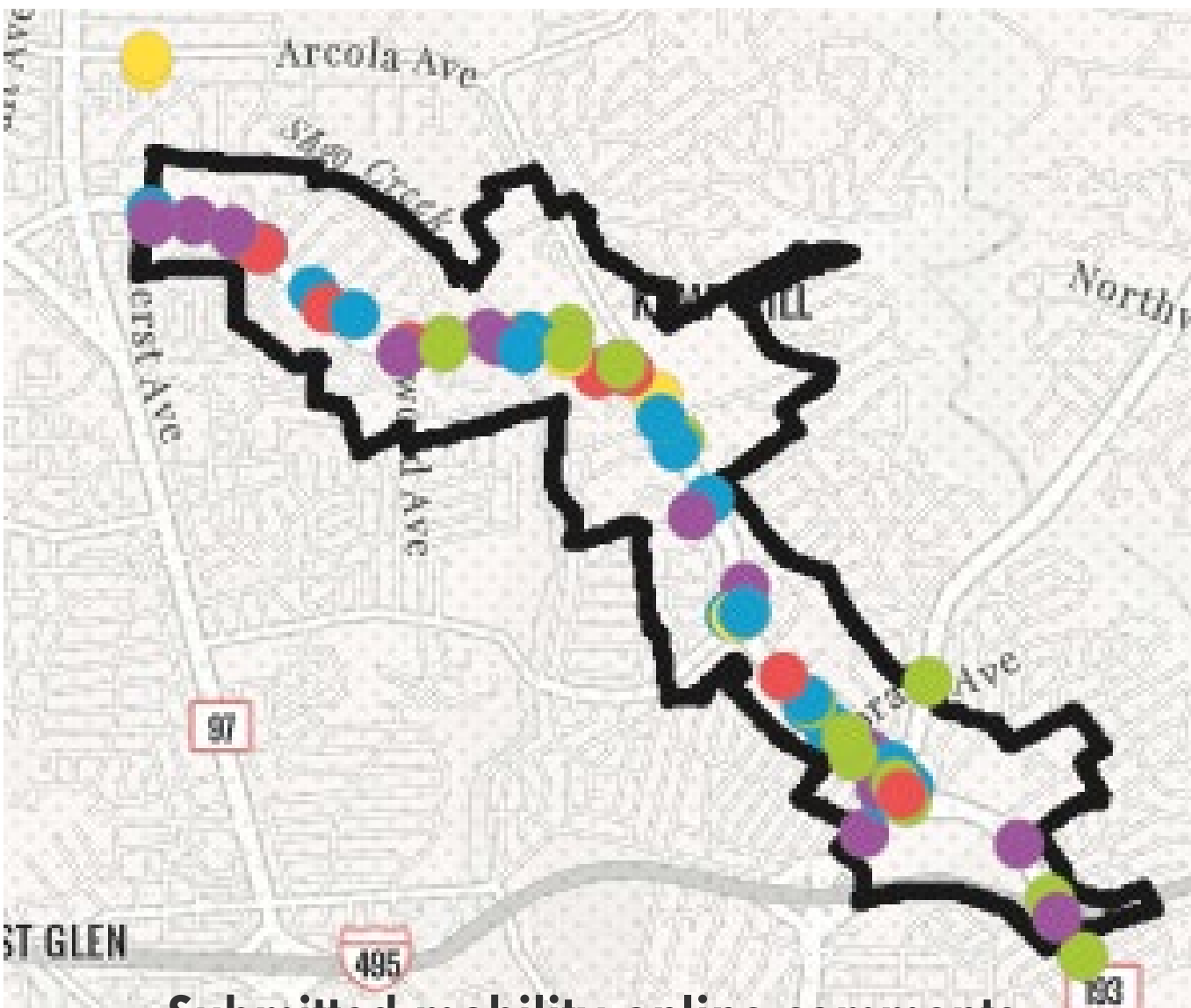


Everyday Canvassing

Outreach: Online

University Blvd Map Results

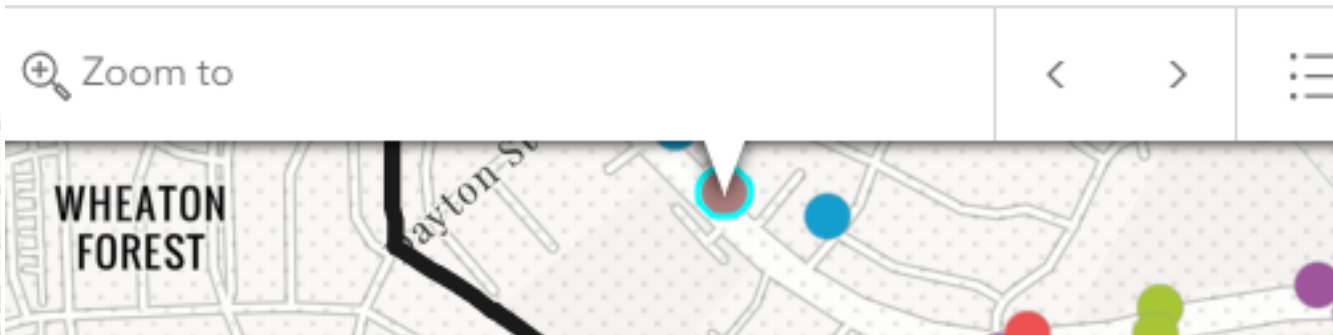
- bike connections
- other
- roads
- sidewalks
- trails
- transit



Submitted mobility online comments

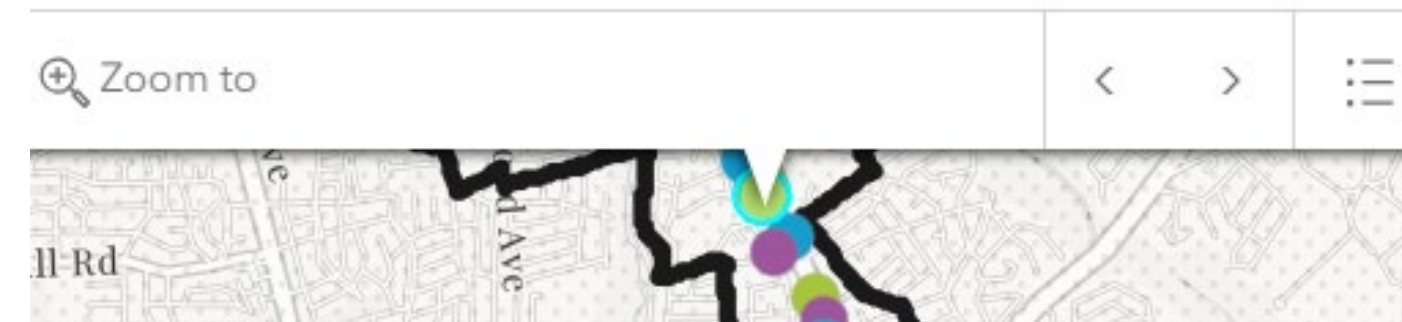
Comments

There is a bus stop at this intersection and across the street a large park and an apartment community. People often cross University Blvd mid block after getting off the bus, or to access/leave park on weekends. Park is often very busy on weekends, and sometimes see

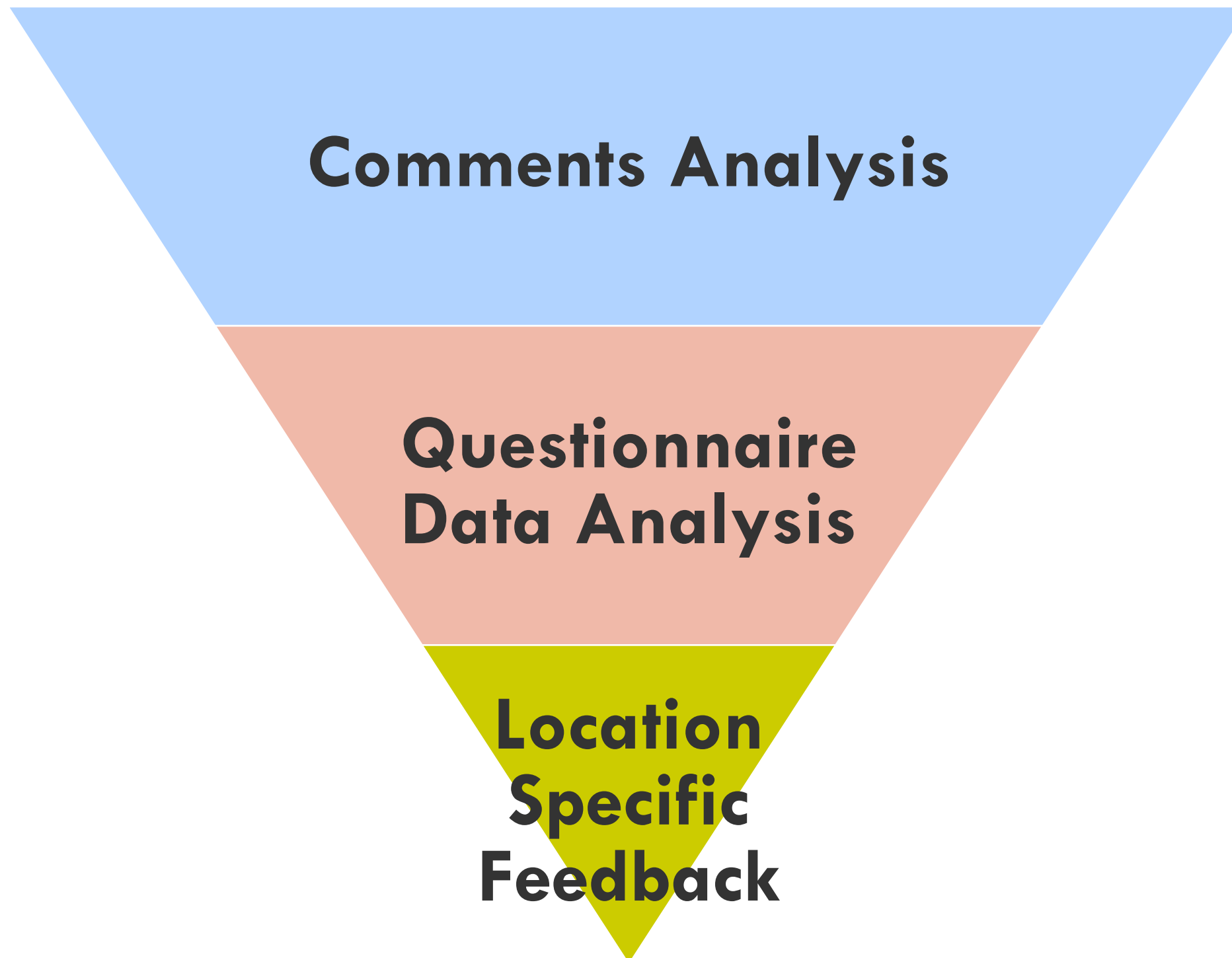


Comments

Would like to see increased transit frequency by reducing headways on the Metrobus C busses and the Ride On route 9. Ride On recently increased headways from every 20 minutes to 25 minutes. May not seem like much of a difference but it does make me sometimes look for



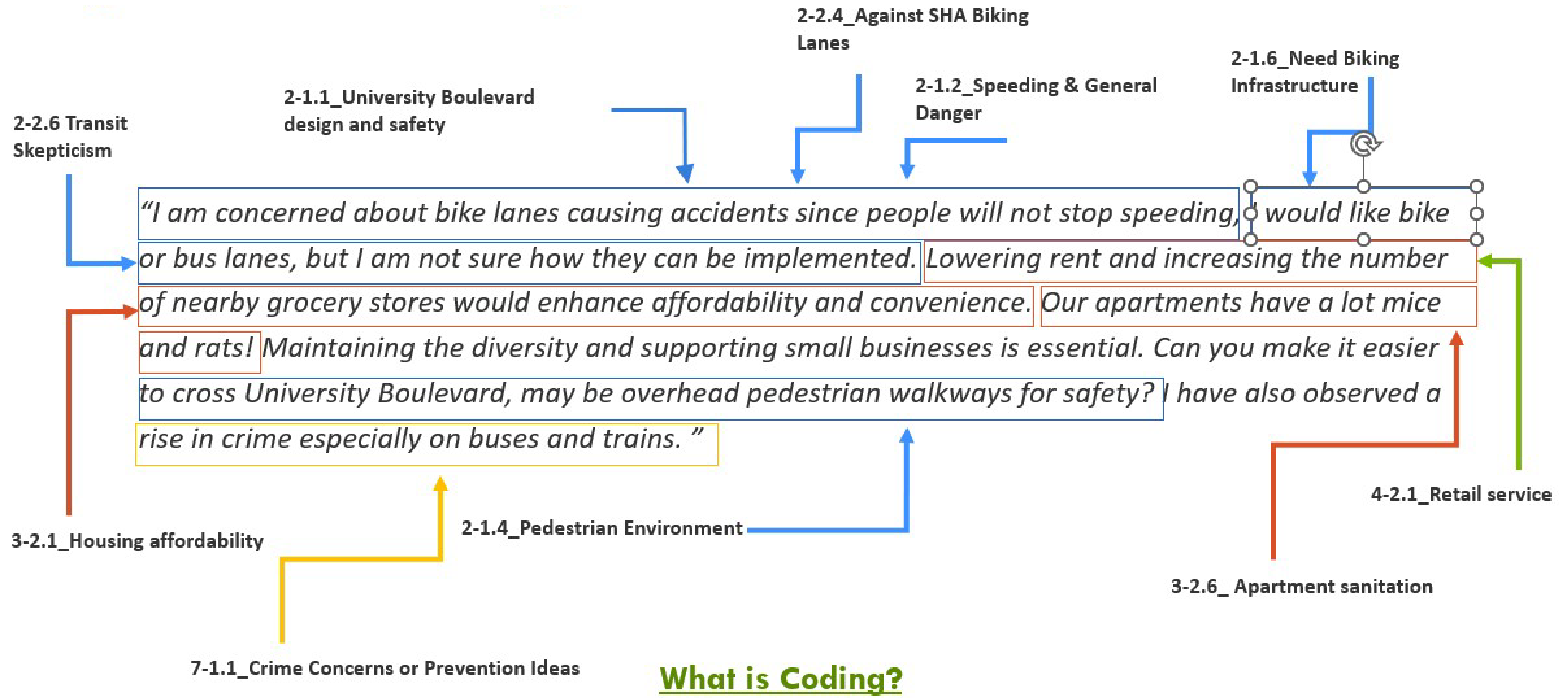
Analyzing the Feedback



Qualitative Data Analysis

- Examines non-numerical data
- Explores human experiences and opinions
- Involves coding to identify meaningful patterns
- Captures diverse perspectives, and generates nuanced insights

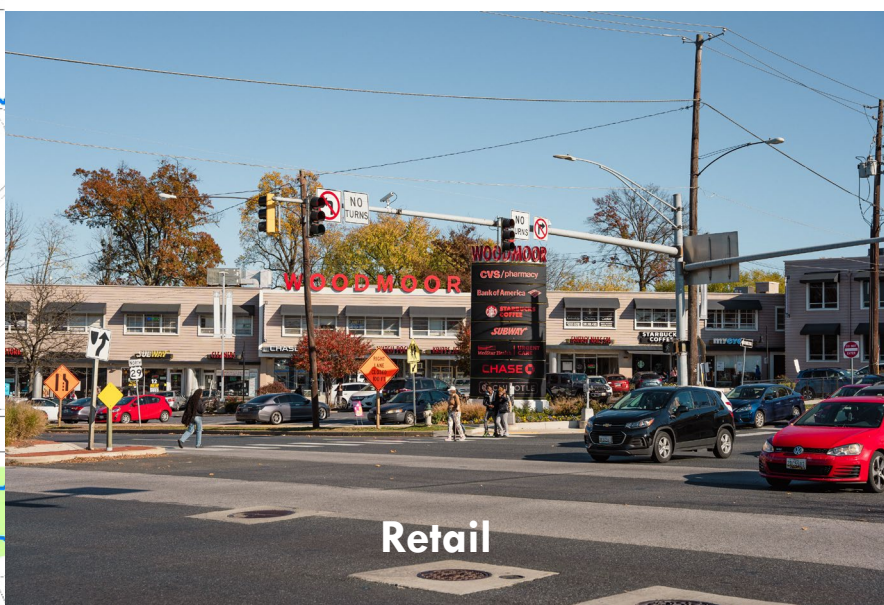
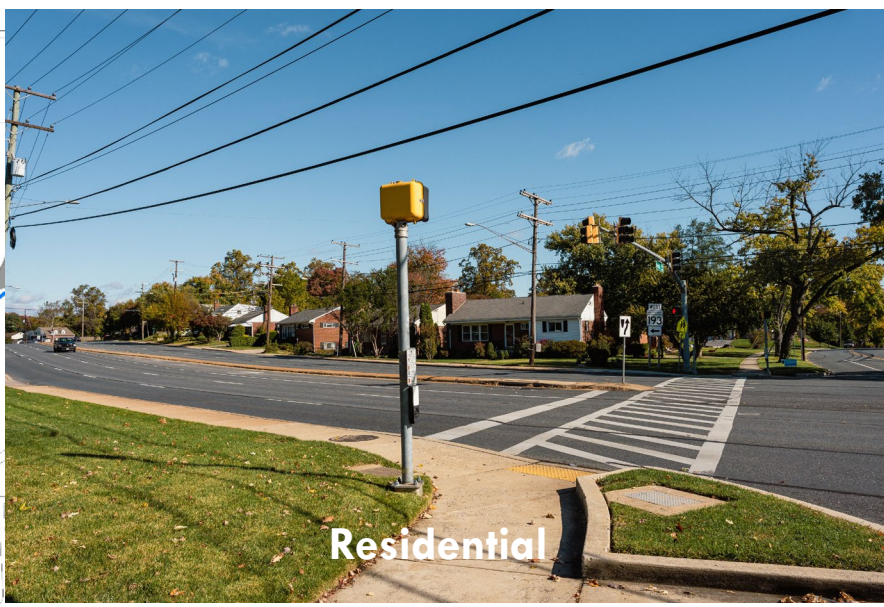
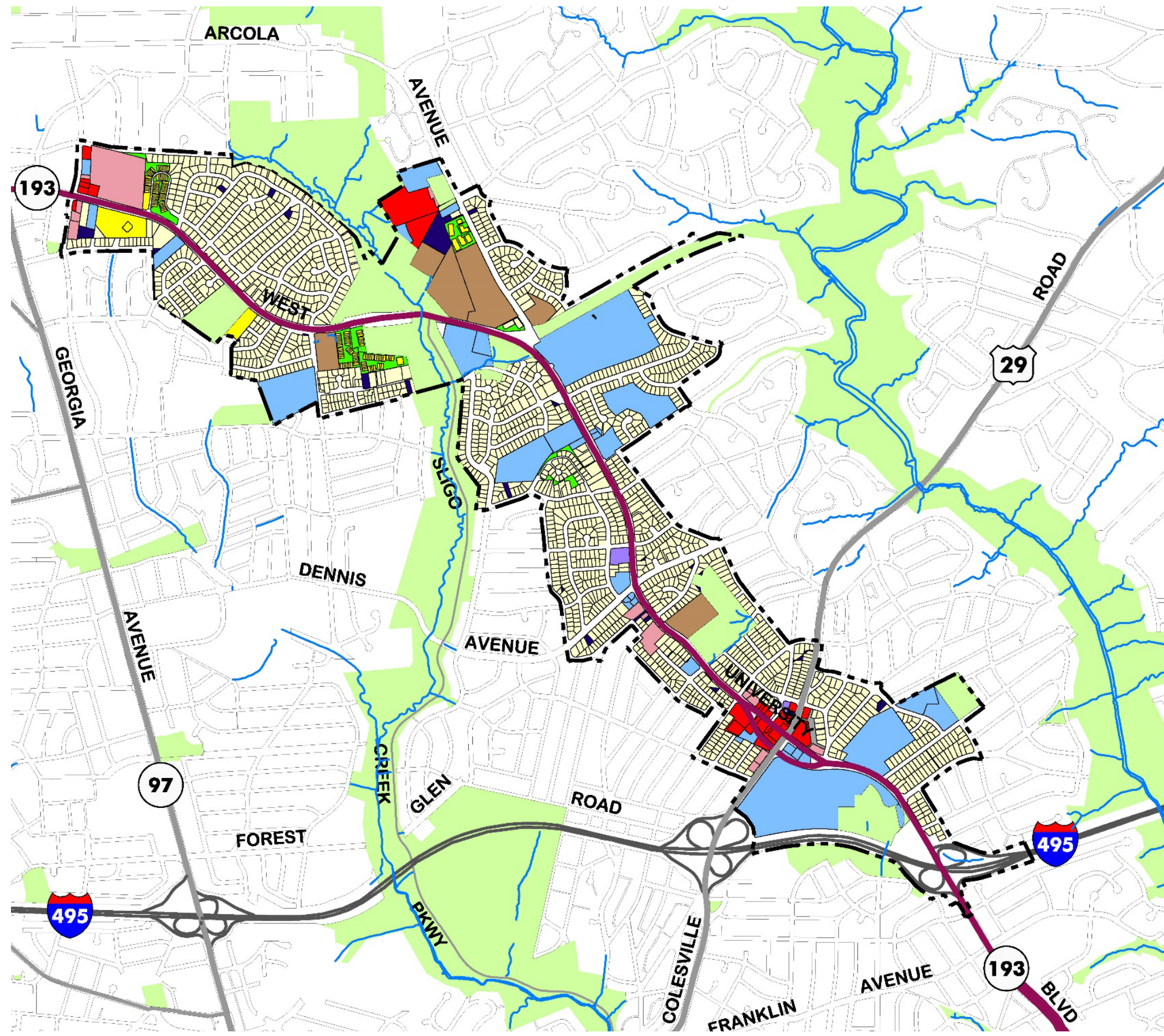
Qualitative Data Analysis



Community Feedback Themes

- Appreciation for neighborhood diversity
- Concerns: Pedestrian safety & need for better biking infrastructure
- Housing: Quality, affordability, availability
- Transport: Desire for signaled intersections, wider sidewalks, real-time bus arrival info at well-lit shelters

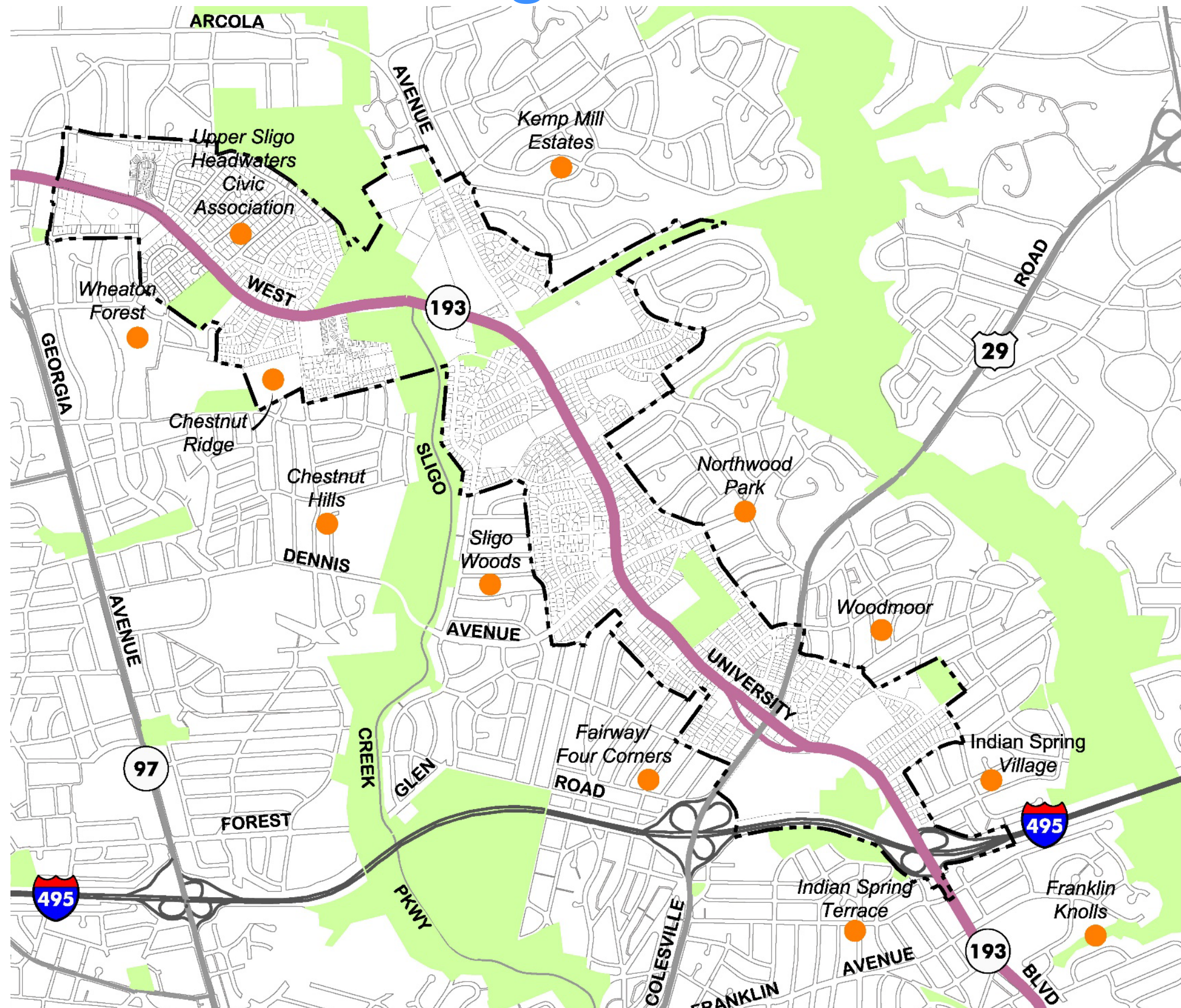
Land Use



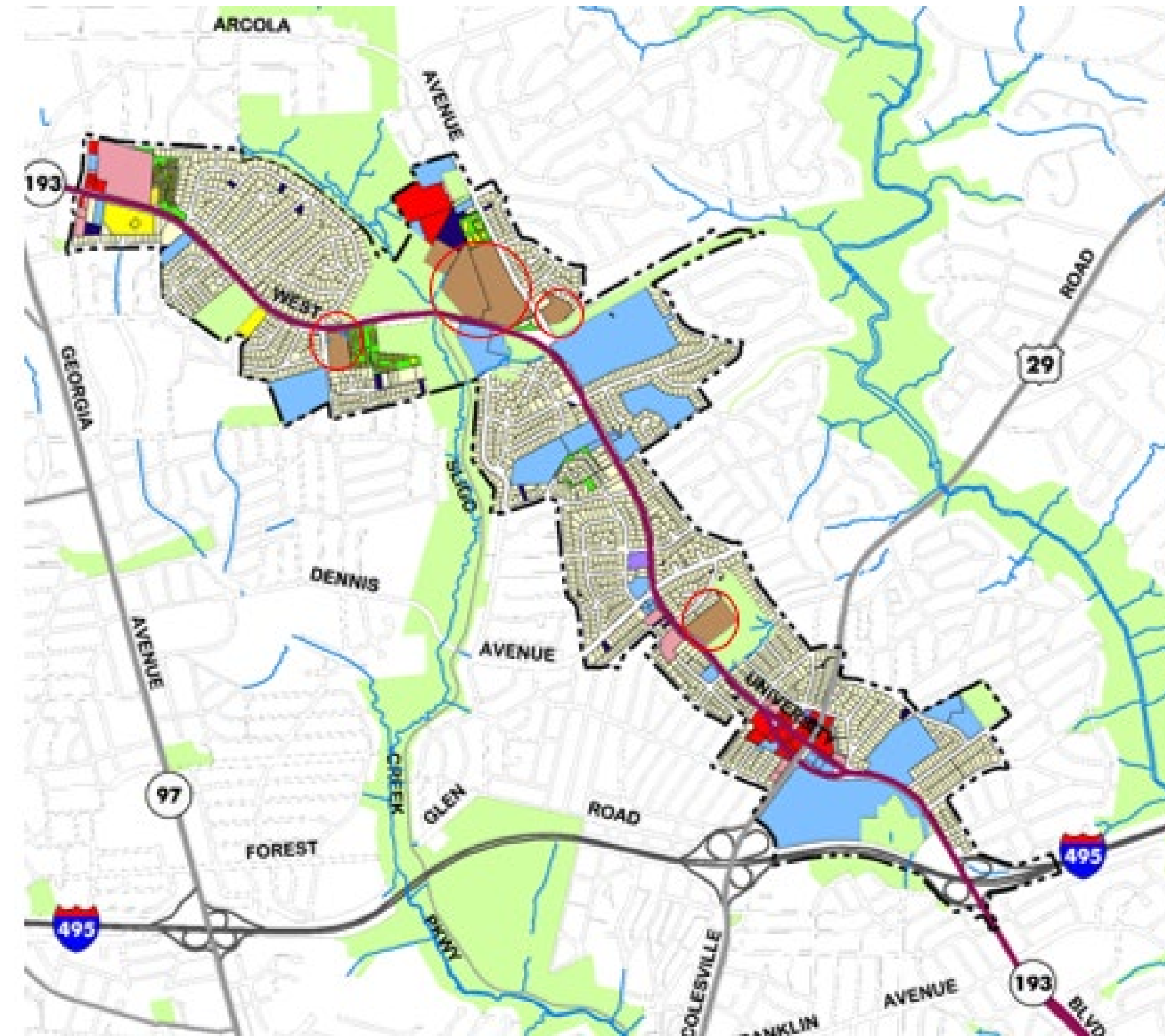
- Multi-Unit Residential
- Single-Unit Attached
- Office
- Single-Unit Detached
- Retail
- Open Space
- Institutional/Community Facility
- Parks
- Utility
- Parking/Transportation
- Vacant
- University Boulevard
- University Boulevard Corridor Boundary



Residential Neighborhoods



Land Use Residential: Senior Housing and Multifamily



University Towers
















The Warwick



The Oaks at Four Corners

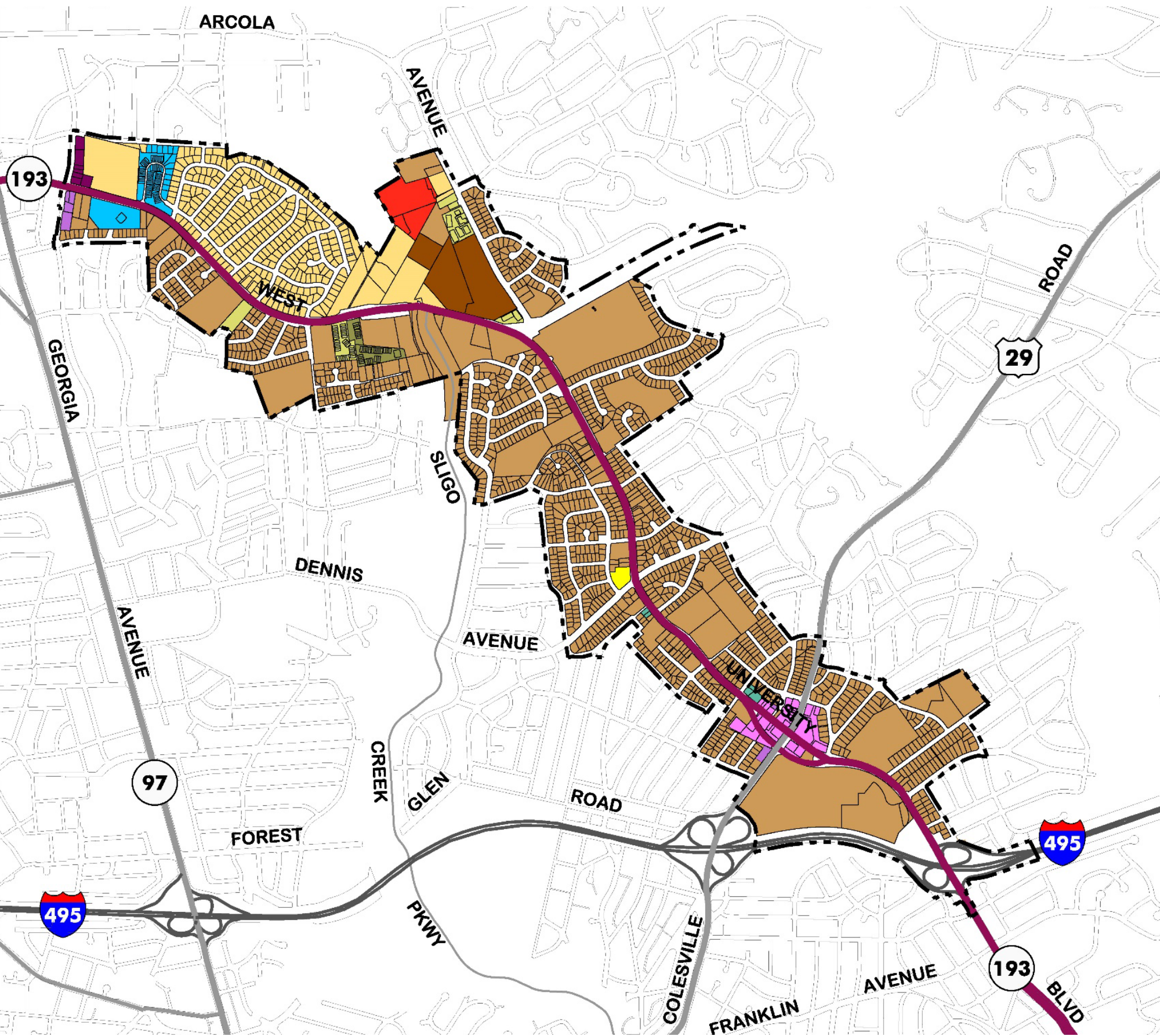


Inwood House

- | | | | |
|---|--|---|----------------------------------|
|  | Multi-Unit Residential |  | Office |
|  | Single-Unit Attached |  | Retail |
|  | Single-Unit Detached |  | Institutional/Community Facility |
|  | Open Space |  | Utility |
|  | Parks |  | Parking/Transportation |
|  | University Boulevard |  | Vacant |
|  | University Boulevard Corridor Boundary | | |



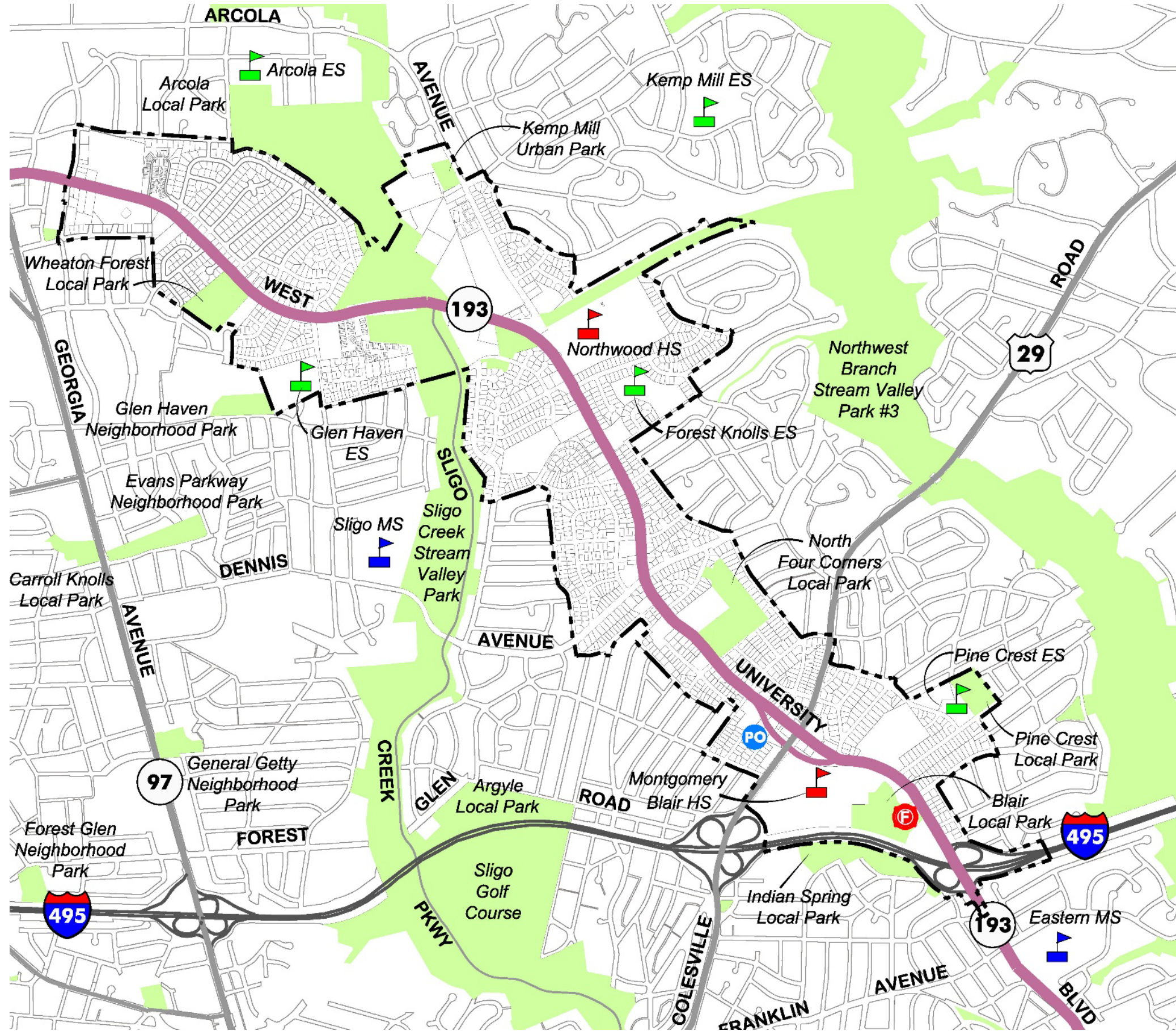
Existing Zoning



- Commercial Residential Neighborhood (CRN)
- Commercial Residential Town (CRT)
- Planned Development (PD)
- Residential Zone (R - 200)
- Residential Zone (R - 90)
- Residential Zone (R - 60)
- University Boulevard
- University Boulevard Corridor Boundary
- Commercial Residential (CR)
- Employment Office (EOF)
- Neighborhood Retail (NR)
- Residential Townhouse (RT - 12.5)
- Residential Townhouse (RT - 10)
- Multiple-Unit, high rise planned residential (RH)



Public Facilities



Northwood High School











Fire Station



U.S. Postal Office

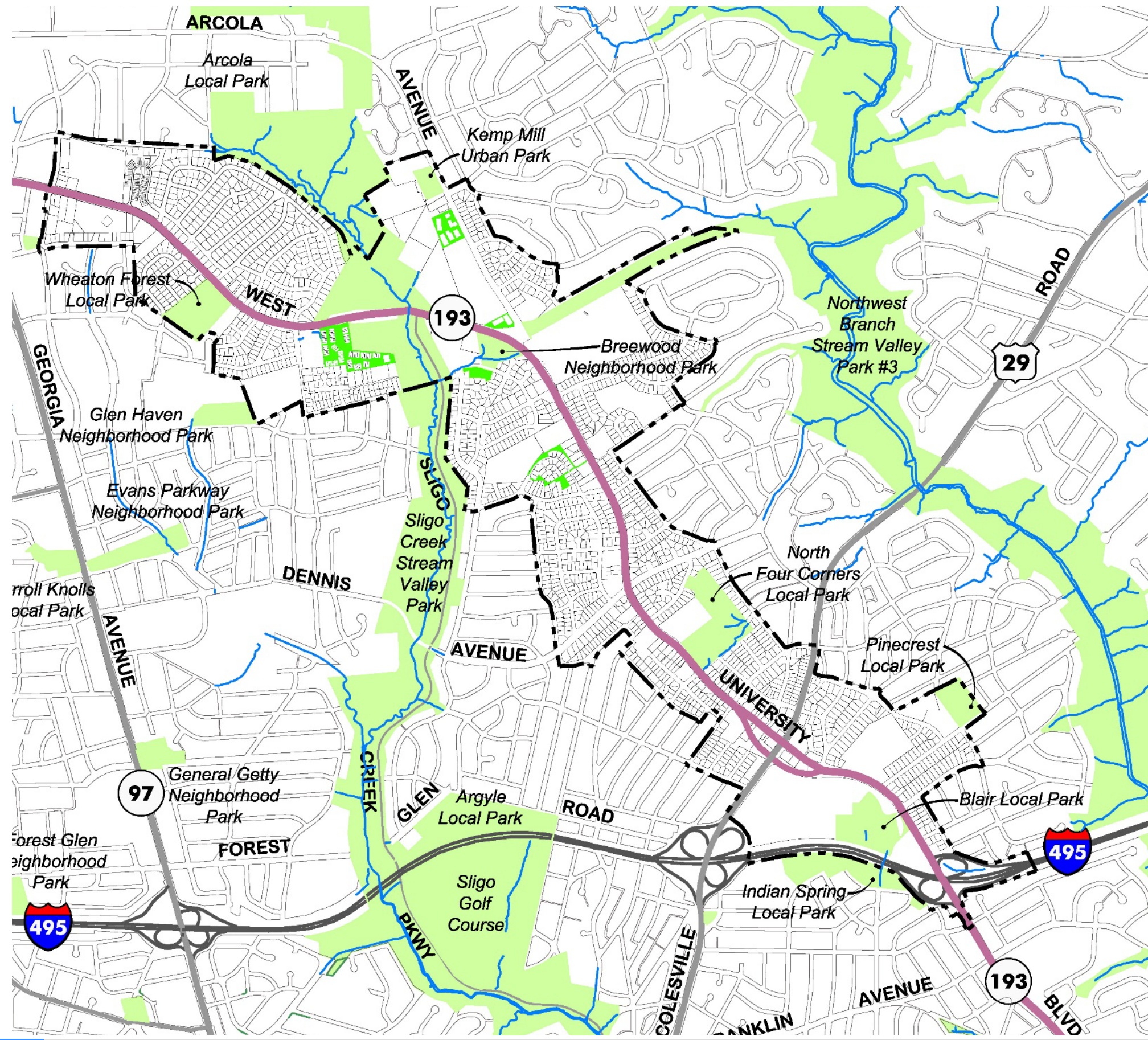


Blair High School

-  High School
-  Middle School
-  Elementary School
-  Woodmoor Post Office
-  Fire Station
-  Parks
-  University Boulevard
-  University Boulevard Corridor Boundary



Parks and Open Spaces



Kemp Mill Urban Park



Wheaton Forest Local Park



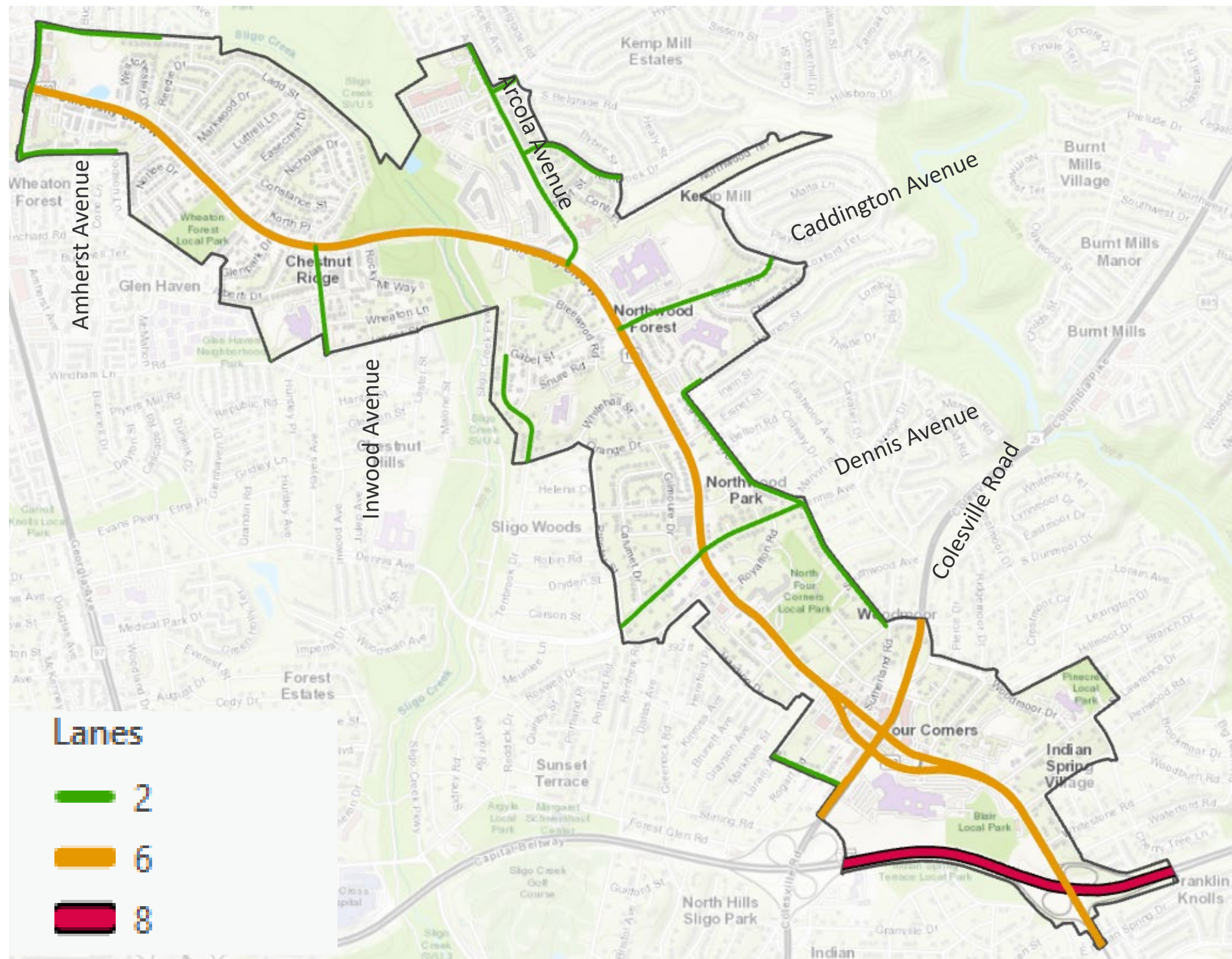
North Four Corners Park



Sligo Creek Parkway Entrance

Existing Roadways

- University Boulevard Corridor – 6 through lanes
- Intersects with I-495, ramps north of East Indian Spring Drive
- One-way Couplet between Lexington Dive and Lorain Avenue
- Major Cross Street Number of Lanes
 - Colesville Road – 6 lanes
 - Dennis Avenue – 2 lanes
 - Caddington Avenue – 2 lanes
 - Arcola Avenue – 2 lanes
 - Inwood Avenue – 2 lanes
 - Amherst - 2 lanes



Existing Roadways



University Boulevard (South of Dennis Avenue)



University Boulevard (North of Dennis Avenue)



Colesville Road (U.S. 29)

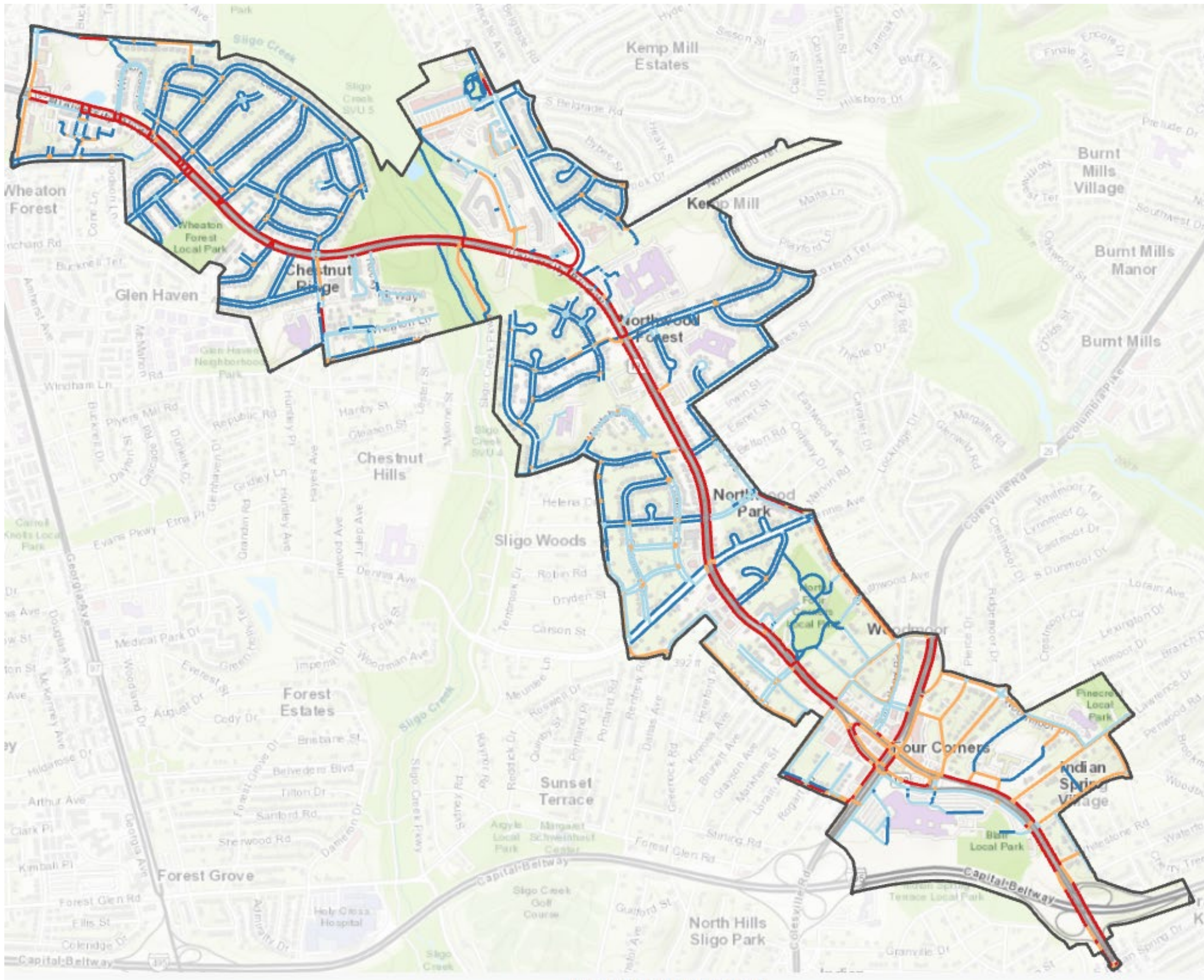


Dennis Avenue

Pedestrian Conditions

Pedestrian Level of Comfort

- Undesirable sidewalk/path
- Uncomfortable sidewalk/path
- Somewhat comfortable sidewalk/path
- Very comfortable sidewalk/path



Pedestrian Conditions

Undesirable/Uncomfortable Sidewalks

- Almost all of University Boulevard in study area is classified as “undesirable”
- Colesville Road is also classified as undesirable or uncomfortable
- Narrow sidewalks
- Some side streets have no existing sidewalk
- Most sections have no landscape or tree buffer
- High speed corridor



University Boulevard

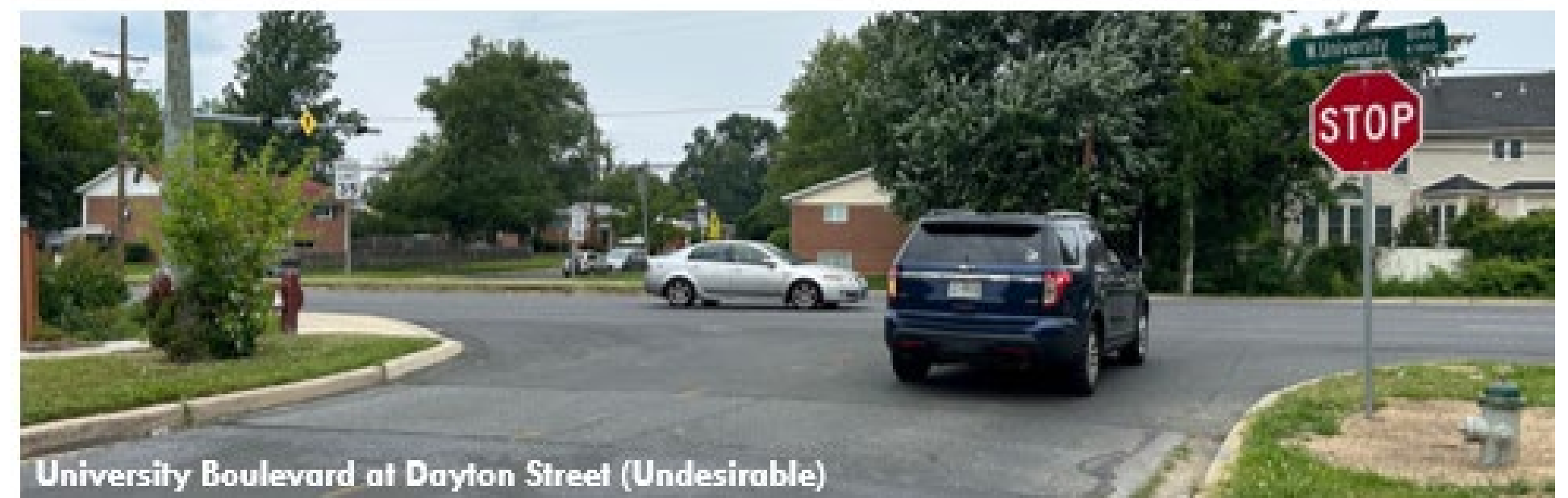


Colesville Road (US 29)

Pedestrian Conditions

Undesirable/Uncomfortable Crossings

- Long crossing distances / more lanes
- High speeds
- Unmarked crossing or marked without high-visibility treatment
- No median refuge island
- Right-turn slip lanes



Pedestrian Conditions

Protected Crossings

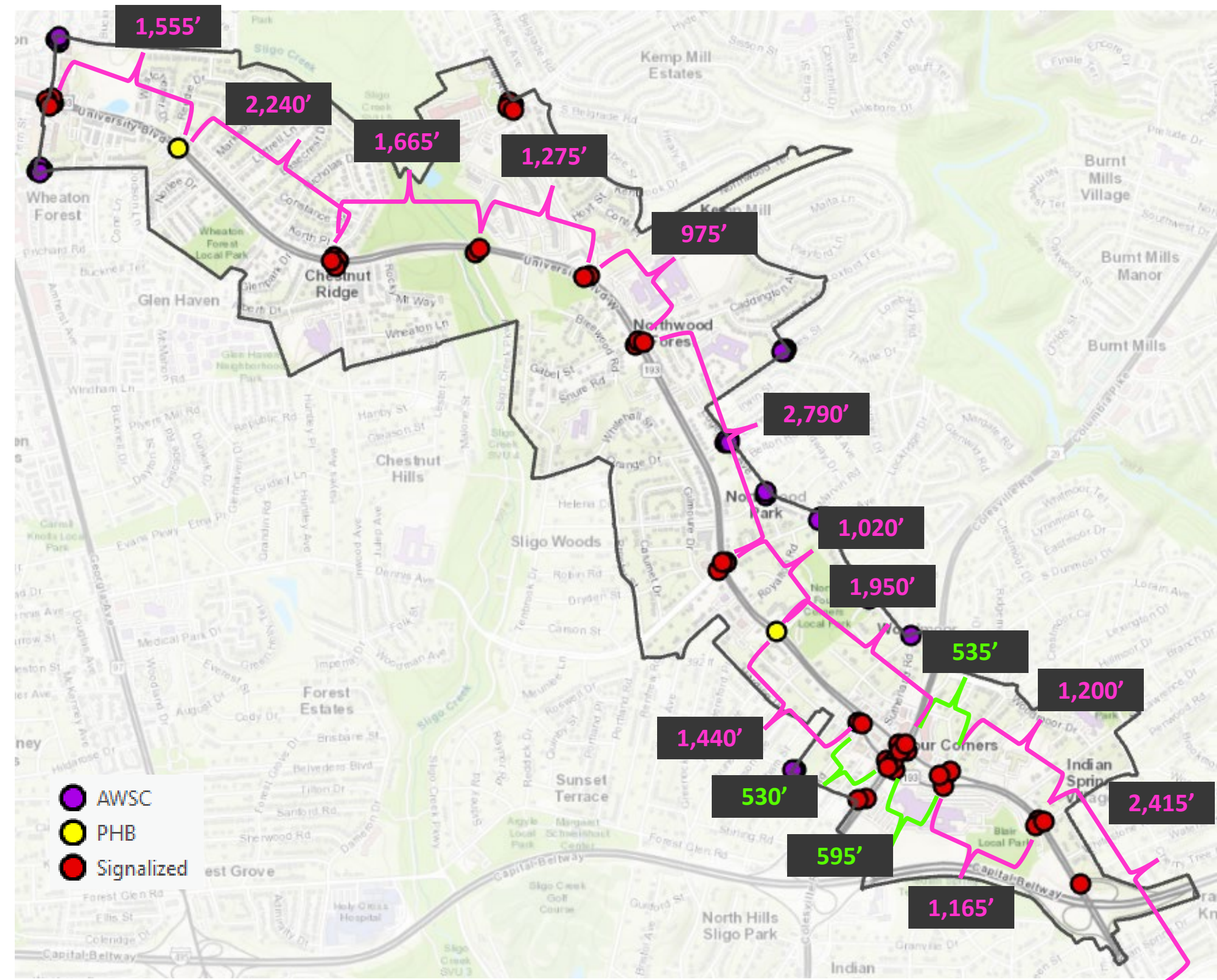
- Signalized
- All-Way Stop Controlled (AWSC)
- Pedestrian Hybrid Beacon (PHB)
(aka HAWK)



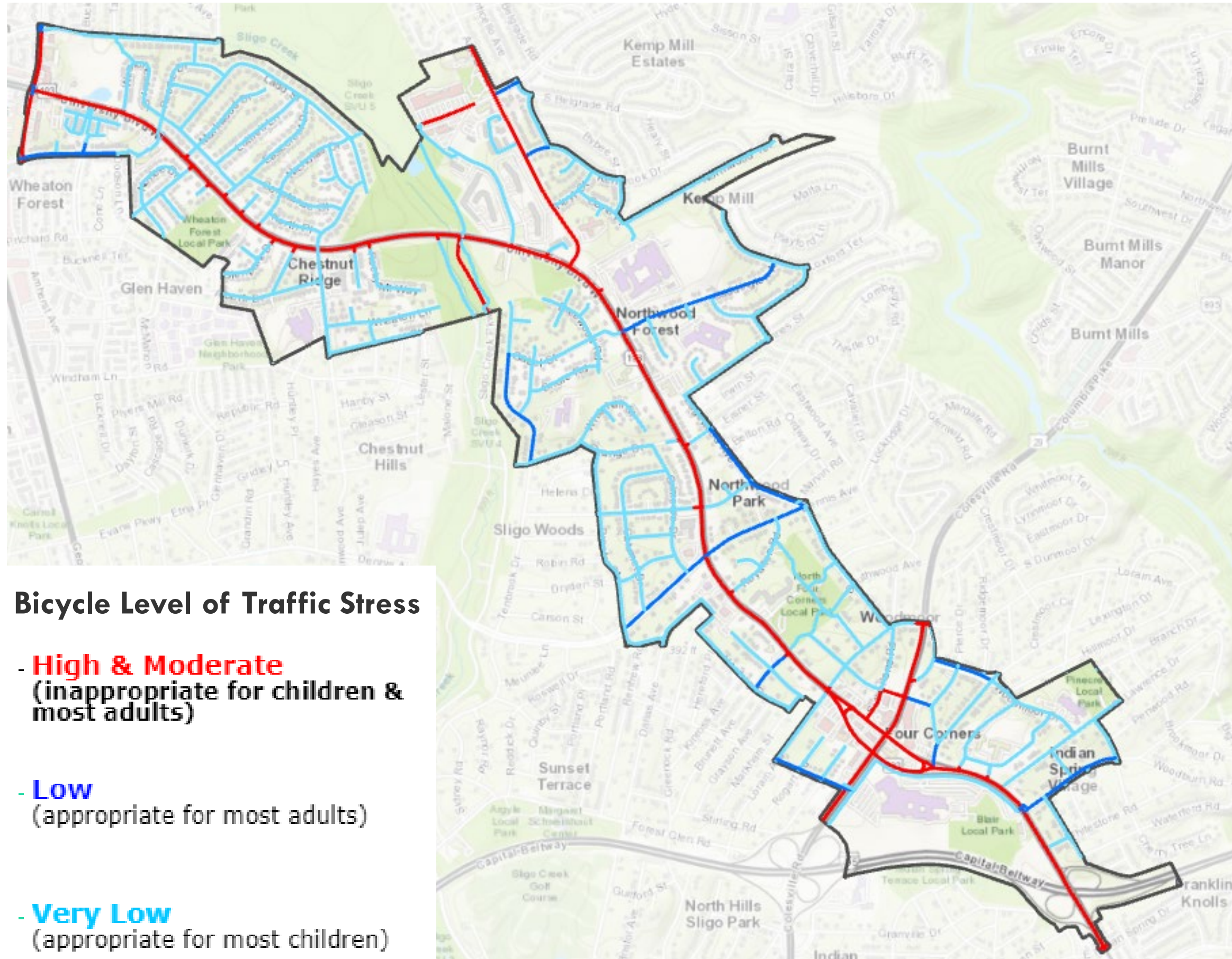
Pedestrian Conditions

Pedestrian Protected Crossing Spacing

- Most of University Boulevard Corridor exceeds the desired maximum protected crossing spacing of 800'.
- Longest distance between protected crossings is 2,790' between Dennis Avenue and Caddington Avenue.
- Colesville Road does not have adequate protected crossings both to the north and south of University Boulevard within the desired maximum protected crossing spacing.
- Three segments are adequately spaced; all other protected crossings exceed the desired maximum protected crossing spacing.



Bikeways



Bicycle Level of Traffic Stress

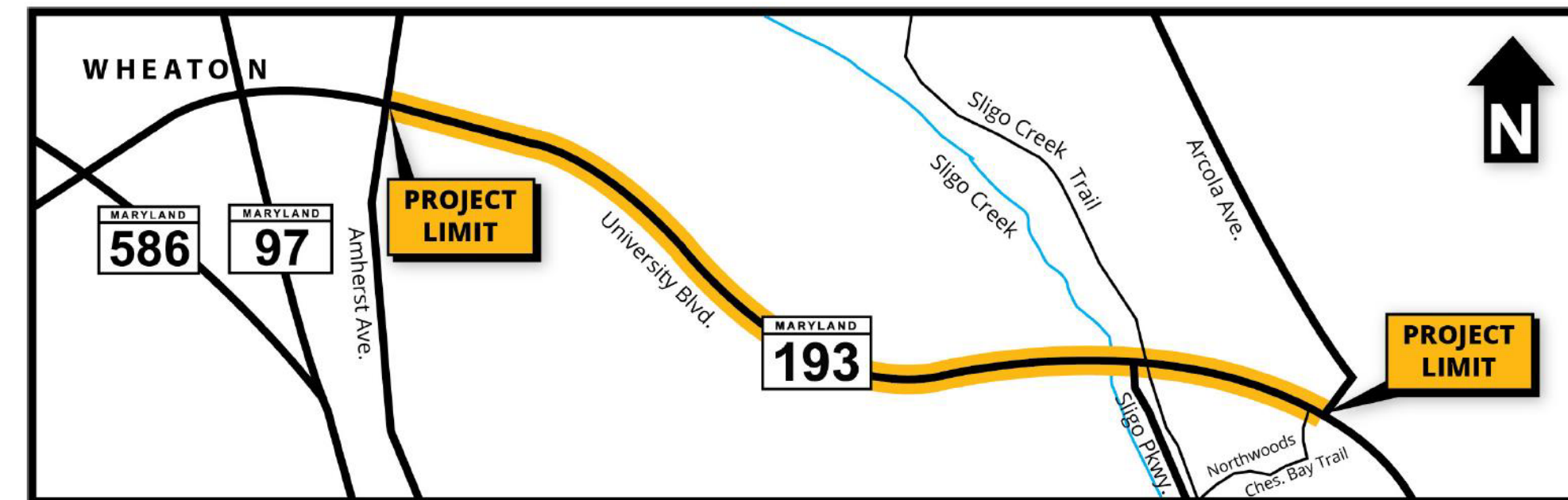
- **High & Moderate**
(inappropriate for children & most adults)
- **Low**
(appropriate for most adults)
- **Very Low**
(appropriate for most children)

- University Boulevard corridor is inappropriate for most children and adults.
- Lack of alternative very low or low stress routes due to disconnected street pattern.

Bikeways

SHA Multimodal Shared Streets Pilot Project

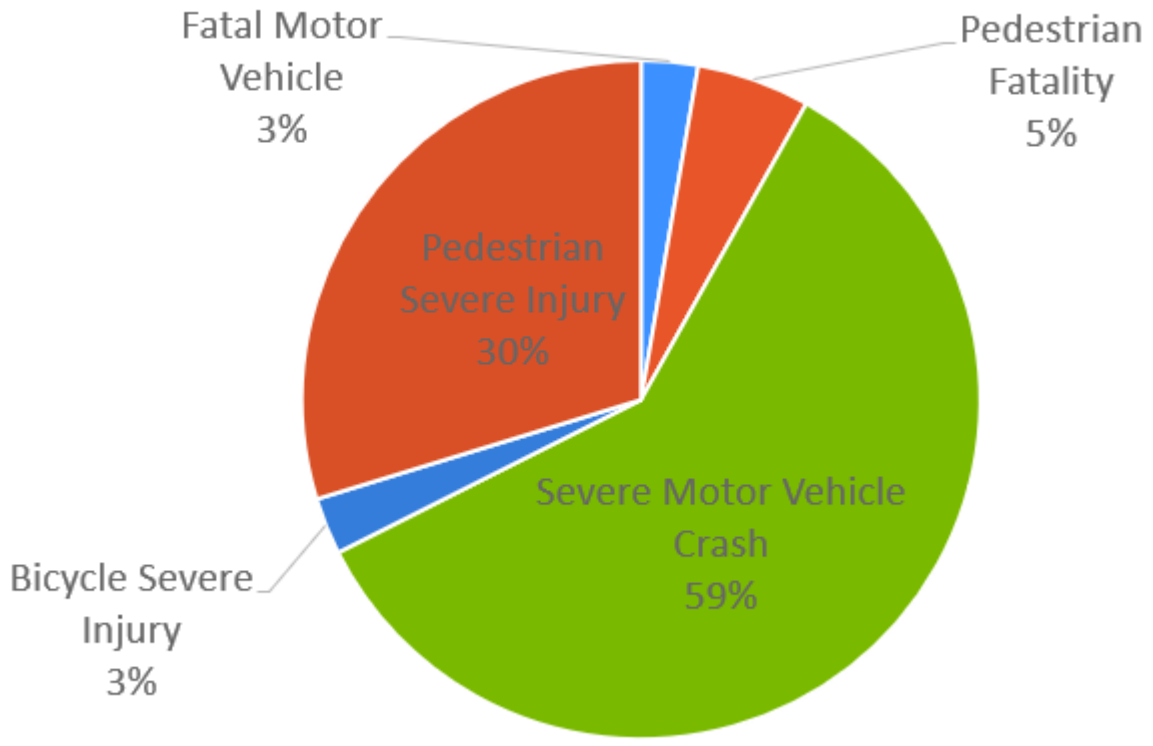
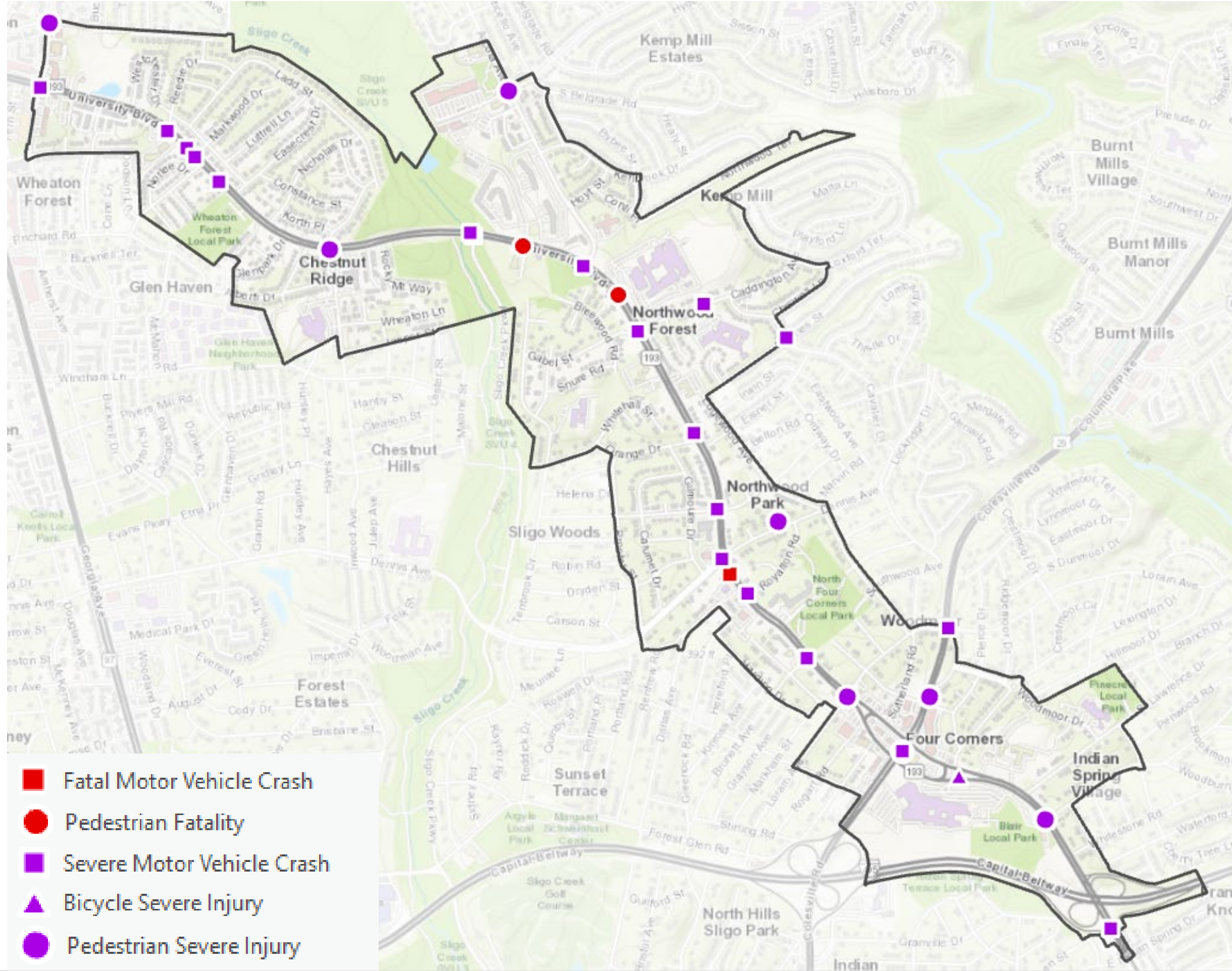
- Installed between June 2021-December 2021
- Amherst Avenue to Arcola Avenue
- One flex post delineated bike lane per direction



Crashes

University Blvd is on the County's Vision Zero High Injury Network

From 2015 to 2022, motor vehicle crashes resulted in **34 severe injuries** and **three fatalities** within the plan area.



Existing Transit Service

Montgomery County Ride On Routes

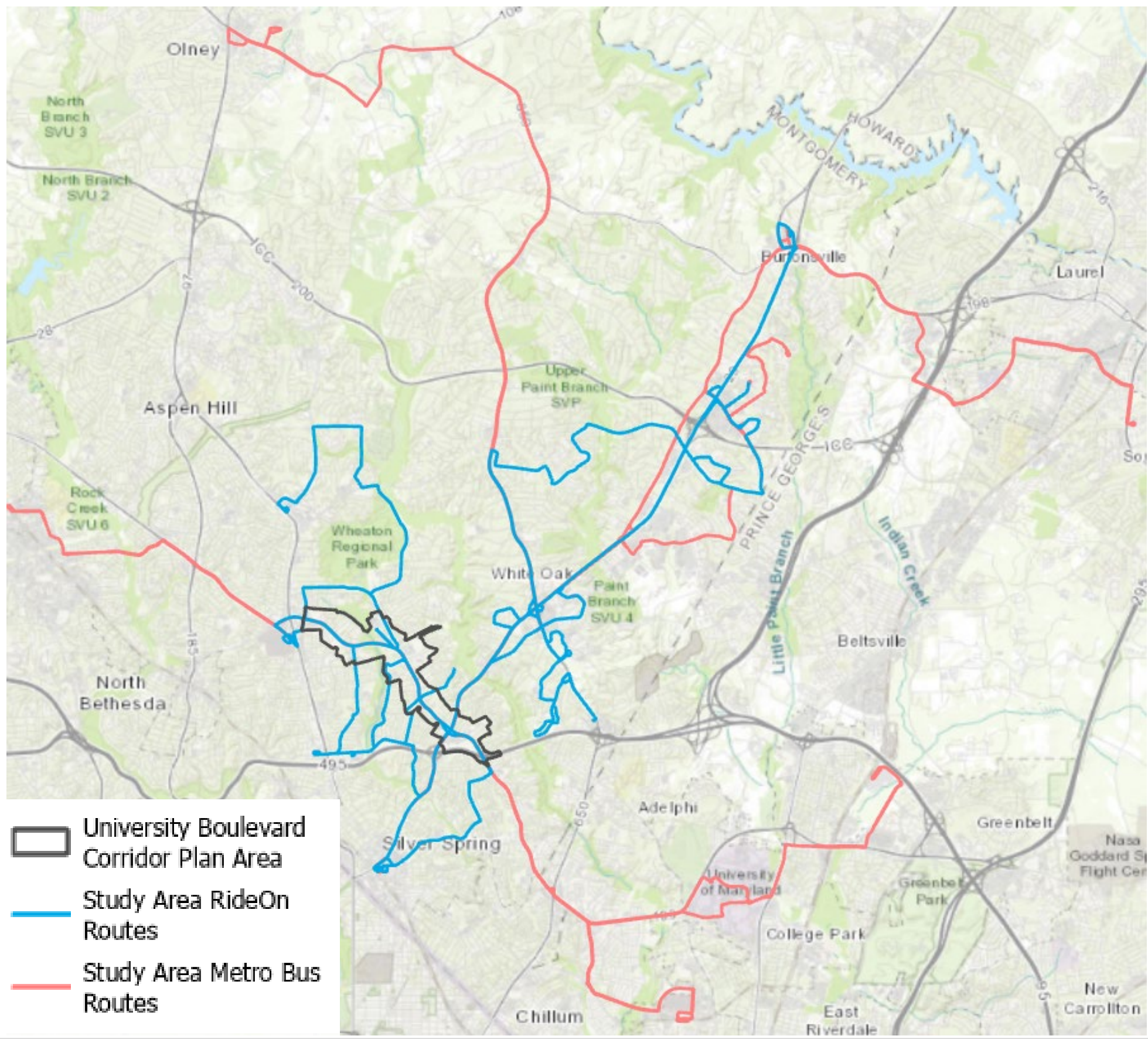
- 7 – Wheaton Station-Forest Glen Station
- 8 – Wheaton Station-Silver Spring Station
- 9 – Wheaton Station to Silver Spring Station
- 19 – Silver Spring Station-Forest Glen Rd at Brunett Avenue
- 21 – Briggs Chaney to Silver Spring Station
- 22 – Silver Spring Station to Hillandale
- 31 – Glenmont Station to Wheaton Station

Metrobus Routes

- C2 – Wheaton Station to Greenbelt Station
- C4 – Twinbrook Station to Hyattsville Crossing Station

Flash Routes

Blue & Orange – Silver Spring Station to Burtonsville/
Briggs Chaney



Existing Transit Service

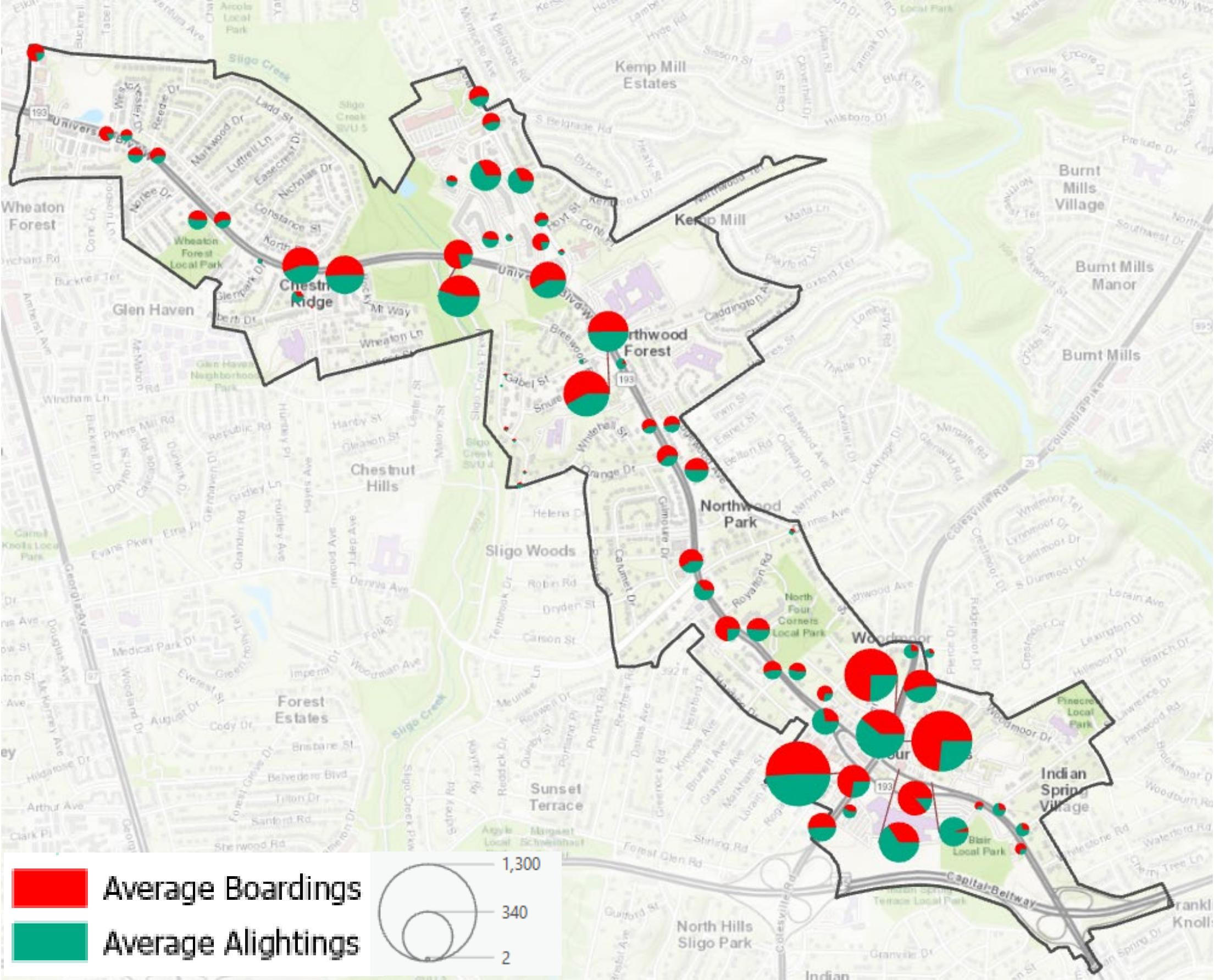
Total Stop Ridership

Top Boarding Locations

- University Boulevard and Sutherland Road (westbound)
- University Boulevard and Colesville Road (eastbound)
- Colesville Road and University Boulevard (northbound)
- **University Boulevard and Gabel Street (eastbound)**
- University Boulevard and Lexington Drive (eastbound)

Top Alighting Locations

- University Boulevard and Colesville Road (eastbound)
- Colesville Road and University Boulevard (southbound)
- University Boulevard and Colesville Road (westbound)
- University Boulevard and Colesville Road (westbound)
- University Boulevard and Sutherland Road (westbound)
- **University Boulevard and Sligo Creek Parkway (eastbound)**



*Based on Fall 2022 Ridership Data

Proposed Transit Service

MCDOT Proposed Pilot Bus Lanes

Project Goals

- Improved overall service, reduced congestion delays and more consistent travel times.

Location: Between Amherst Avenue and Dennis Avenue

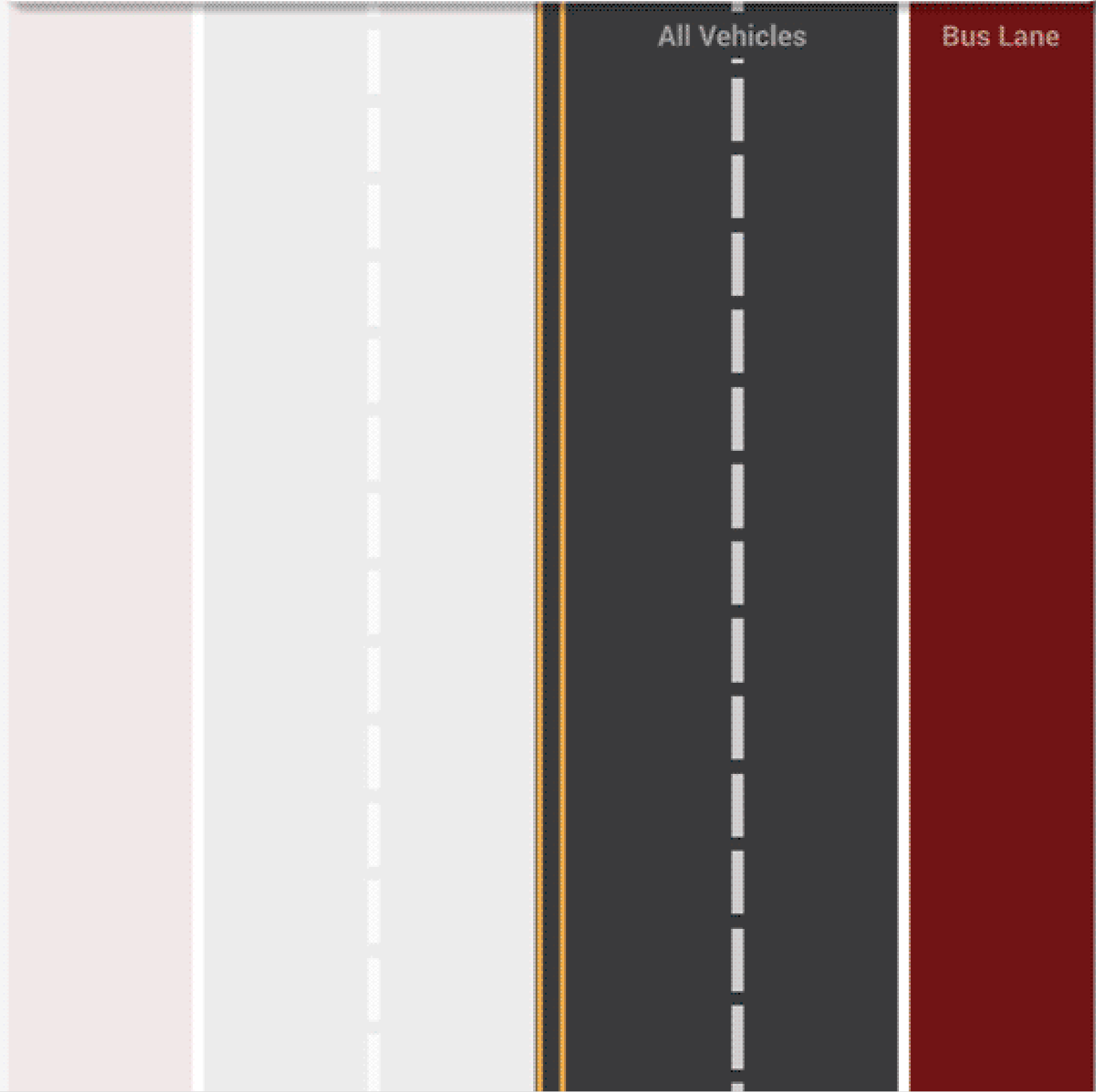
Background

- WMATA C2 and C4 Routes
- Highest ridership in the state
- More than 6,000 daily riders



Illustrative MCDOT Bus Pilot image

University Blvd (MD 193)



Market Analysis Overview

- Residential Market
- Retail Market
- Office Market
- Key Findings

Residential Inventory



- 3,400 residential housing units
- 6.3% rental vacancy rate



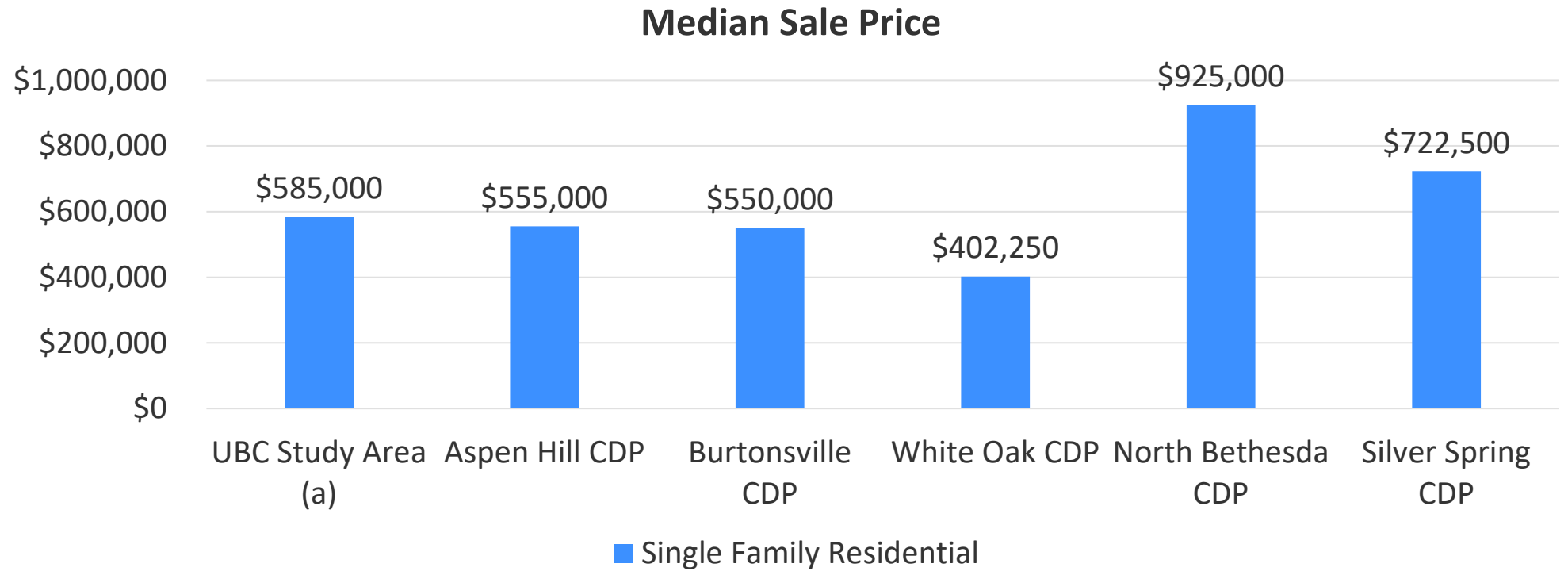
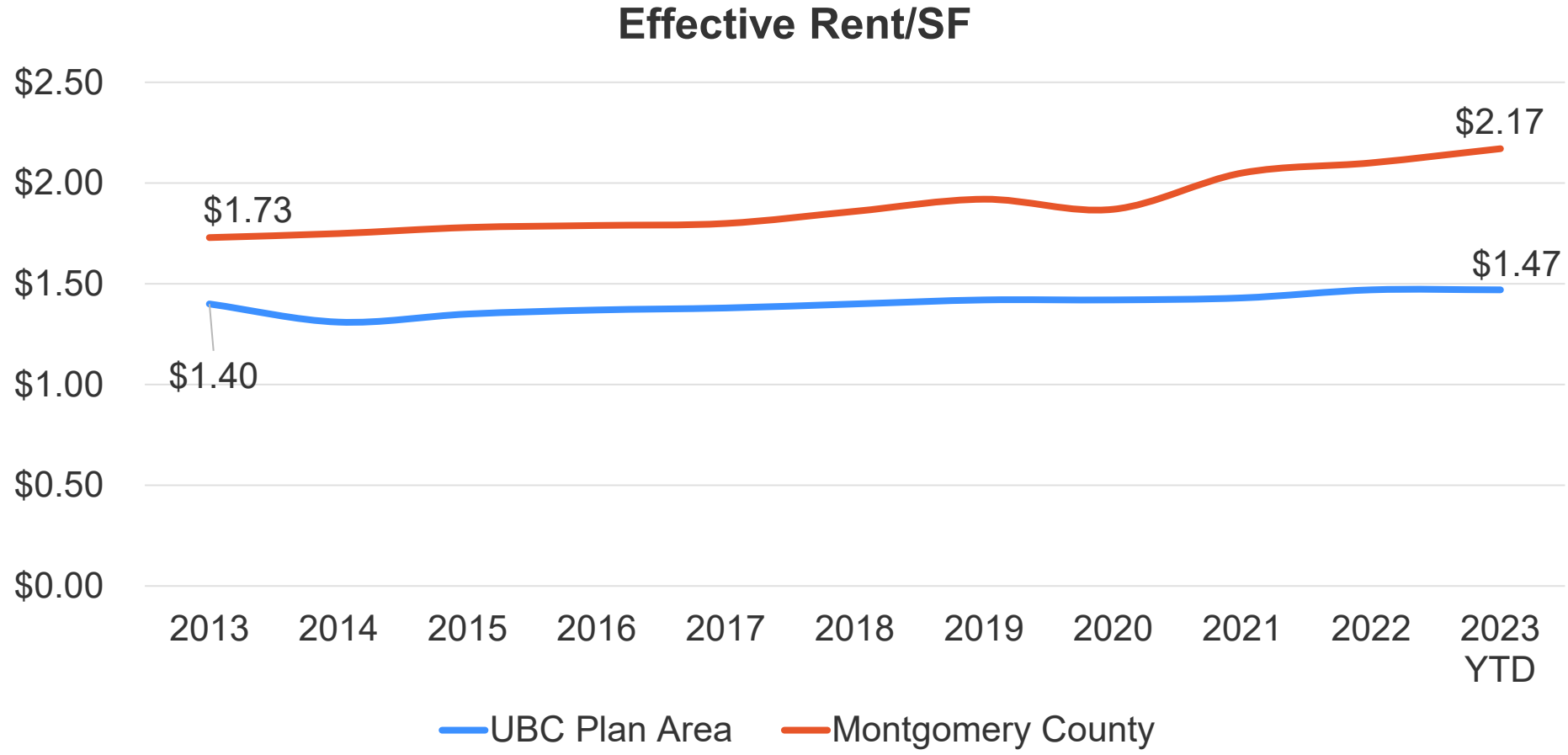
- 50% single-family detached units; 30% multi-family units in buildings of 50 or more units
- Median year of construction: 1963.



Residential Market Overview

- Median sales prices:
 - Single-Family Detached: \$585,000
 - Townhomes: \$453,000

- Average monthly rent: \$1,682 at \$1.47/square feet.



Source: CoStar, 2023; Redfin, 2023.

Housing Price

The Plan Area has a relatively affordable housing stock, which helps to explain the shift towards owner households

The median sale prices of \$585,000 for a single-family home would be unaffordable to a household earning the median income for the plan area (\$103,116)



Notes:

(a) Defined as the combination of the Four Corners and Kemp Mill CDPs

(b) Silver Spring is defined as parts of the CDP below the beltway. This area roughly extends from Rock Creek Park to New Hampshire Avenue, below the beltway.

Source: Esri Business Analyst, 2023; Montgomery Planning, 2023.

Retail Market



- 246,000 square feet retail inventory
- Average rent: \$31.48/square feet.
 - Consistent with countywide average
- Vacancy Rate: 1.9%
 - Countywide Retail Vacancy Rate: 3.5%



Office Market

- Office space: 129,700 Square Feet, including second floor at Woodmoor Shopping Center.
- Converted residential properties into office spaces.
- Office tenants are limited to local-serving businesses, including medical uses, legal services, and accounting.
- This is not a significant office employment node in the County.



Market Analysis

Key Findings

- The Plan Area is predominantly residential.
- The most significant non-residential use is institutional, followed by retail.
- The Plan Area is bookended by two significant retail and office nodes (Silver Spring and Wheaton).
- Growth opportunities lie in supporting more residential development, which will help spur more retail development.

Next Steps

Fall 2023 – Winter 2024: Outreach, Plan Analysis and Staff Review

Spring - Summer 2024: Planning Board Review

Spring 2024: County Executive Review

Fall 2024: County Executive and County Council Review

