

RECEIVED
0292
APR 15 2013

OFFICE OF THE CHIEF PLANNING OFFICER
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Paula Bienenfeld <paula_bienenfeld@yahoo.com>
Sent: Monday, April 15, 2013 8:55 AM
To: bethesda.citizen@montgomerycountymd.gov; Councilmember Berliner's Office; Council member Leventhal; Hans Riemer; Council member Floreen; Council member Elrich; councilmember.andrews@montgomerycountymd.gov; councilmember.ervin@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; councilmember.rice@montgomerycountymd.gov; kjacobson@washingtonexaminer.com; Miranda S Spivack; MCP-Chair; mcp-chair@mncppc-md.org
Subject: Re: Advisory Board Meeting - Tonight

Hi Ken,
Thank you for the notice of the Advisory Board. I and my neighbors, as they begin to find out about the BRT routes and requirements, are very interested in the BRT, however, I have just received the notice this morning for a meeting that is to take place tonight. As you may know, the proposed BRT route for the North Bethesda Transitway is different than the route shown in the 1992 North Bethesda/Garrett Park Master Plan.

I hope that you and the Planning Department do not assume this to be a 'public meeting' regarding the BRT, as you have given my neighbors no notice of its taking place.

Paula
From: Ken Hartman <bethesda.citizen@montgomerycountymd.gov>
To: paula_bienenfeld@yahoo.com
Sent: Monday, April 15, 2013 8:20 AM
Subject: Advisory Board Meeting - Tonight

Advisory Board Meeting - Tonight

We hope you can join us for tonight's meeting of the Western Montgomery County Citizens Advisory Board. The agenda includes several timely and significant topics of concern to our local communities. Advisory Board meetings provide a forum for local topics and public discussion. The public is always welcome to attend and participate.

Location: B-CC Regional Services Center, 4805 Edgemoor Lane, Bethesda
Time: 7-9pm

April 15 Agenda

Utility and Transportation Work in County Rights-of-Way

Guest: The Honorable George Leventhal
Councilmember, At Large

Chris Cihlar, Director, Office of Legislative Oversight

Washington Gas downcounty infrastructure project

Kelly Gibson Caplan, Community Outreach Manager
Washington Gas

Countywide Transit Corridors Functional Master Plan

Larry Cole, Master Planner, Department of Planning

Bikeshare Implementation Update

Sandra Brecher, Chief, Commuter Services Section, Division of Transit Services

MCP-CTRACK

From: Diarmaid McGleenan <dmcgleenan@gmail.com>
Sent: Tuesday, April 23, 2013 11:47 AM
To: MCP-Chair
Subject: I support prioritizing sensible transit

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APR 23 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND ACTION CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier,

Thanks for your leadership on many smart growth and transportation issues.

I am supportive of the Rapid Transit System proposal for Montgomery County, and so was concerned to hear that your Board is wondering how much priority to give transit as you debate revisions to the Master Plan of Highways and Transitways.

For two decades our official county policy has been to prioritize transit where it makes the most sense and we can move the most people. The 1993 update to the General Plan calls for the county to "Give priority to establishing exclusive travelways for transit and high occupancy vehicles serving the Urban Ring and Corridor".

I am proud of Montgomery's forward thinking on this issue and I also believe that prioritizing exclusive travelways for transit is key to the success of the Rapid Transit system and our county's future.

We have seen in communities nearby the success stories of what happens when we prioritize transit and transit-oriented development – from Silver Spring to Bethesda to Arlington, it is clear that when people live in a walkable community and have more options, they choose to drive less and improve traffic for everyone. With 200,000 more people moving to the county, and 200,000 more jobs likely to be added in the coming years, this is our only option to avoid increasingly crippling traffic, and maintain our good quality of life here.

I believe that prioritizing transit on county roadways, especially where it is the better and more efficient use of the public space, is the right decision to make for everyone. I hope you'll make the right choice and let this important concept guide your considerations of the Countywide Transit Corridors Functional Master Plan.

Many thanks,.

Diarmaid McGleenan
7908 Chelton Rd
Bethesda, MD 20814

MCP-CTRACK

From: tony hausner <thausner@gmail.com>
Sent: Wednesday, May 01, 2013 7:57 AM
To: MCP-Chair
Subject: May 16 hearing

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MAY 01 2013

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THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am signed up for the May 16 hearing on the Rapid Transit Plan. However, I have a meeting that I am attending that will not get me to the hearing until 7 p.m. Can it be arranged that I not be called until that time.

Tony Hausner

--

Tony Hausner
Silver Spring, MD
home: 301-587-6943
thausner@gmail.com
on facebook and twitter
blog: healthreformation.blogspot.com
safe ss facebook: <http://tinyurl.com/49294zu>
<http://safesilverspring.com>
<http://iscaonline.com/>

MCP-CTRACK

From: MCP-CTRACK on behalf of MCP-Chair
Sent: Wednesday, May 01, 2013 4:25 PM
To: 'tony hausner'
Subject: RE: May 16 hearing

Mr. Hausner:

I spoke with Françoise. She has agreed to your request. She will call you up when she sees you come in. If it looks as if she has not noticed you, please give a note to the clerk, who will pass it on to Françoise. If you have any other questions, please call.

Joanne Hill
Office of the Chair
Montgomery County Planning Board
301-495-4605
MCP-CTRACK@mncppc-mc.org

From: tony hausner [<mailto:thausner@gmail.com>]
Sent: Wednesday, May 01, 2013 9:14 AM
To: MCP-Chair
Subject: Re: May 16 hearing

thanks.

On Wed, May 1, 2013 at 9:09 AM, MCP-Chair <mcp-chairman@mncppc-mc.org> wrote:

Mr. Hausner:

I will speak to the Chair regarding your request and will get back to you.

Joanne Hill
Office of the Chair
Montgomery County Planning Board
301-495-4605
MCP-CTRACK@mncppc-mc.org

MCP-CTRACK

From: Steven Albersheim <salbersheim@yahoo.com>
Sent: Thursday, May 02, 2013 11:20 AM
To: MCP-Chair
Subject: Ref: Rapid Bus Transport position

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MAY 02 2013

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PARK AND PLANNING COMMISSION

Gentlemen

In reference to the proposal to develop and provide a rapid bus transport system in Montgomery County I wish to express my views and concerns. I will keep this relatively short. Personally I do not see any value added in providing a rapid bus transport system as described in the plan. It is very costly and the benefits that would be achieved would most likely not materialize. Just a few comments from personal experience with regard to mass transit as I take METRO daily to downtown. Unless the County plans to develop massive parking lots getting people to the rapid transit would mostly like not work. There are only a limited number of locations where one could make a case that there are sufficient enough households where people would walk to the rapid transit. Has a study been done on how many people would actually walk to the rapid transit or is the study just based on number of trips along the designated corridors? This makes a big difference on what may be the actual patronage. Even if there is data that would show that people would use the new transit system, it could still be done the old fashion way where there is much greater flexibility. A concept developed over 30 years ago. Use diamond lanes during rush hour and use dedicated buses for rush hour. I was recently in Brussels where we used the bus on a daily basis to go from the hotel to our meeting location where they have dedicated lanes for the bus during rush hour but at no extra cost to expand the highway to accommodate the bus. . That is just one example and it worked. Then during non rush hour periods those lanes would be available to all travelers. It would accomplish the same objective at a much lower cost.

Given the financial state of the County and that everything is being taxed there is no rationale to move forward with this project as proposed.

Thank you

Steven Albersheim
Rockville Maryland



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PARK AND PLANNING COMMISSION

May 1, 2013

Françoise M. Carrier
Chair, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Chair Carrier,

Thank you for the opportunity to comment on the Montgomery County Planning Department's DRAFT *Countywide Transit Corridors Functional Master Plan* (Plan). The BRT vision expressed in the Plan reflects a stated goal of the City of Gaithersburg. The City has appreciated being consulted with and asked to participate with your staff as this plan has been developed. The Draft Plan reflects this coordination. As such, the City would like to offer the following comments for your consideration:

We would like to acknowledge the planning forethought expressed in the document. The support for changing how transportation success should be measured i.e. transportation throughput rather than car volumes and defining the importance of providing park-n-ride lots to facilitate or enhance TODs recognizes the changing dynamics of land use policy;

We agree with the ridership methodologies used and their underlying basis: Planning Staff was sufficiently prudent in their assumptions without skewing corridor recommendations. We feel the recommendations made in this document are sound and reasonable;

We support the inclusion of Corridor 3: MD 355 North as a priority corridor. In general, the City agrees with the recommendations made, understanding County Planning Staff would not make Phase I busway recommendations within the City's incorporated limits reflecting a final condition. What has been proposed is in keeping with recommendations made by the City in our adopted 2009 Transportation Element. Should this Corridor's vision be realized, the City would actively work with our County and State partners to achieve the Phase II recommendations for a median busway as soon as possible;

We would request that an additional station be proposed at MD 355 and Watkins Mill Road. This station would not only facilitate a direct connection to developments such as the Spectrum and Kaiser Permanente, but given the pending Watkins Mill Interchange, a station within approximately one mile of both the Metropolitan Grove MARC and future CCT stations; and

Lastly, We support the recommendation for expansion of the MARC Service Brunswick Line and look forward to working with the County, MTA, and CSX towards bringing this to fruition.

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • TTY 301-258-6430 • cityhall@gaitersburgmd.gov •
www.gaithersburgmd.gov

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Cathy C. Drzyzgula
Henry F. Marraffa, Jr.
Michael A. Sesma
Ryan Spiegel

CITY MANAGER
Tony Tomasello

Page 2.

Again, thank you for the opportunity to comment on the DRAFT *Countywide Transit Corridors Functional Master Plan*. County Planning Staff should be recognized for their diligent work. The City looks forward to continuing to work with our County partners on making this current vision a reality and expanding the vision to other corridors in the future.

Sincerely,



Rob Robinson III, Lead
Long Range Planning
City of Gaithersburg

Cc:

Mayor & City Council
Planning Commission
Tony Tomasello, City Manager
Jim Arnoult, Director, DPW
John Schlichting, Director, Planning & Code Administration
Ollie Mumpower, Engineering Services Director

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PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Bernadette Kiel <kielcrew@me.com>
Sent: Tuesday, May 07, 2013 6:03 PM
To: MCP-Chair
Subject: Transit Corridor Master Plan

I am a resident of downtown Bethesda. I strongly disagree with the plan to put a high speed bus lane on Wisconsin Avenue to Friendship Heights.

1. Wisconsin Avenue is already busy enough, we do not need to add more lanes.
2. This will be very dangerous for pedestrians. Let's not forget that there is a high school on the other side of Wisconsin Ave. that young adults have to walk to early in the morning. This could result in dangerous travel for these kids.
3. We already have a bus lane on Wisconsin Ave.
4. Running this bus lane from Rockville to Friendship Heights is a very short trip, I find it hard to believe that it will make a difference. Do that many people take this route? There are several metro stops along the way, going the same direction. Make the metro less expensive rather than spending money on expanding bus routes.

Please do not consider this plan.

Bernadette Kiel

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MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Lisa Yampolsky Schwat <lisayschwat@schwat.net>
Sent: Wednesday, May 08, 2013 2:33 PM
To: MCP-Chair
Subject: New High Speed Transit Bus down Route 355

I am writing to voice my opposition to the purchase of high speed transit buses that will occupy a buses only lane down Route 355 between Rockville to Friendship Heights.

The buses and bus lanes will without a doubt negatively impact the community on many levels:

1. There are currently no pedestrian rights of way between Bradley and Western. This is already a dangerous mad dash to cross to get on the Ride on bus
2. Students attending BCC High school who live in Chevy Chase West area are not bused. They walk and take the ride on. This requires crossing Wisconsin Avenue
3. Development in Friendship Heights has made it increasingly difficult and dangerous (many accidents) when vehicles are turning to travel north from the west side of Wisconsin Avenue.
4. This part of Wisconsin (between Bradley and Western) aka The Green Mile is protected by a beautiful green median that will be removed.

As a 18 year resident of Drummond Avenue (Western side of Wisconsin between Bradley and Western), I urge you to not move forward with a high speed transit program from Bethesda to Friendship Heights. There is the metro and Ride on. Invest money to market the MOCO Ride on system and do not make this area more dangerous to travel via foot than it already is.

Lisa Schwat
Drummond Avenue

Introduced by: Councilmember Smith

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION 2013-23

**RECOMMENDING ADOPTION OF THE COUNTYWIDE TRANSIT CORRIDORS
FUNCTIONAL MASTER PLAN**

WHEREAS, the Countywide Transit Corridors Functional Master Plan is a plan developed by Montgomery County's Planning Department, to improve accessibility and mobility throughout Montgomery County with a bus rapid transit network; and

WHEREAS, the Countywide Transit Corridors Functional Master Plan contains policies, objectives and recommendations that will guide the development of future bus rapid transit corridors along existing rights-of-way in Montgomery County, including on New Hampshire Avenue in the City of Takoma Park; and

WHEREAS, the Countywide Transit Corridors Functional Master Plan includes recommendations for a two-lane median busway treatment along the segment of New Hampshire Avenue in Takoma Park, via lane repurposing; and

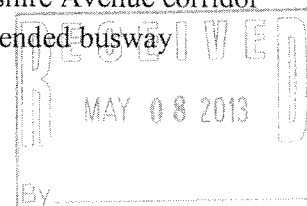
WHEREAS, the Takoma Park City Council supports the planning and development of bus rapid transit along the New Hampshire Avenue corridor; and

WHEREAS, the City is coordinating planning and design studies for the future conversion of New Hampshire Avenue into a multi-way boulevard, as outlined in the New Hampshire Avenue Corridor Concept Plan, adopted in 2008; and

WHEREAS, the Montgomery County Planning Board is holding a public hearing on May 16, 2013 to hear testimony on the draft Countywide Transit Corridors Functional Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Takoma Park strongly recommends adoption and approval of the Countywide Transit Corridors Functional Master Plan by Montgomery County Planning Board, conditioned upon the following changes to the April 2013 Draft Countywide Transit Corridors Functional Master Plan:


Incorporate general revisions, identified in Exhibit A, attached hereto and made a part of this Resolution, which are intended to encourage continued coordination between Montgomery County and City of Takoma Park planning staff, and allow for future flexibility in facility planning along the segment of the New Hampshire Avenue corridor in the City of Takoma Park, given differences between the recommended busway



treatment in the Countywide Transit Corridors Functional Master Plan and the multi-way boulevard section outlined in existing City policies and plans. The City of Takoma Park prefers its vision for how this section would work.

Adopted this 6th day of May, 2013.

ATTEST:



Jessie Carpenter, CMC
City Clerk

**General Recommendations for Revisions to the Public Hearing Draft
Countywide Transit Corridors Functional Master Plan
City of Takoma Park**

Page 42. At the end of first paragraph, add sentence:

The City of Takoma Park has been advancing a concept plan adopted locally in 2008 to convert New Hampshire Avenue from University Boulevard, south to Eastern Avenue, into a more pedestrian friendly multi-way boulevard that accommodates multiple modes of transportation, while serving as a destination.

Rewrite text of 3rd bullet under “Phase 1 Recommendation” as:

- From University Boulevard to the District line, a two-lane median transitway. (A two-lane median transitway is recommended along New Hampshire Avenue in this segment because of available right-of-way. However, during facility planning, curb lanes or mixed traffic treatments should be considered from Sligo Creek Parkway to the District Line, as outlined in the City of Takoma Park’s New Hampshire Avenue Corridor Concept Plan.)

Page 44. In last column of Table 8, add double asterisk to “Two-Lane Median,” with accompanying text below:

** While this Functional Master Plan can make changes or require dedication within the City of Takoma Park, the City adopted a Concept Plan for a multi-way boulevard on New Hampshire Avenue between Sligo Creek Parkway to the DC Line in 2008 with a different section than proposed in this plan. Facility planning for this segment must be coordinated with City staff to ensure consistency of planning efforts.

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MCP-CTRACK

From: Avnet, Katarina (NIH/NLM) [E] <avnetk@mail.nlm.nih.gov>
Sent: Thursday, May 09, 2013 10:01 AM
To: MCP-Chair
Subject: Rapid transit

OFFICE OF THE CHIEF MANAGER
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Rapid transit: I think, it will block even more the traffic. You will take one lane just for the busses, it will be a disaster. I don't see anything wrong with the traffic especially around White Flint area. Where it is heavy it is around NIH and that is in the morning and in the evening. Bethesda is much more congested than the area around White Flint. In addition, not everyone can take public transportation. Plus, it is not like in Europe where busses/streetcars, or trolley busses are almost in every neighborhood just with a short walking distance to the stations/stops. Here it is different. In most cases, if you want to take public transportation, one has to get to it by car. Not everyone can use a bicycle, either.

Thank you.

Katarina Avnet

katkahoran@gmail.com

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MCP-CTRACK

From: Alex <altox@verizon.net>
Sent: Thursday, May 09, 2013 10:29 AM
To: MCP-Chair
Subject: Rappid Transit

Importance: High

Because of rapid development of the area and the resulting suffocating traffic, Rapid Transit has become an absolute necessity at White Flint and adjacent areas.

We hope it becomes available ASAP.

Thanks, in advance

Alex Apostolou, DVM, Ph.D, DABT
5308 Bangor Drive
Kensington, MD 20895
Tel/Fax: 301 929-6263
Email: altox@verizon.net
Website: www.altox.com

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MCP-CTRACK

From: James M. Wallace <wallace@umd.edu>
Sent: Thursday, May 09, 2013 11:28 AM
To: MCP-Chair
Subject: Rapid Transit in Rockville

As a resident in the White Flint area of North Bethesda, I want to go on record as being in favor of rapid transit in our White Flint.

James M. Wallace
Professor Emeritus, Dept. of Mechanical Engineering
<http://www.eng.umd.edu/~wallace>

Director, Burgers Program for Fluid Dynamics
Institute for Physical Science & Technology
4247 CSS Bldg.
University of Maryland
College Park, MD 20742
(tel) 301/405-4831
(fax) 301/314-9463
(email) wallace@umd.edu
<http://www.burgers.umd.edu>

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MCP-CTRACK

From: LWV of Montgomery County, MD <lwwmc@erols.com>
Sent: Thursday, May 09, 2013 10:51 AM
To: MCP-Chair
Subject: Testimony Regarding the Bus Rapid Transit Study - Functional Master Plan, May 16, 2013

THE MARYLAND NATIONAL CENTER FOR
PARK AND PLANNING COMMISSION



THE LEAGUE OF WOMEN VOTERS
of Montgomery County, MD, Inc.

To the Montgomery County Planning Board:

The League of Women Voters of Montgomery County continues to believe that our current transportation system will benefit from incorporating bus rapid transit. The Functional Master Plan of Montgomery County should be modified to include proposed changes to make that possible.

We support the concept of transportation access for all in Montgomery County. The BRT will help achieve that access by:

- Connecting transit among Metrorail, Metrobus, Ride-On, MARC, the Purple Line and the Corridor Cities Transitway.
- Prioritizing how many people are moved rather than how many vehicles are moved
- Easing boarding for parents with strollers, elderly, and those with disabilities
- Improving our environment for all residents by reducing single-vehicle use
- Relieving traffic congestion
- Reducing energy consumption
- Expanding from a few routes with the most projected ridership to routes that appear less viable
- Providing faster connections for nodes of employment -- such as the White Oak Science Gateway
- Encouraging economic development

In addition, by using current rights of way and incorporating a transit-priority system with traffic, we expect that (1) the system will be attractive to many people who currently do not use

mass transit and (2) it will be cost effective. Public transit is demonstrably much more desirable when the full costs and benefits of all options are considered.

The League thanks you for your consideration of our testimony and appreciates the opportunity to advocate on behalf of the people of Montgomery County for a better community.

--

The League of Women Voters of Montgomery County, MD, Inc.

12216 Parklawn Dr, Suite 101

Rockville, MD 20852-1710

Tel: 301-984-9585 Fax: 301-984-9586

lwvmc@erols.com <http://mont.lwvmd.org>



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MCP-CTRACK

From: Emily Mintz <mintz.emily@gmail.com>
Sent: Thursday, May 09, 2013 12:42 PM
To: MCP-Chair
Cc: lindsay.hoffman@whiteflint.org
Subject: BRT hearing, 5/16

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MAY 09 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

One of the keys to success in Montgomery County's transformation from a suburban to an urban center is the implementation of a BRT system. I am a 4-decade resident of the White Flint/North Bethesda area, and am totally devoted to smart growth and the creation of a smart transit system. Please approve the BRT system, with special emphasis on the Rockville Pike corridor. With BRT running along the median and Rockville Pike transformed into a boulevard-style road that is part of a larger grid, North Bethesda will be a successful urban center. Without it, it will fail, as traffic chokes the roadways. There is no question that, if the system is clean, low in price, and buses are frequent, many of us who frequent business along the corridor will use the system rather than moving a vehicle from one parking space to another.

Thank you,

--

Emily Mintz
6712 Sulky Lane
North Bethesda, MD 20852
301-704-2913
mintz.emily@gmail.com

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MAY 13 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PLANNING AND PLANNING COMMISSION

From: Pamela Lindstrom <pamela.lindstrom@gmail.com>
Sent: Monday, May 13, 2013 9:22 AM
To: MCP-Chair; Judy Christensen
Subject: letter on BRT in Gaithersburg
Attachments: BRT & Citizens Plan.docx; Citizens Plan map rotated.pdf

Please distribute the attached letter and map to the Planning Board for the public hearing on Thursday.

Thank you,
Pamela Lindstrom

Dear Planning Board members:

Residents along the Frederick Avenue (MD 355) Corridor in Gaithersburg recently completed a Citizens' Plan for land use and transportation improvements along "our"

portion of MD 355. The group strongly supported BRT as the most feasible way to provide transit to what we envision as Gaithersburg's primary urban corridor.

We were pleased but not surprised to learn that the Planning Department's countywide BRT study found that BRT on MD 355 showed much the highest ridership of any proposed route. Thus we hope that it will have high priority when it comes to planning to finance and build BRT.

One of the best ideas to come from our citizens planning charrettes was a modified route for the BRT through the heart of Gaithersburg from the railroad overpass to Montgomery Village Avenue. This section of Frederick Avenue has the most constrained right of way in the whole north half of the corridor. According to the vision in the Citizens' Plan, the sidewalks and landscaped space are widened, so there is definitely no room for road widening.

Members of our group proposed diverting the BRT off Frederick Avenue toward to fairgrounds. The Citizens' Plan includes redevelopment of the fairgrounds. The BRT goes along an extension of an existing road at the eastern edge of the fairgrounds to a road that is an extension of Lake Forest Boulevard, through Gaithersburg Square shopping center and back to Frederick Avenue. The plan designates the area including Gaithersburg Square and the north end of the fairgrounds as the city's New Downtown with high rise residential and office buildings grouped around a plaza and transit station.

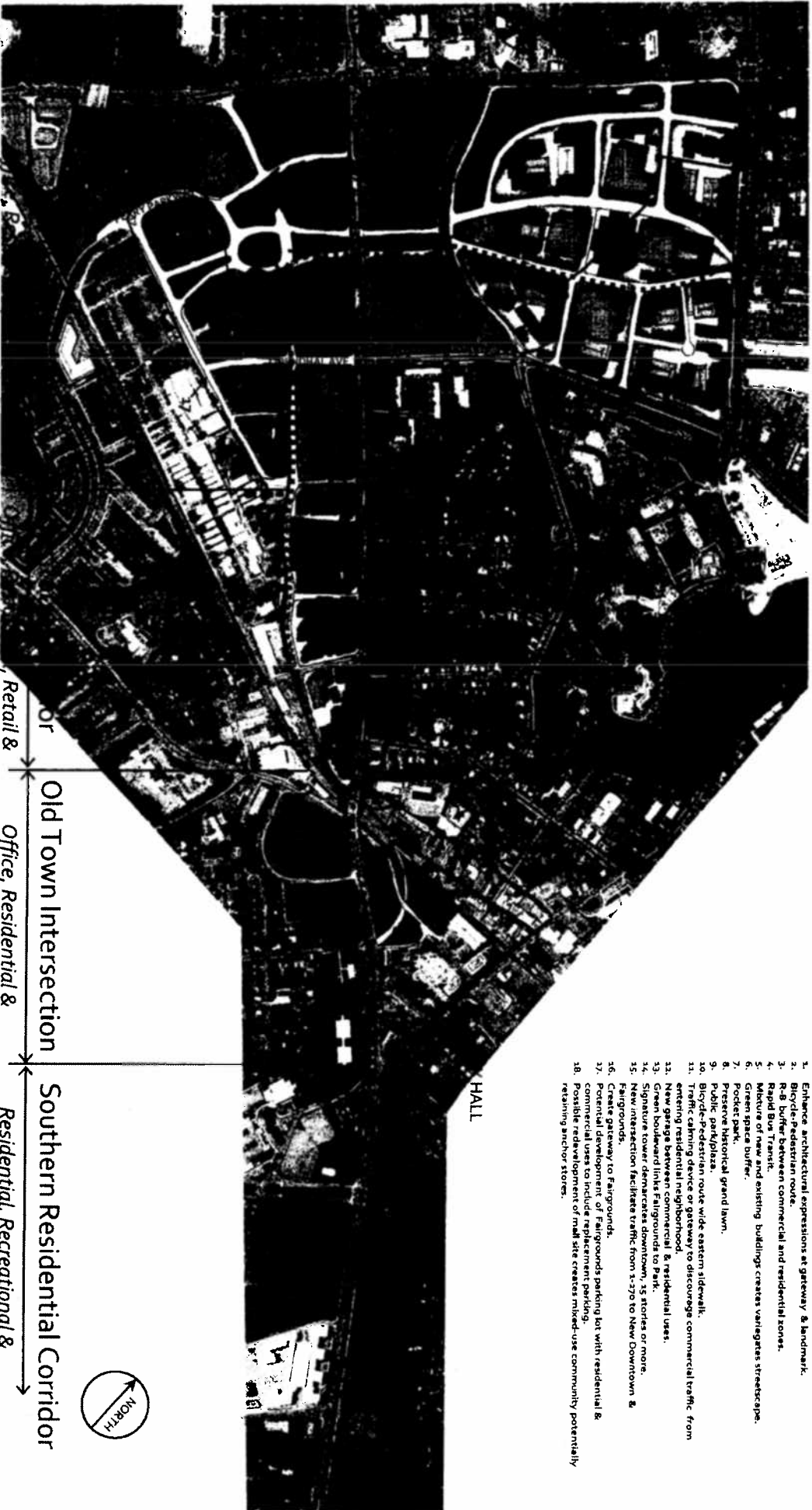
This route for the BRT has multiple advantages over following Frederick Avenue through central Gaithersburg. It:

- Avoids further crowding the most constrained part of the right of way
- Takes some bus traffic off this congested section
- Serves the proposed city center including the fairgrounds
- Allows redesigning this section of Frederick Avenue as an urban boulevard with wide sidewalks, good crosswalks and even room for sidewalk café tables and displays.

Please include discussion of this route in your deliberations on the BRT Plan. The MD 355 North BRT showed impressive demand in its present form. If serving a New Downtown Gaithersburg, BRT demand should be greater still. Realization of the New Downtown is only possible if a substantial share of the traffic uses transit. The admonition in the 1964 On Wedges and Corridors Plan is correct.

Attached is an image of the Citizens' Plan map prepared with the expert help of Scott Knudson of Michael Wiencek and Associates architects and planners.

15+ story 10-15 story 5-10 story 3-5 story 2-4 story Existing Bldg.



KEY NOTES:

1. Enhance architectural expressions at gateway & landmark.
2. Bicycle-Pedestrian route.
3. R-B buffer between commercial and residential zones.
4. Rapid Bus Transit.
5. Mixtures of new and existing buildings creates variegated streetscapes.
6. Greenway/linear buffer.
7. Pocket park.
8. Preserve historical grand lawn.
9. Public park/plaza.
10. Bicycle-Pedestrian route wide eastern sidewalk.
11. Traffic calming device or gateway to discourage commercial traffic from entering residential neighborhood.
12. New garage between commercial & residential uses.
13. Green boulevard links Fairgrounds to Park.
14. Signature tower demarcates downtown, 15 stories or more.
15. New intersection facilitates traffic from S-370 to New Downtown & Fairgrounds.
16. Create gateway to Fairgrounds.
17. Potential for Fairgrounds parking lot with residential & commercial uses to include retail.
18. Possible redevelopment of mall site creates mixed-use community potentially retaining anchor stores.

HALL



Old Town Intersection
 Southern Residential Corridor
 Institutional, Retail & Office, Residential & Institutional
 Residential, Recreational & Institutional

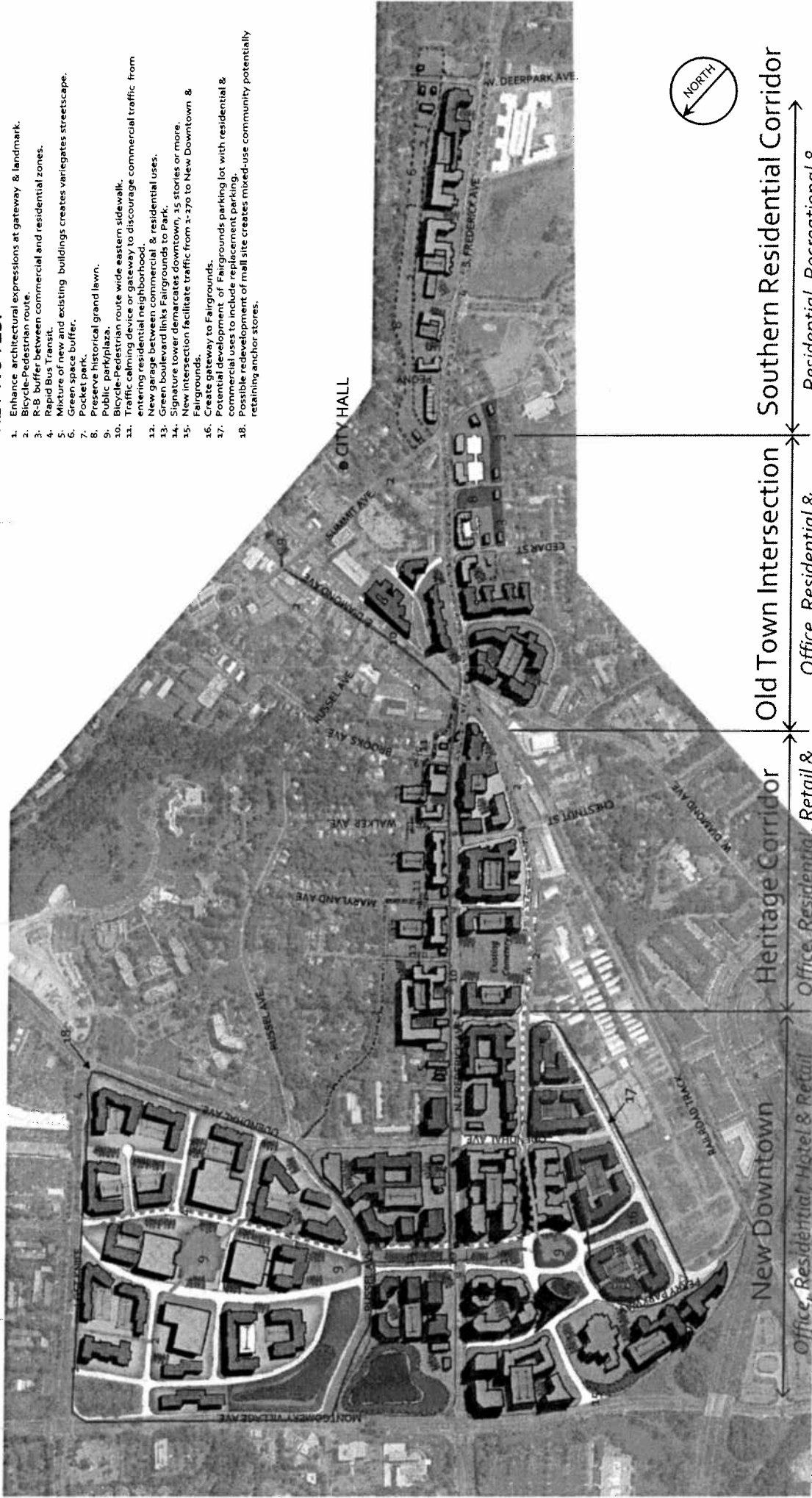
Gaithersburg, MD
 June 16, 2011

A Citizen's Plan for Frederick Avenue
 Not to scale

15+ story
 10-15 story
 5-10 story
 3-5 story
 2-4 story
 Existing Bldg.

KEY NOTES:

1. Enhance architectural expressions at gateway & landmark.
2. Bicycle-Pedestrian route.
3. R-B buffer between commercial and residential zones.
4. Rapid Bus Transit.
5. Mixture of new and existing buildings creates variegated streetscape.
6. Green space buffer.
7. Pocket park.
8. Preserve historical grand lawn.
9. Public park/plaza.
10. Bicycle-Pedestrian route wide eastern sidewalk.
11. Traffic calming device or gateway to discourage commercial traffic from new residential neighborhood.
12. New gateway between commercial & residential uses.
13. Green boulevards link Fairgrounds to Park.
14. Signature tower downtown, 15 stories or more.
15. New intersection facilitate traffic from 2-270 to New Downtown & Fairgrounds.
16. Create gateway to Fairgrounds.
17. Potential development of Fairgrounds parking lot with residential & commercial uses to include replacement parking.
18. Possible redevelopment of mall site creates mixed-use community potentially retaining anchor stores.



New Downtown
Office, Residential, Hotel & Retail

Heritage Corridor
Office, Residential, Retail & Institutional

Old Town Intersection
Office, Residential & Institutional

Southern Residential Corridor
Residential, Recreational & Institutional

Gaithersburg, MD
 June 16, 2011

A Citizen's Plan for Frederick Avenue
 Not to scale



MCP-CTRACK

From: Mike Stein <mkstn5@me.com>
Sent: Monday, May 13, 2013 9:36 AM
To: MCP-Chair
Subject: Support Bus Rapid Transit

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MAY 13 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hi,

Ahead of Thursday's Board meeting to discuss the future of Bus Rapid Transit (BRT) in Montgomery County, I would like to voice my support for "gold standard" BRT on the Rockville Pike and Veirs Mill corridors. As a Rockville Resident, my family travels these roads on a daily basis. I support BRT on these important roads even if it means taking away travel lanes for cars so that busses may have their own travel lanes. I believe a gold standard BRT system on Veirs Mill road and Rockville Pike is essential to the future of these heavily travelled corridors and the future of Montgomery County. Thank you.

Sincerely,

Mike Stein
Rockville Resident

MCP-CTRACK

From: goemann@verizon.net
Sent: Monday, May 13, 2013 10:11 AM
To: MCP-Chair
Subject: written testimony for county transit hearing
Attachments: County Transit Testimony M Goemann.docx

RECEIVED

MAY 13 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Attached please find my written testimony for the county transit hearing on May 16th. Thank you.

Melissa Coretz Goemann

*Duplicate of
testimony received
at public hearing*

Written Testimony of Melissa Coretz Goemann to the
Montgomery County Planning Board

May 16, 2013

Re: Countywide Transit Corridors Plan

Dear Chairwoman Carrier and Members of the Planning Board:

Thank you for this opportunity to provide written testimony. My name is Melissa Coretz Goemann and I am a Montgomery County resident living in the Woodmoor neighborhood in the Four Corners area of Silver Spring. I am writing in opposition to the bus rapid transit (BRT) plan for the Route 29/Colesville Road corridor and ask you not to approve the BRT plan for this corridor. Instead, I ask that the proposal for this route go through the normal process in place for making changes to the master plan so that there is ample time for a study to be done of the impact of this plan on our community that would include review by a citizens' advisory board.

These are some of my concerns regarding a BRT route on Colesville Road:

- A BRT route would be used to bring even more traffic onto Colesville Road from the proposed White Oak development rather than to serve our community. Bringing additional traffic onto Colesville Road would create extreme levels of congestion because it is already a very congested area that has been poorly planned. For example, it is very difficult - if not impossible - to turn left out of Crestmoor Drive onto Colesville Road. The congestion at Four Corners is so bad that drivers who do not want to go through the rectangular configuration to make turns constantly cut through our neighborhood by the Woodmoor shopping center to avoid that intersection if they want to turn left on University creating a constant back-up of cars trying to exit the neighborhood onto University from Lexington Drive. Lastly, the congestion on the far right lane heading south on Colesville Road in the morning is extremely bad because of the back-up of cars to get onto the Beltway. It is not realistic to expect that a bus line - even rapid bus service - could ameliorate the congestion that this increased development would create. Time is needed to review other options that could better meet the unique needs of this area.
- Not only would bringing more buses of new commuters to Colesville Road likely be a traffic disaster, but suggestions for the BRT system have included taking lanes from regular Colesville Road traffic to service it. The situation described above would be even worse were any lanes to be removed. Additionally, Colesville Road is not just a commuter highway. It is the main street for our community with no other options for getting to many destinations. Accordingly, we must use Colesville Road for activities such as going to the grocery store, running errands, and taking our children to school - activities which cannot be accomplished through using the BRT. The Planning Board is ignoring their mission to "maintain and improve quality of life in our community" if they ignore the need to ensure that residents have the ability to accomplish these daily tasks for which a car is needed in the name of supporting mass transit over cars in all circumstances, on all roadways.

- Expanding the roadway in this area to accommodate the BRT is undesirable because there is no more open space so property would have to be taken. It would be very harmful to our community to possibly lose the stores and restaurants at Woodmoor – some of which have been there for dozens of years – as well as other older establishments such as Mrs. K's Tollhouse.
- The BRT buses would add traffic to our neighborhood but would not likely be of any use to those in our neighborhood. There is only one stop planned near the neighborhood and in a community of our size that means it would not be sufficiently convenient for most people to take. Additionally, since we are such a short distance from the Silver Spring metro, there is no need for a speedier bus for our residents since it is already a short commute. Our neighborhood would best be serviced by more local buses, more bus shelters to wait for them, and a traffic light at Crestwood Drive so that our residents can more easily cross the street to get to the bus. This plan would also be significantly less expensive than a BRT system.
- The most recent study done regarding the impact of a BRT system on Colesville Road and the surrounding neighborhoods near Four Corners showed negative effects for these neighborhoods and no improvement in easing congestion so it is unrealistic to expect any better results when combined with the massive increase in commuters that the proposed White Oak development would bring.

For the above reasons, I urge you not to approve a BRT plan for Route 29/Colesville Road.
Thank you.

Melissa Coretz Goemann

Written Testimony of Melissa Coretz Goemann to the
Montgomery County Planning Board

May 16, 2013

Re: Countywide Transit Corridors Plan

Dear Chairwoman Carrier and Members of the Planning Board:

Thank you for this opportunity to provide written testimony. My name is Melissa Coretz Goemann and I am a Montgomery County resident living in the Woodmoor neighborhood in the Four Corners area of Silver Spring. I am writing in opposition to the bus rapid transit (BRT) plan for the Route 29/Colesville Road corridor and ask you not to approve the BRT plan for this corridor. Instead, I ask that the proposal for this route go through the normal process in place for making changes to the master plan so that there is ample time for a study to be done of the impact of this plan on our community that would include review by a citizens' advisory board.

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- A BRT route would be used to bring even more traffic onto Colesville Road from the proposed White Oak development rather than to serve our community. Bringing additional traffic onto Colesville Road would create extreme levels of congestion because it is already a very congested area that has been poorly planned. For example, it is very difficult - if not impossible - to turn left out of Crestmoor Drive onto Colesville Road. The congestion at Four Corners is so bad that drivers who do not want to go through the rectangular configuration to make turns constantly cut through our neighborhood by the Woodmoor shopping center to avoid that intersection if they want to turn left on University creating a constant back-up of cars trying to exit the neighborhood onto University from Lexington Drive. Lastly, the congestion on the far right lane heading south on Colesville Road in the morning is extremely bad because of the back-up of cars to get onto the Beltway. It is not realistic to expect that a bus line - even rapid bus service - could ameliorate the congestion that this increased development would create. Time is needed to review other options that could better meet the unique needs of this area.
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- Expanding the roadway in this area to accommodate the BRT is undesirable because there is no more open space so property would have to be taken. It would be very harmful to our community to possibly lose the stores and restaurants at Woodmoor – some of which have been there for dozens of years – as well as other older establishments such as Mrs. K's Tollhouse.
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- The most recent study done regarding the impact of a BRT system on Colesville Road and the surrounding neighborhoods near Four Corners showed negative effects for these neighborhoods and no improvement in easing congestion so it is unrealistic to expect any better results when combined with the massive increase in commuters that the proposed White Oak development would bring.

For the above reasons, I urge you not to approve a BRT plan for Route 29/Colesville Road.
Thank you.

Melissa Coretz Goemann

MCP-CTRACK

From: Rich Reis <rreis@verizon.net>
Sent: Monday, May 13, 2013 2:42 PM
To: MCP-Chair
Subject: Written testimony: 5/14 Rapid Transit System

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MAY 13 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I support all alternatives to driving. This includes bus rapid transit (BRT) and light rail (Purple Line) and the new route along 270.

BRT and light rail would provide quick service to residents and will become the preferred means of travel, but it must include the following:

- Preferential traffic light timing (the ability to get through intersections quickly by changing lights)
- Separate lanes
- Pre-boarding fare collection
- Other measures to ensure that travel is efficient and faster than driving or at least comparable.
- A route along the ICC with quick access at all ICC exits. This may require reconfiguring ICC exits to allow buses to exit to a safe stop to pick up and discharge passengers and direct reentry onto the ICC. As it is now, traffic exiting the ICC must travel north or south and then make a U-turn to reenter the ICC.

With these features, BRT as well as light rail will eliminate the need to add more traffic lanes as it relieves congestion on our roads and alleviates health-harming air-pollution.

Sincerely yours,

Richard Reis, PE
711 Copley Lane
Silver Spring, MD 20904-1312

MCP-CTRACK

From: Todd Hoffman <thoffman@townofchevy Chase.org>
Sent: Tuesday, May 14, 2013 10:36 AM
To: MCP-Chair
Subject: Testimony of Mayor Patricia Burda -- May 16, Agenda Item 11
Attachments: Burda testimony.pdf

RECEIVED

MAY 14 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL DEFENSE
PARK AND PLANNING COMMISSION

Attached is testimony from Town of Chevy Chase Mayor Patricia Burda for the May 16 hearing on Agenda Item 11 - Countywide Transit Corridors Functional Master Plan. Please acknowledge receipt. Thank you.

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
Chevy Chase, MD 20815
301-654-7144 (P)
301-718-9631 (F)
thoffman@townofchevy Chase.org



Patricia Burda, *Mayor*
David Lublin, *Vice Mayor*
Al Lang, *Secretary*
Linna Barnes, *Treasurer*
Kathy Strom, *Community Liaison*

**Testimony of Mayor Patricia Burda
Town of Chevy Chase
Draft of the Countywide Transit Corridors Functional Master Plan
Montgomery County Planning Board
May 16, 2013**

I am delighted to be here today to express the Town of Chevy Chase's appreciation and support for the transit corridors functional plan developed by the Planning Department and Board. This effort is an important step forward in meeting one of the most critical needs confronting our county as we seek to meet the challenges of maintaining both our economic vitality and high quality of life. While many details about the ultimate design and implementation of these transit corridors remain to be worked out, we believe that the overall plan provides an excellent foundation and urge the Board to approve this draft and send it expeditiously to the County Council.

As the representative of a small residential community that borders on the rapidly urbanizing Bethesda downtown, we experience both the benefits of our location and the problems associated with rampant development. Finding the proper balance -- taking steps to allow growth, but also to minimize the associated adverse impacts including increased traffic and overcrowded schools -- is something with which we, as a town, and you, as the Planning Board, are continually having to struggle.

While we are generally supportive of the concepts of *smart growth* and *transit-oriented development* we most often see proposals for increased growth and development without adequate consideration of additional transit opportunities. Faced with the choice between inadequate public transit options and standstill rush hour roadways, our residents are increasingly frustrated by proposal after proposal for increased development around our town.

The proposed bus rapid transit (BRT) corridors contained in the draft plan are a realistic, cost-effective response to the very real and growing problem of traffic congestion. Unlike the proposed Purple Line, which we have argued is far too costly and will have little or no impact on congestion countywide, this proposal can be carried out at a reasonable cost, in a relatively quick timeframe, and will significantly ease traffic congestion on major roadways throughout the county.

By any measure, the costs and benefits to our county residents of the BRT proposal are far superior to what has been proposed for the Purple Line.

In moving forward with the BRT proposal, I would like to offer the following two cautions. The plan recognizes as one of the advantages of a BRT system that it can be implemented incrementally. For example, operations on a route can start in mixed traffic and overtime shift to dedicated lanes. While this flexibility is certainly one of the system's advantages, we would urge the county to be bold in its initial plans and create what clearly resonates as a new and exciting form of public transportation and not simply

something that looks like an expansion of existing bus service. To be timid will result in the latter and will drastically diminish the chances of accomplishing our collective goals. Finally, our residents will be most interested in and we will want to work closely with county planners in the stretch of MD 355 South corridor that runs adjacent to our town. At later stages in the planning process, it will be important to get input from Town residents when addressing such issues as the number and location of stops, the impact on traffic and street light patterns, and coordination with pedestrian and bicycle crossings.

We look forward to working with you as the Functional master plan moves forward and throughout the design and implementation stages of this important effort.

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MAY 14 2013

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THE MONTGOMERY NATIONAL CENTER
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Jay KapLon <jay@kaplon.org>
Sent: Tuesday, May 14, 2013 8:54 AM
To: MCP-Chair
Subject: Written testimony: 5/14 Rapid Transit System

Thank you for considering a Montgomery County Rapid Transit System.

While I can easily afford to drive a car to work and errands, I chose to take the bus because it is a better option overall. With a true Rapid Transit System (really Bus Rapid Transit] Montgomery County can get out of the trap of ever expanding lanes of roads and sprawl.

The Rapid Transit System should have payment before boarding and lanes should be converted from car to bus when a bus will move more people.

If you really want to make Rapid Transit take off in Montgomery County, make it Fast, Frequent, and Free!

Jay

Jay KapLon
Jay@KapLon.org
7981 Eastern Ave
Silver Spring, MD 20910

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0381
MAY 14 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Tuesday, May 14, 2013 1:05 AM
To: MCP-Chair
Subject: BRT Master Plan: May 16 Hearing Testimony
Attachments: HCABRT.doc

Attached are the written comments from the Hillandale Citizens Association for Thursday's Public Hearing on the Countywide Transit Corridor Functional Master Plan..
Thank you for distributing copies to the Chair and Commissioners.

Regards,
Eileen Finnegan

Hillandale Citizen Association, Inc.
Silver Spring, MD

HCA Comments on the Countywide Transit Corridor Functional Master Plan
Planning Board Public Hearing, May 16, 2013

The Countywide Transit Corridor Master Plan comes at a critical time for Hillandale since the White Oak Science Gateway Master Plan is also now before the Commission. The success of the WOSG Plan is resting on the BRT implementation of two key routes, Rt 29 and New Hampshire Avenue. These two plans are inextricably linked, but unfortunately are not now "in sync."

New Hampshire Ave BRT Corridor

Please Synchronize the BRT and WOSG Plans

Because the WOSG Plan is not yet adopted, the modeling for the New Hampshire BRT line is NOT actually based on the densities anticipated in the new land-use plan. Additionally, the WOSG Plan's higher density traffic modeling was based on a full-treatment "gold level" BRT system, i.e. a two-way dedicated-transitway system without loss of travel lanes, NOT the single-lane transitway treatment recommended in the BRT Plan. Both plans should use the same projections, presumably the WOSG Plan numbers.

The WOSG Plan is positioning the roadway to function as an "activity center corridor" connecting White Oak, the FDA Headquarters, and Hillandale, then on to the Purple Line and finally Metro at Fort Totten. But the BRT Plan recommends a "commuter corridor" treatment in the WOSG area, with a median, single-reversible-lane line for Phase 1 and 2. This peak-direction approach does not seem to meet the needs of a BRT system with a station at the front door of the area's largest destination employer, the FDA.

At the bare minimum, agreement in forecasting and roadway treatment is needed to set expectations and provide clear direction for the area's future.

More Detail on the Right-of-Way Is Needed

Planning staff has described the r-o-w along New Hampshire from the Beltway to White Oak as being 120 feet. In the BRT Plan, the r-o-w required for the single median transitway approach is shown as 130 feet. There is concern from property owners that there may be older platted road segments with only 100-foot r-o-w. Property owners deserve to have clarity on impacts before any plan is approved.

More Flexibility on the Hillandale Station Location Requested

Hillandale's biggest intersection is Powder Mill and New Hampshire Avenue. This intersection is often congested, is identified for added turn lanes in the future, and is a challenge for pedestrians. Because of these issues, we ask that the Hillandale BRT station location be given the flexibility to be located near to, or at Elton Road, instead of at Powder Mill Road. Placing the station closer to Elton may also provide route options for the eventual neighborhood circulator buses to use Elton/Hillandale Shopping Center as a much-needed work around to overcome the lack of a street-grid network and thereby avoiding busy Powder Mill Road.

Consider a Full New Hampshire Ave Design

Although the BRT Plan does not address "design guideline" issues, it is desirable that as the Planning Staff works with the City of Takoma Park on addressing BRT-design issues that Staff keeps Hillandale-FDA-White Oak section in mind. Having an integrated, attractive New Hampshire route design would improve the corridor's aesthetics considerably.

Route 29 BRT Corridor

The goals of the BRT and WOSG plans will be achieved with the Rt 29 BRT line connecting with the New Hampshire BRT line at the White Oak Transit Center. Serving the existing and future high-density communities in White Oak along Lockwood and Stewart Lane is an important local transportation enhancement. We ask the Planning Commissioners to confirm the Lockwood/Stewart route through White Oak in the Countywide Transitway Corridor Functional Master Plan.

Thank you for your consideration of our comments.

Eileen Finnegan, President
Hillandale Citizens Association, Inc.
301-439-2263
finnegan20903@yahoo.com

MCP-CTRACK

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MAY 14 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: McDougall, Harold <harold.mcdougall@Howard.edu>
Sent: Tuesday, May 14, 2013 3:12 PM
To: MCP-Chair
Subject: Testimony: Countywide Transit Corridors Functional Master Plan
Attachments: McDougall Montgomery County Park and Planning Commission Testimony.doc

Attached please find my testimony in this matter. I will also deliver my remarks orally at the hearing Thursday.

Thank you for your attention.

Professor Harold McDougall
School of Law
Howard University

Prof. Harold McDougall Testimony
Montgomery County Planning Board Public Hearing,
Countywide Transit Corridors Functional Master Plan
May 16, 2013

Thank you. I am Harold McDougall, and I am a concerned citizen of the Norwood/Four Corners Neighborhood, and a property owner on one of the affected routes, US 29. I am a law professor at Howard University; my field of expertise is land use planning and development, I was a candidate for the chairmanship of the Planning Board in the early 1990s, nominated by then County Councilman Ike Leggett. I withdrew from consideration in favor of Art Holmes, who had been in the County longer than I and who had the backing of the county branch of the NAACP.

I address you regarding the Bus Rapid Transit, or BRT proposal. First, I would like to second the comments submitted to you in this regard by Tom McLachlen, representing North Bethesda Neighborhoods.

He raises grave concerns regarding the makeup of the Transit Task Force, in particular the dominance of real estate developers and those representing real estate development interests. As our County reels from the implications of a grossly overfunded, poorly planned, economically disastrous Silver Spring Transit Center initiative, these concerns should give the Planning Board special pause. Under such circumstances, it would seem the well-known "precautionary principle" of environmental law would apply especially to the BRT, which, as Mr. McLachlen demonstrates, has proceeded with little regard for proper procedure, propelled instead by developer interests.

There are other important concerns, particularly regarding the proposed financing for the BRT. As presented, it cannot be sustainably financed. Its proponents concede that user fees will cover only 15% of the costs (as opposed to 80% for Metro).

So they propose a "special assessment" tax, which would fall inordinately upon Downcounty residents because of the higher population density. This would be clearly illegal under Maryland State law. Special assessments are a means for people to pay for special benefits they receive. People in the Downcounty portion of US 29 would receive special harm, not special benefit. Their neighborhoods and homes would be disrupted, and the BRT—if it really is "rapid"—would have few if any stops in Downcounty neighborhoods. Moreover, existing bus service meets our needs, when it is not being cut back. This is a lawsuit waiting to happen.

Even if the proponents of the BRT manage to get an amendment to state law in this regard, there is still the federal constitution, and the US Supreme Court, which takes a dim view of what they all "exactions"—financial payments extracted from individual citizens to pay for projects that benefit the general public.

Why not consider a private sector approach to the transportation issues of Upcounty and Howard County residents? There is already a Dillon's Bus Service running to the Metro, paid entirely by user fees. These busses could run along the under-utilized ICC and terminus at the Shady Grove and Glenmont Metro stations, with little or no disruption to surrounding communities and no hit to county taxpayers. Downcounty residents have no need of this system, which would not stop in their neighborhoods in any event. What we need in the Downcounty area is an improved and rehabilitated Ride-On bus system.

To make matters worse, the BRT project jeopardizes the redevelopment of Silver Spring and places communities and shopping along the BRT Route on US 29 in danger. What happens to the "walkability" of downtown Silver Spring as BRT busses come roaring through, overriding traffic lights and pedestrian crossings? What happens to Trader Joes? To the Four Corners/Wodmoor Shopping area, boasting several new restaurants and more to come? This is revitalization that is happening now, in real time. Do you want to destroy it?

Need I add that the residents along US 29 and in the immediate environs are disproportionately minorities and immigrants? That the 3,000+ students at Blair High School, who as we speak must cross US 29 at their peril, are predominantly minority and immigrant as well? How will traffic signal overrides work at Four Corners?

I have taught in this area for thirty years, and been a resident of the County now for twenty. Many members of the County Government know me, and my reputation for community engagement and civic responsibility. I do not address you in this matter lightly.

I understand the Coalition for Smarter Growth has inundated the Planning Board, and with email blasts. It's one thing to send an email; it's quite another to live in a neighborhood that will be dramatically impacted by the BRT. Emails do not generate lawsuits, but property owners in the path of development certainly do.

Please vote no on this ill-conceived, financially and socially reckless bus system.

MCP-CTRACK

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MAY 14 2013

From: nemzoe1@aol.com
Sent: Tuesday, May 14, 2013 2:10 PM
To: MCP-Chair
Subject: here is the testimony of Tom McLachlen for Transportion Hearing at 6 PM on May 16, 2013
Attachments: Tom_McLachlen_Testimony.docx

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Tom McLachlen Testimony
Montgomery County Planning Board Public Hearing,
Countywide Transit Corridors Functional Master Plan
May 16, 2013

Thank you. I am Tom McLachlen, representing North Bethesda Neighborhoods. Our neighborhood is adjacent to Old Georgetown Road.

Our neighborhood is asking that you vote no on the proposed Countywide Transit Corridors Functional Master Plan. The plan does not solve the concerns of our neighborhood, nor of the county residents, which is that there is too much traffic and too much unsustainable development, and makes assumptions regarding use of a bus rapid transit system (BRT) that are unproven.

The proposed bus rapid transit system should be scrapped in favor of a robust bus system built on our existing system which is woefully in need of upgrading, and reliability.

The routes proposed have no basis in studies but instead according to one councilmember and a member of your staff, were based on a 'gut feeling' as to where routes should be located.

Two decisions were made early on to address the county's need for public transit for the 21st century. Neither decision was based on studies or data:

First, the decision to use buses with dedicated bus lanes; and second, the particular routes chosen, which are almost all concentrated in one part of our large county.

The choice of buses was decided with no public input and no discussion of other possibilities, such as street cars which run on electricity, which can consist of renewable resources, or driverless vehicles that run on renewable energy. In an age with driverless Google cars; with safe pedestrian crossings where crosswalks can 'sense' a pedestrian or bicyclist and adjust the signalization accordingly; and when the concentration of carbon dioxide has just hit 400 parts per million (ppm), the choice of an antiquated bus system that is to be run on petroleum products is a poor choice and reflects poorly on the county. It runs counter to the residents' expressed wish to reduce our carbon footprint.

Similarly, the choice of routes was decided upon in backroom deals and discussions with no public input. A 'Transit Task Force,' which consisted of 18 members, has made all the decisions regarding the choice of routes. The 18 members include seven from government organizations. Of the remaining 11, seven represent developers and business interests. One member does not live in Montgomery County. With one exception, none take public transit. The Task Force was then transitioned into a Strategy Group, and finally into an off-the-books 501(c)(3) which, although conducting public business, created a private Google groups organization to hold discussions secretly. Although their meetings should be public, they have been held with no notice, a clear violation of the Maryland Public Meetings Act. This is no way to run a railroad. It is a poor reflection

on the business of the Planning Board. However, it speaks to the entire enterprise, which is a private, backroom deal to push a \$10billion system onto the public, of which the public is largely unaware and from our discussions with neighbors across the county, does not want.

As to the choice of routes, a glance at the map of Montgomery County shows that early on there was a decision to eliminate the wealthiest part of the county from the BRT routes and taxes associated with the BRT routes, and push all the BRT routes within a very limited part of the county, into areas where the lowest income and under-represented groups live. Those living in the wealthiest parts of the county were excluded from the burden of the BRT and the overdevelopment it will allow.

Montgomery has a land area of 507 square miles, yet a look at the map and the location of the bus routes show that by approving this choice of routes, you have deliberately focused the burden of the routes, with the required lanes and rights-of-way to be taken, bus stops, parking lots and the like, within a very small part of the county. This part of the county coincides with the areas with the lowest income.

In addition, in our neighborhood, we see that our 1992 North Bethesda/Garrett Park Estates Master Plan has been ignored with no public discussion, let alone an announcement, to move the North Bethesda Transitway route as shown in the Master Plan, from Grosvenor, to Tuckerman Lane, to Montgomery Mall. The proposed route is now from the White Flint metro station, south on Old Georgetown Road, and west onto Rock Spring, running by Walter Johnson High School, and then to Montgomery Mall.

In short this system and the way it was developed should be jettisoned and a public discussion regarding what kind of system we as residents and taxpayers want, and where we want it, should begin. Please vote no on this ill-conceived bus system.

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MAY 14 2013

MCP-CTRACK

THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jim Humphrey <theelms518@earthlink.net>
Sent: Tuesday, May 14, 2013 2:29 PM
To: MCP-Chair
Subject: May 16 Board agenda--Item 11 (Countywide Transit Corridors Functional Master Plan) comments

May 14, 2013

Dear Planning Board Chair Carrier and Commissioners-

I am submitting comments on Item 11 on the May 16 Board agenda--the Countywide Transit Corridors Functional Master Plan--from the Montgomery County Civic Federation's Planning and Land Use (PLU) Committee, which I chair. These comments are not a formally adopted position of the MCCF Executive Committee or full delegate assembly.

1) Members of the PLU Committee strongly support the planning area master/sector plan process, during which extensive outreach is made to community residents and other stakeholders prior to creation of a staff draft. We are concerned that there was not that level of community participation on the Countywide Transit Corridors Functional Master Plan. Only four of the staff recommended Bus Rapid Transit (BRT) routes appear in currently approved master or sector plans. As a result, we would like to see language added to the Plan recommending a public process in which residents of the various communities and other stakeholders participate, to study possible impact on land use & density and other services & facilities that might result from the introduction of a BRT route into all those planning areas where a route is not currently included in the master/sector plan.

2) MCCF PLU members share the serious concern of property owners, especially homeowners, over the taking of any privately owned land for BRT service lanes, stations, or other operational facilities. We urge the Board to insert language into the Plan noting this concern of private land owners.

3) Next, we believe language should be included in the Plan recommending the County government educate all stakeholders on the projected fiscal impact of not only initial construction but also the long-term operational and maintenance costs of a BRT system.

4) Finally, MCCF PLU members strongly urge the recommendation be made in the Plan that a pilot project of BRT service first be created from among the four proposed routes that are already included in area master plans (the Corridor Cities Transitway from Shady Grove Metro station to Clarksburg, the Georgia Avenue Busway between Glenmont and Oldy, Veirs Mill Road between Wheaton and Rockville, and the North Bethesda Transitway), with creation of the Corridor Cities Transitway being given the highest priority, after which a reassessment should be conducted of the appropriateness of all other BRT routes identified in the Functional Master Plan.

Thank you for considering our comments
- Jim Humphrey
Chair, MCCF Planning and Land Use Committee
5104 Elm St., Bethesda MD 20814
(301)652-6359
email - theelms518@earthlink.net

MCP-CTRACK

From: betsi@shipuse.com
Sent: Tuesday, May 14, 2013 12:13 PM
To: MCP-Chair
Subject: BRT

RECEIVED

MAY 14 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

NO thank you to increased property taxes for Bethesda BRT. Please do not vote to increase our property taxes.
Resident/Property owner since 1990.

ME Fakler
betsi@shipuse.com

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MAY 15 2013

MCP-CTRACK

From: Celesta Jurkovich <cjurkovich@verizon.net>
Sent: Tuesday, May 14, 2013 4:30 PM
To: MCP-Chair
Subject: Testimony of Elaine Akst, Chevy Chase West for May 16 public hearing, Agenda Item #11
Attachments: May 16 Chevy Chase West testimony on BRT-Agenda Item 11.docx; Map of Chevy Chase West.pdf; Figure 1 Medical dropoffs between Somerset Terrace.docx; Pictures of curb lane issues.docx

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Attached is the Chevy Chase West Neighborhood Association written testimony for the May 16, 2013 public hearing, item #11 on the agenda: Countywide Transit Corridors Functional Master Plan. Also attached are some exhibits to illustrate the testimony: a map of Chevy Chase West streets and the pictures of the curb lane between Somerset Terrace and Willard Avenue. The testimony will be presented by Elaine Akst, Co-Chair of our Association's Transportation Committee.

Thank you for the opportunity to testify and for distributing this material.

Celesta Jurkovich
President,
Chevy Chase West Neighborhood Association

Celesta Jurkovich
4603 Morgan Drive
Chevy Chase, MD 20815
301-657-8134 (home)
301-325-1865 (cell)

Chevy Chase West Neighborhood Association

Testimony on BRT

May 16, 2013 Public Hearing Agenda Item 11

I am Elaine Akst, co-chair of the Transportation Committee in Chevy Chase West, a community of 500 homes just west of MD355 between Bradley Boulevard and Drummond Avenue. I've included a map that illustrates that the only access to our community is via Wisconsin Avenue whose curb lane would be repurposed as a BRT lane in the Countywide Transit Corridors Functional Master Plan being discussed today. No parallel streets exist that can be used as an alternative to Wisconsin Avenue.

My testimony should not be taken as a rejection of the concept of bus rapid transit. CCW supports efforts to improve mass transit, and has been working steadily with local and state officials to enhance transit options for our residents, including more frequent, more accessible, and more reliable local bus service, and improved pedestrian and bike facilities.

This master plan, as it relates to the Bethesda-Friendship Heights segment of MD355, raises many concerns for us.

It complicates our efforts to get better local mass transit. We are currently working to see improvements to four bus stops, and, we hope, delineated crosswalks with appropriate traffic controls as part of the State Highway Administration plan for a sidewalk/bikeway on the east side of Wisconsin. These are safety enhancements CCW and nearby communities need now.

It ignores real traffic issues on this stretch – first, vehicular access to Norwood Park, available only from Wisconsin Avenue, for the BCC preschoolers in the park plus the athletes and coaching staff – both adults and youths - involved in soccer, football, softball, baseball, and lacrosse on weekday afternoons. Secondly it ignores areas that are already effectively only two driving lanes since the southbound curb lane of MD 355 between Somerset Terrace and Western Avenue is essentially a parking lane for delivery vehicles and vehicles dropping off patients to the medical buildings there (Pictures are also attached); and the curb lane is already a designated right turn lane between Willard and Western Avenue.

We believe restricting a curb lane to buses presents significant access and safety issues for our residents and guests. We expect more congestion in the remaining two lanes; difficulty in nosing into traffic to exit CCW; difficulty enforcing a bus-only lane; difficulty in cutting through traffic to make a left turn to northbound Wisconsin; and frustrated drivers seeking a shortcut through our neighborhood, especially in morning rush hour when our children are walking to Somerset Elementary school and students are being dropped off at Concord Hill school on Wisconsin.

The plan's Phase 2 proposes to use the median on the Green Mile for BRT. Mr. Cole said this was based on possible development of the Chevy Chase Club property, which is

highly unlikely for the well-financed, century old club. Our community opposes use of the Green Mile's median and requests that this plan be removed from Phase 2.

An earlier version of the plan suggested that a one-lane reversible busway in the median would require an additional 9' of right of way, to come from private property. Why is this data not published in the latest version? This option must be detailed publicly for any affected residents.

Planning staff predictions look at the entire MD355 corridor. We believe that ridership will be considerably less than the 1440 predicted between Bradley and Friendship Heights, in light of the lack of connectivity between Montgomery County bus service and DC bus service. Current RideOn volume here is small, partly because of infrequent service and unsafe bus stops. An advantage of BRT is supposed to be quicker boarding and access, but this won't happen if travelers must transfer from Montgomery county buses to either the Red Line or DC buses. There is currently no plan to extend service from either jurisdiction to the other.

This points up the problem in developing a one-size-fits all proposal, wherein standards and goals that are fine for one segment may not be appropriate for another. The standards laid out by the consultant IDTP for BRT should be carefully applied so that our residential neighborhoods can share wherever possible in the benefits of BRT, can be protected from deleterious effects, and can have local mass transit alternatives, if endorsed by the community, developed simultaneously with BRT efforts.

To do this, communities along proposed BRT routes MUST be consulted and heard throughout the planning and implementation process. We – local residents – know some things that planners don't about traffic patterns and needs.

Accordingly, we have the following suggestions for any BRT planning:

- any MD355 BRT first phase should go only to the Bethesda metro stop as its southernmost point.
- extension southward from Bethesda should be dependent on and developed in conjunction with extension of WMATA bus lines between DC and MD.
- dropoff issues between Somerset Terrace and Willard Avenue should be dealt with before designating a curb bus lane.
- local bus service between Bethesda and Friendship Heights should be improved to enhance eventual BRT use on this stretch.
- crosswalks and appropriate traffic controls must be instituted before designating a bus lane, to improve safe local bus and BRT access.
- if and when bus lines are extended between Maryland and DC, two stops between Bradley and Western should be part of any BRT plan, in accord with general practice of stops every half mile to mile.
- use of the median south of Bethesda/Bradley for BRT should be rejected.

Thank you for the opportunity to speak.

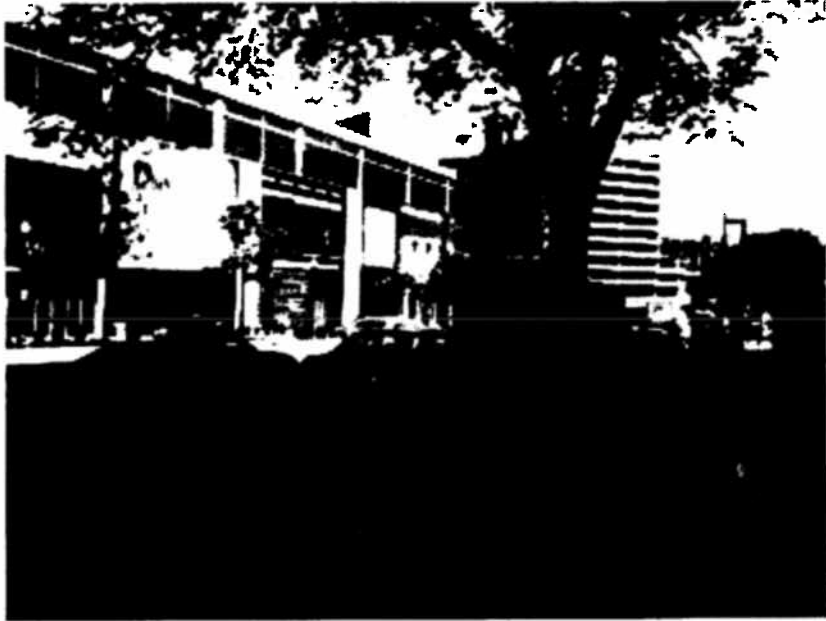


Figure 1 Medical dropoffs between Somerset Terrace & Willard



Drop offs ignore No Parking

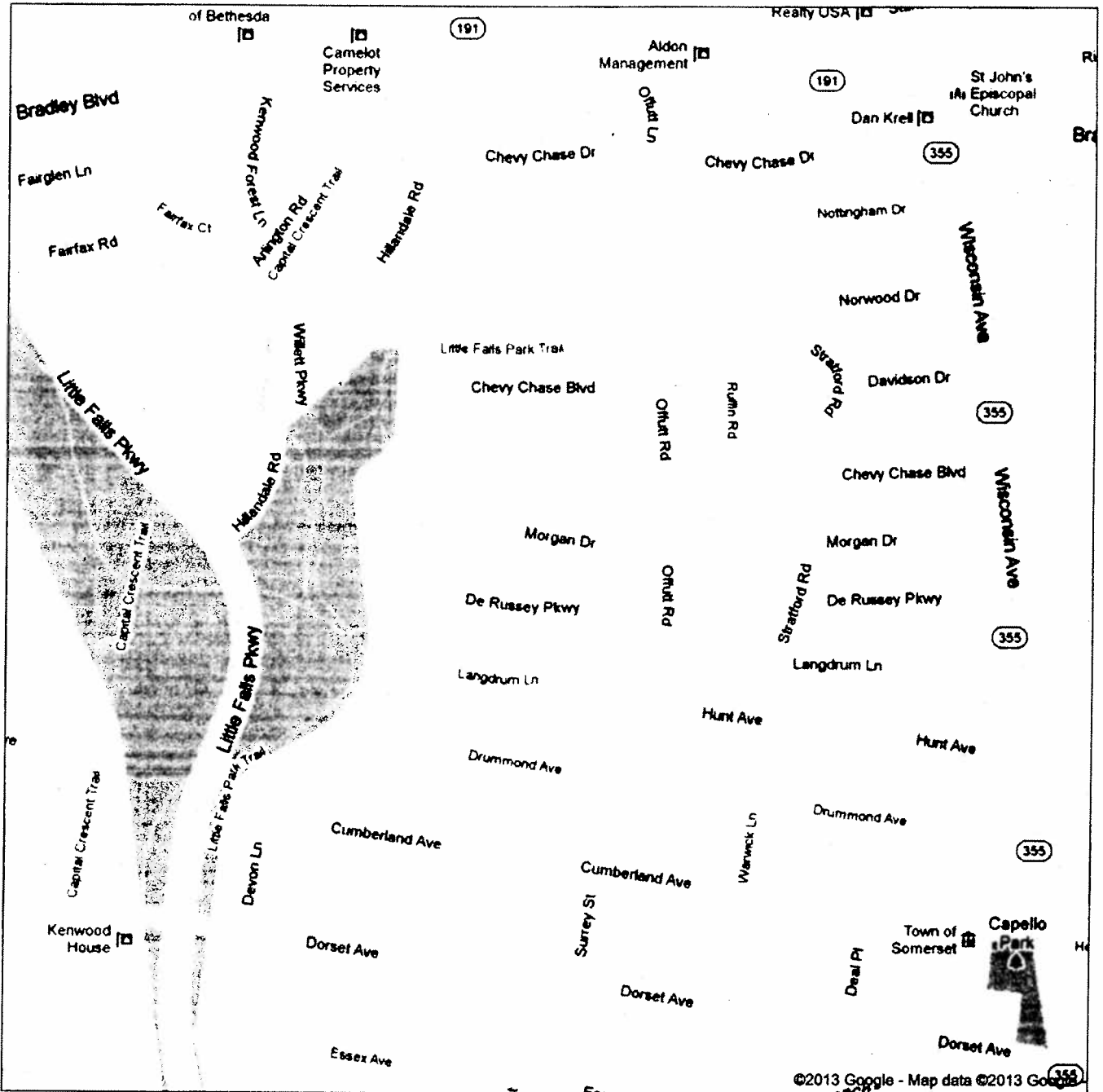


Continual curb lane backups created



Address Clarendon Rd
Bethesda, MD 20814

Get Google Maps on your phone
Text the word "GMAPS" to 466453



©2013 Google - Map data ©2013 Google

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MAY 15 2013

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jonathan Genn <Jonathan@Percontee.com>
Sent: Wednesday, May 15, 2013 12:47 AM
To: MCP-Chair
Cc: Carrier, Francoise; Wells-Harley, Marye; Presley, Amy; Dreyfuss, Norman; Anderson, Casey
Subject: Countywide Transit Corridors Functional Mater Plan - Written Testimony
Attachments: TTF-JMG Written Testimony on Functional Master Plan - 051413.docx

Dear Chair Carrier:

Kindly accept my attached written testimony into the record of the proceeding relating to the Countywide Transit Corridors Functional Master Plan. I have signed up to speak as an individual at the Public Hearing on May 16 (Item #11 beginning at 6pm), so I will be available to address any questions or comments any Planning Board member may have regarding this written testimony.

Thank you for your time and courtesies.

Respectfully Submitted,

Jonathan M. Genn, Esquire
Executive Vice President and General Counsel
PERCONTEE, INC.
11900 Tech Road
Silver Spring, MD 20904
Telephone: 301-622-0100 (DC Area)
Telephone: 410-792-4030 (Balt Area)
Fax: 301-622-3507
Cell: 410-935-2599
Email: jonathan@percontee.com

JONATHAN M. GENN
11900 Tech Road
Silver Spring, MD 20904
301-622-0100
jonathan@percontee.com

May 14, 2013

VIA EMAIL AND HAND-DELIVERY

Françoise Carrier, Planning Board Chair
Commissioners of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **Countywide Transit Corridors Functional Master Plan: May 16, 2013 (Item #11, 6pm)**

Dear Chair Carrier and Commissioners of the Planning Board:

The views expressed in this letter are those of mine alone, and do not necessarily reflect the views of any public, private, civic or charitable organization with which I may be affiliated.

I have provided below two charts for the record that underscore: (1) the tremendous challenge Montgomery County will face in the near future on account of pass-through traffic generated from outside the Metropolitan area (see Chart #1 below), and (2) the tremendous opportunity the County has to literally multiply the people-moving capacity many times over by the efficient use of a dedicated lane for the proposed rapid transit system (RTS) network, as contrasted against a lane of automobile use (see Chart #2 below).

I plan to testify briefly at the May 16 hearing and will be available to answer any questions the Planning Board may have regarding these charts.

CHART #1

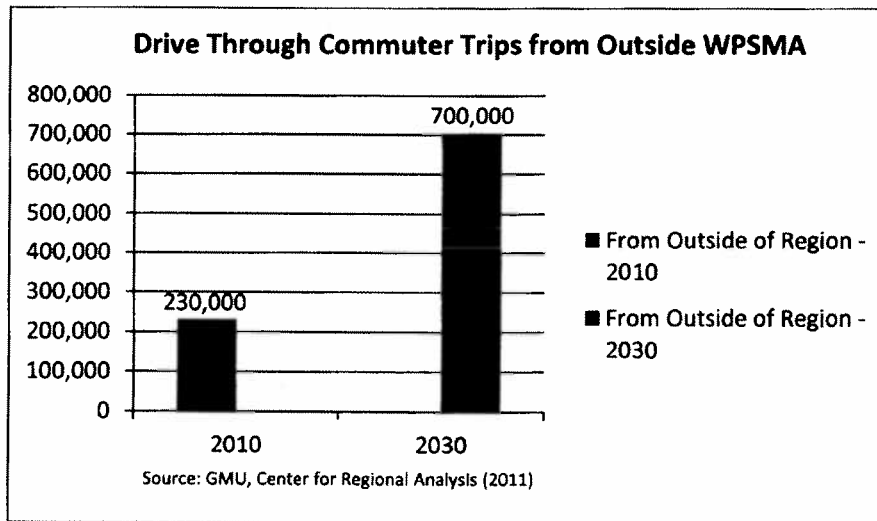
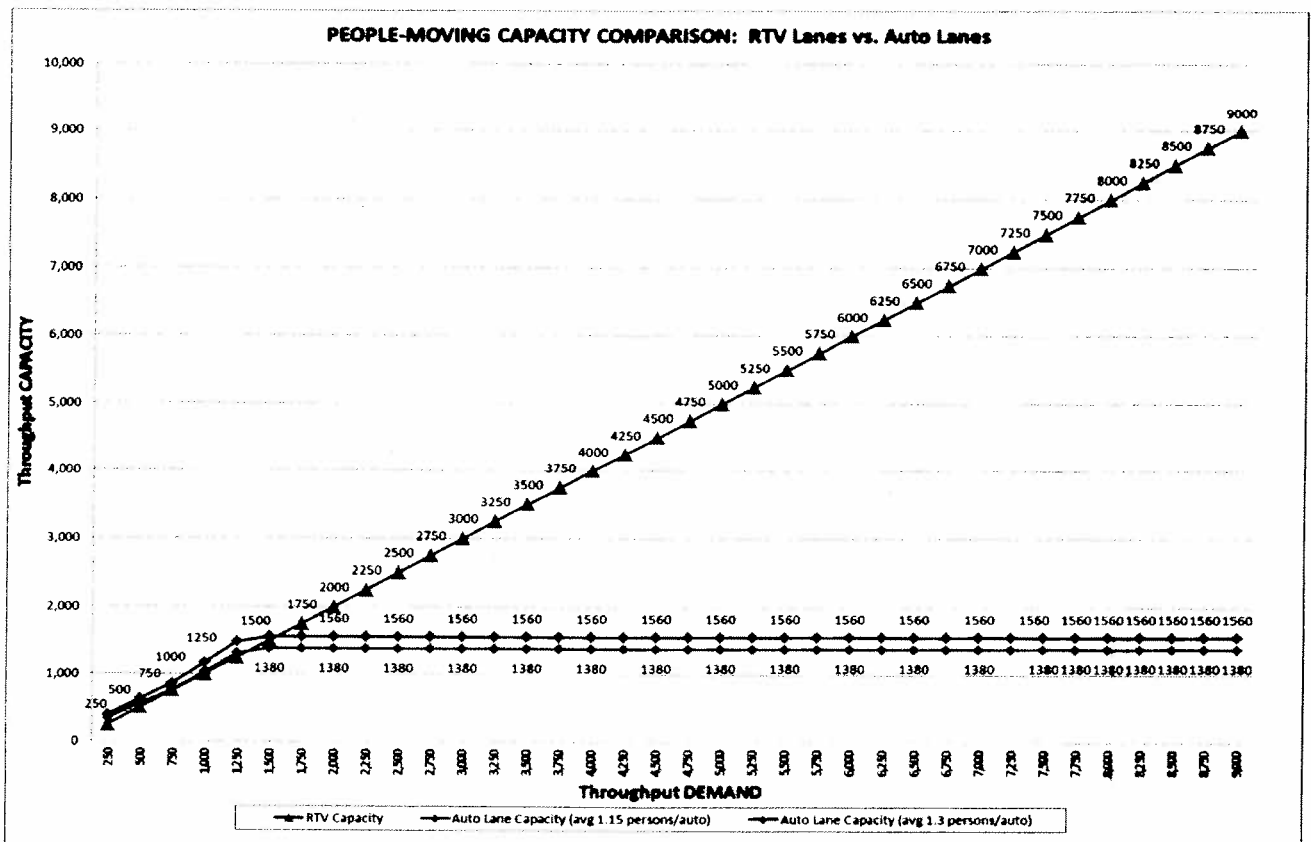


CHART #2



In addition, I respectfully suggest that the most appropriate use of ridership data would be to use that information to determine certain operational decisions, such as frequency of headways, span of service each day, and hours of exclusivity of dedicated lanes for RTS vehicle use. But ridership data alone should not be used to compromise the high performance attributes of the RTS network, which is achieved primarily by having, to the maximum extent possible, physically separated, dedicated lanes so that RTS vehicle would not have to travel in mixed general traffic during the peak hours in the peak direction.

Attached to this letter is a very preliminary example of how actual ridership results could be used to determine the hours of exclusivity of dedicated lanes for RTS vehicle use, as opposed to shared use with other Very High Occupancy Vehicles (that might, for example, be authorized to purchase a license for limited shared use of the dedicated lanes). Such a graduated system would offer the flexibility to adapt the hours of exclusivity of the dedicated lanes for RTS vehicle use in order to meet the future demands for more people-moving capacity. As the attached graduated scale demonstrates, even in the lowest grade of treatment (which would be determined by the lowest level of actual ridership data), the minimum standard of exclusivity would avoid RTS vehicles traveling in mixed general traffic during the peak-peak hours.

I acknowledge that this may be a very different approach to how to divide and allocate the limited right-of-way available for use by RTS vehicles and other modes of mobility; namely, by allocating according to the hours of the day, rather than by square footage of pavement for all hours of the day. For this reason, during the 3 minutes allotted for my oral testimony, I would be happy to explain this more flexible approach to dedicated lane use, if the Planning Board so chooses.

Respectfully Submitted,

/S/ Jonathan M. Genn

Attachment (Example of Graduated Stages of Exclusivity of Dedicated Lanes)

MCP-CTRACK

From: David Walters <walters.david08@gmail.com>
Sent: Tuesday, May 14, 2013 4:31 PM
To: MCP-Chair
Subject: BRT

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Montgomery County Planning Board

I am writing in support of Bus Rapid Transit (BRT) based on the concepts proposed by the Montgomery County Transit Task Force and refined by the Montgomery County Planning Department staff. In particular as a resident of the White Flint area, I see BRT as essential for the ongoing development in my residential area.

One of the key features of the new White Flint is a "pedestrian friendly" and more esthetically pleasing Rockville Pike, i.e., a more urban boulevard transit way. I believe BRT is essential for the overall success of White Flint by reducing vehicular traffic and making White Flint a walkable, sustainable community. Therefore, I support the staff recommendation proposing a two lane median design for the MD355 South corridor in my area.

I recognize that BRT is not just a local White Flint issue and support the county's efforts to address BRT in a county-wide context. However, I believe it is essential to move forward on BRT in a timely, cost-efficient manner so that the success of the White Flint development is not jeopardized.

Yours truly,

David H. Walters

11323 Commonwealth Drive #203

N. Bethesda, MD 20852

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MAY 15 2013

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OFFICE OF THE COMMISSIONER
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: BBean@rockvillemd.gov
Sent: Tuesday, May 14, 2013 4:59 PM
To: MCP-Chair
Cc: PMarcuccio@rockvillemd.gov; JHall@rockvillemd.gov; TMoore@rockvillemd.gov;
BNewton@rockvillemd.gov; MPierzchala@rockvillemd.gov; BMatthews@rockvillemd.gov;
SSwift@rockvillemd.gov; DBarber@rockvillemd.gov
Subject: Mayor and Council of Rockville comments on the Countywide Transit Corridors Functional
Master Plan
Attachments: Francoise_Carrier_CTCFMP.pdf

Good afternoon,

Attached please find correspondence from the Mayor and Council of Rockville regarding the above-referenced subject. The hard copy of this letter and attachments are also being mailed to your office.

As always, we appreciate the opportunity to comment.

(See attached file: Francoise_Carrier_CTCFMP.pdf)

Brenda Bean

Brenda F. Bean
Deputy City Clerk
111 Maryland Avenue
Rockville, Maryland 20850
(240) 314-8280 - Direct
(240) 314-8289 - Fax
bbean@rockvillemd.gov
www.rockvillemd.gov



City of
Rockville
Get into It



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240-314-6000
TTY 240-314-8187

May 14, 2013

Françoise Carrier, Chairperson
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: City of Rockville Comments on the Draft
Countywide Transit Corridors Functional Master Plan

Dear Ms. Carrier,

Thank you for the opportunity to comment on the Countywide Transit Corridors Functional Master Plan (CTCFMP). We, as well as our Planning Commission, Traffic and Transportation Commission, and staff, have reviewed the Plan and have received informative presentations from your staff.

The City supports the concept of increased public transportation options in the County and region. We recognize that the Plan's central purpose is to identify the optimum routes for a future system and also identify the rights of way that will be necessary to support them. Following are our conclusions.

1. The County has set a very tight timeline for this Plan, and we have been given very little time to fully study this very ambitious Plan and make recommendations.
2. We are concerned that elements of the Draft Plan have been included, without full consultation with City residents, businesses, officials, or staff.
3. It is premature to identify the number of stations and their locations at this time. The CTCFMP has not addressed wider land use questions, impacts on automobile circulation, connections with other mass transit systems, and the physical ability to place proposed lanes and stations.
4. The City sees little agreement from the parties involved regarding the overarching purposes of the Bus Rapid Transit system. In particular, there is an unresolved tension between the number of stops and the system's rapidity. It is also unclear to the City how County elected officials and County and State Agencies will arrive at their decisions. The main purposes of the system should be explicitly clarified before moving forward.
5. There is no objection to the placement of the 10 proposed routes on the CTCFMP, including those that pass through Rockville. At this time, we recommend that the plan should simply identify the City routes that should be

MAYOR
Phyllis Marcucio

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Tom Moore
Bridget Donnell Newton
Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

CITY CLERK
Doug Barber

CITY ATTORNEY
Debra Yerg Darvel

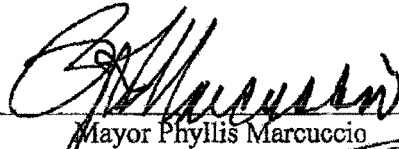
Françoise Carrier, Chairperson
May 14, 2013
Page 2

Re: City of Rockville Comments on the Draft Countywide
Transit Corridors Functional Master Plan

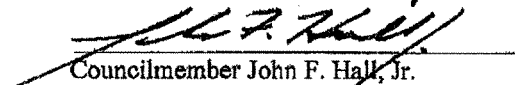
6. placed in the County's Master Plan. We regard the designation of the routes as a valuable, necessary first step, and the start of a far larger process.

An attachment to this letter details the concerns from our Planning Commission and Traffic and Transportation Commission. Companion letters to the County Executive and the County Council are also attached for your review.

Sincerely yours,



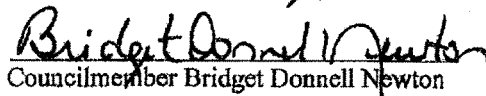
Mayor Phyllis Marcuccio



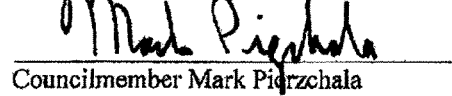
Councilmember John F. Hall, Jr.



Councilmember Tom Moore



Councilmember Bridget Donnell Newton



Councilmember Mark Piorzchala

Mayor and Council of Rockville

cc: Isiah Leggett, Montgomery County Executive
Nancy Navarro, Montgomery County Council President
Mayor and Council, City of Gaithersburg
Planning Commission, City of Rockville
Barbara Matthews, City Manager, City of Rockville

Attachments:

Letter of testimony to Mr. Isiah Leggett, Montgomery County Executive
Letter of testimony to Ms. Nancy Navarro, President, Montgomery County Council
City of Rockville Planning Commission comments
City of Rockville Traffic and Transportation Commission comments



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8187

May 14, 2013

Isiah Leggett, Montgomery County Executive,
Executive Office Building (EOB)
101 Monroe Street, 2nd Floor,
Rockville, Maryland 20850

Re: City of Rockville Comments on the Draft Countywide Transit Corridors
Functional Master Plan

Dear Mr. Leggett,

The Mayor and Council of Rockville, the City's Planning Commission, the Traffic and Transportation Commission, and City Staff have received the draft Countywide Transit Corridors Functional Master Plan (CTCFMP) and presentations from Montgomery County Planning Staff on the report's conclusions. We are submitting comments to the Montgomery County Planning Board, but are also offering the following comments to you.

The City supports the concept of increased public transportation options in the County and region. We recognize that the CTCFMP's central purpose is to identify optimum routes for a future system and also identify the rights of way that will be necessary to support them. However, our review of the CTCFMP has raised concerns that go beyond the Plan's recommendations and these are detailed below.

Our three overarching concerns are:

1. The timeframe for this plan process has been much too tight, and we do not believe that sufficient time has been allowed either for public input or for a full analysis by either staff or public officials. As there is much future planning to be done for this overall initiative, we urge that sufficient time be given in all steps for coordination with municipalities and gathering public input.
2. We urge that the coordination with municipalities be detailed and meaningful. This is particularly important for Rockville because of our authority over land use and because of the three new transit corridors proposed in the city, which converge in the land-constrained area of the Rockville Metro Station.
3. We are concerned about how the system will be financed and the potential impacts of various options on residents and businesses.

Of more central concern about the broader initiative, the City does not see that there is agreement as to the primary purpose of the system. Our view, from many different observations, is that some see the system as an upscale local bus service and others see it as a way to move large numbers of people rapidly over large distances. There is a tension between these two purposes that should be resolved.

MAYOR
Phyllis Marcuccio

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Tom Moore
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Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

CITY CLERK
Doug Barber

CITY ATTORNEY
Debra Yerg Dantel

Isiah Leggett, Montgomery County Executive
May 14, 2013
Page 2

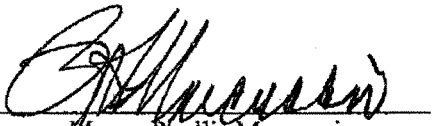
Re: City of Rockville Comments on the Draft Countywide Transit Corridors Functional Master Plan

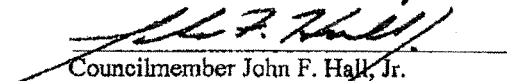
It is unclear to the City how County elected officials and County and State Agencies will arrive at their decisions. Such a process necessarily involves questions of land use, coordination of transit alternatives, and funding. The City encourages a more explicit County process, with lines of authority and responsibility clearly established. The City and other municipal stakeholders must be involved in this process.

The County should prioritize among the 10 routes and work to establish the first 2 or 3 routes as optimally as possible. It is probable that these early routes would be on state highways and it is necessary to get these projects into the state's planning pipeline as soon as possible.

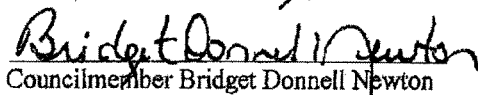
Our letter of testimony to the Montgomery County Planning Board is attached for your review. That letter includes comments from our Planning Commission and the Traffic and Transportation Commission.

Sincerely yours,


Mayor Phyllis Marcuccio


Councilmember John F. Hall, Jr.


Councilmember Tom Moore


Councilmember Bridget Donnell Newton


Councilmember Mark Pierzchala

Mayor and Council of Rockville

cc: Nancy Navarro, President, Montgomery County Council
Françoise Carrier, Chairperson, Montgomery County Planning Department
Mayor and Council, City of Gaithersburg
Planning Commission, City of Rockville
Barbara Matthews, City Manager, City of Rockville

Attachments:

Letter to Françoise Carrier, Chairperson, Montgomery County Planning Department
City of Rockville Planning Commission comments
City of Rockville Traffic and Transportation Commission comments



City of Rockville
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May 14, 2013

Nancy Navarro, President,
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: City of Rockville Comments on the Draft Countywide Transit
Corridors Functional Master Plan

Dear Ms. Navarro,

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Our three overarching concerns are:

1. The timeframe for this plan process has been much too tight, and we do not believe that sufficient time has been allowed either for public input or for a full analysis by either staff or public officials. As there is much future planning to be done for this overall initiative, we urge that sufficient time be given in all steps for coordination with municipalities and gathering public input.
2. We urge that the coordination with municipalities be detailed and meaningful. This is particularly important for Rockville because of our authority over land use and because of the three new transit corridors proposed in the city, which converge in the land-constrained area of the Rockville Metro Station.
3. We are concerned about how the system will be financed and the potential impacts of various options on residents and businesses.

Of more central concern about the broader initiative, the City does not see that there is agreement as to the primary purpose of the system. Our view, from many different observations, is that some see the system as an upscale local bus service and others see it as a way to move large numbers of people rapidly over large distances. There is a tension between these two purposes that should be resolved. It is unclear to the City

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Phyllis Marcuccio

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Mark Pierzchala

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Barbara B. Matthews

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Doug Barber

CITY ATTORNEY
Debra Yang Daniel

Nancy Navarro, President, Montgomery County Council
May 14, 2013
Page 2

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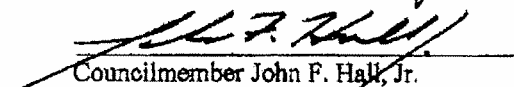
The County should prioritize among the 10 routes and work to establish the first 2 or 3 routes as optimally as possible. It is probable that these early routes would be on state highways and it is necessary to get these projects into the state's planning pipeline as soon as possible.

Our letter of testimony to the Montgomery County Planning Board is attached for your review. That letter includes comments from our Planning Commission and the Traffic and Transportation Commission.

Sincerely yours,



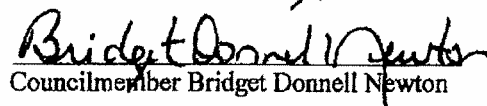
Mayor Phyllis Marcuccio




Councilmember John F. Hall, Jr.



Councilmember Tom Moore



Councilmember Bridget Donnell Newton



Councilmember Mark Piorzchala

cc: Isiah Leggett, Montgomery County Executive
Françoise Carrier, Chairperson, Montgomery County Planning Department
Mayor and Council, City of Gaithersburg
Planning Commission, City of Rockville
Barbara Matthews, City Manager, City of Rockville

Attachments:

Letter to Françoise Carrier, Chairperson, Montgomery County Planning Department
City of Rockville Planning Commission comments
City of Rockville Traffic and Transportation Commission comments



MEMORANDUM

April 24, 2013

TO: Mayor and Council

FROM: Jerry Callstein, Chair, on behalf of the Planning Commission

SUBJECT: Comments on the Countywide Transit Corridors Functional Master Plan (CTCFMP)

Below are comments by the Planning Commission regarding the draft Countywide Transit Corridors Functional Master Plan (CTCFMP). On April 10, Mr. Larry Cole, the staff Project Manager with Montgomery County Planning, made a presentation to the Planning Commission. Through the presentation, discussions with Mr. Cole, and further discussions with city staff, we gained a better understanding of the background and content of the draft plan, as well as how it may impact Rockville. These comments are provided so you may consider them, along with others, to be included in comments you submit to the Montgomery County Planning Board for their May 16 public hearing on this draft plan.

General Comments:

The Commission supports the concept of increased public transportation options in the County and region. We recognize that the plan's central purpose is to identify the optimum routes for a future system and also identify the rights of way that will be necessary to support them. However, we have observations, questions and concerns based on our understanding of the draft plan.

1. The MD 355 routes would have significant redundancy with the Metro Red Line. Although there appears to be sufficient traffic to justify this, the Planning Commission is concerned that any new line must add value for Rockville residents and businesses as well as for through traffic. More stops along the MD 355 North and South routes are recommended. We would welcome more detailed planning on the question of how the line can serve Rockville residents, as well as those for whom Rockville is a destination.
2. We are concerned about the potential impact on current local bus service along the corridors contemplated for Bus Rapid Transit (BRT) service in the future. Many of our residents rely heavily on the existing system for access to locations that would not be served by the BRT system. We would like to ensure that such service levels will be retained for these critical

routes and other local bus services be enhanced. This may also enhance BRT (and Metro) ridership through a more robust multi-modal spread.

3. Have transit options other than BRT been considered? We question whether buses with infrequent station stops would meet the expectations and travel demand of Rockville residents who need to make intra-city trips. Has Light Rail been considered for the routes with less frequent stops? Or have streetcars been considered for the routes where more frequent stops are indicated, such as MD 355 North and South?
4. Has consideration been given to how the system might be financed? It appears there should be strong consideration given to who the system will benefit and who will contribute toward its implementation and operations. We recognize that it is too early to make definitive decisions on matters like financing and consideration of other modes, but our citizens are asking these types of questions.
5. We appreciate the initial preliminary process that went into the County's planned placement of stops along all the corridors. However, we feel this should be coordinated very closely with the City, given our land use plans and authority over development projects that will ultimately generate ridership demand for the system.
6. We have concerns about the impact on the Rockville Metro Station with the convergence of three significant BRT routes within that very congested and constrained space. Again, this will require close coordination between multiple parties, including the City, to identify an appropriate arrangement without negatively impacting the adjoining neighborhoods (in particular, Rockville Town Center and East Rockville).
7. We are opposed to the general concept of lane repurposing, but acknowledge that there are numerous technical issues to be resolved. We believe that it will be imperative that the City work closely with the Montgomery County Department of Transportation MCDOT), and the Maryland Department of Transportation (MDOT), to determine the lane treatments for Rockville.

Route-Specific Comments:

Corridor 3: MD 355 North

8. We question the ability to physically accommodate the additional necessary right of way to implement the level of BRT treatment recommended on this route. Unlike the segment on MD 355 South, where we are completing an update to the Rockville Pike Plan, we have not had an opportunity to explore this portion of the corridor in any detail. Therefore we recommend you direct staff to work with the Planning Commission to evaluate potential cross sections for MD 355 North. The City should examine options including the value of lane repurposing and to ensure adequate right of way, vehicular movements, sidewalks, bicycle lanes, landscaping, etc. It is likely this preliminary analysis could be concluded in time for the Mayor and Council to submit comments in the fall to the Montgomery County Council once the draft countywide plan has been forwarded to them by the Planning Board. This route,

with its potential to enhance transit service to Montgomery College and pull users to central Rockville, is valuable to the City.

Corridor 4: MD 355 South

In large part, the space to accommodate a two-way median BRT in the median already exists for this route. The City's 1989 Rockville Pike plan and the cross-sections in the draft update to the plan, which is currently in progress, provide more than 240 feet between building faces for much of the length of the MD 355 South corridor within the City. The cross-sections in the draft plan preserve three travel lanes in each direction *plus* the two-way dedicated transit lanes. However, we acknowledge that there are significant issues in the northern portion of the route, between Rockville Metro Station and Richard Montgomery Drive. A variety of lane treatments will need to be considered to determine the most feasible alternative for Rockville.

9. We strongly believe, due to the cross-section we are planning for this segment combined with the land use plan, that additional stops should be programmed along this corridor. We are particularly concerned that sections of the route would be underserved by the stations recommended in the CTCFMP, which are too few and too far apart to serve Rockville's needs. A system that provided more stations (or stops) would work better for Rockville.
10. Provided that a transit system that would work for Rockville can be devised, we would support the MD 355 South route being built out as a final configuration as soon as feasible, with no halt, or change of treatment, at the City-County boundary.

Corridor 10: Veirs Mill Road

11. We support additional transit options on this critical route but understand that it is a very complex and difficult undertaking, from both a land use and an engineering perspective. Veirs Mill Road within the City is especially challenging as it bisects residential neighborhoods. We understand a technical working group has been evaluating this segment under the direction of the State Highway Administration. Therefore we do not feel that additional in-house analysis by the City is necessary at this point. Also, given the topographic and other challenges of this segment, we feel it is best to let the current working group continue its more detailed study. However, the City should offer additional recommendations once the working group has completed its work and has provided further guidance as to the feasibility of this option. At that point, it will be most important to work together closely, and to include significant public input, as we consider the various alignment and treatment options explored and recommended by this working group. This route, as a new transit option and under-served transportation direction, is valuable to the City.

Next Steps

12. Finally, one overarching concern is that, moving forward, there should be close coordination between M-NCPPC, the cities of Rockville and Gaithersburg, Montgomery County DOT, Maryland DOT and WMATA to develop a recommendation that meets the needs of all stakeholders. Any future system will need to work for our citizens, not just for those passing through the City on their way to White Flint, down County, D.C., or the future Great Seneca

Page 4

Science Center. Furthermore, we understand that an inter-agency implementation team has been formed, but that the cities have not been invited to participate. Cities must be involved at every step, as implementation will depend on our participation. We recommend this committee be expanded to include the City of Rockville.

Thank you for the opportunity to provide comments on the draft plan.

Cc: Susan Swift, Director, CPDS
Craig Simoneau, Director, Public Works
Andrew Gunning, Assistant Director, CPDS
David Levy, Chief of Long Range Planning
Emad Elshafei, Chief of Traffic and Transportation
Ann Wallas, Planner III, Long Range Planning



City of
Rockville
Get Into It

MEMORANDUM

April 30, 2013

TO: Mayor and Council

FROM: Jeremy Martin, Chair, on behalf of the Traffic and Transportation Commission

SUBJECT: Comments on the Countywide Transit Corridors Functional Master Plan (CTCFMP)

The Traffic and Transportation Commission reviewed the draft Countywide Transit Corridors Functional Master Plan (CTCFMP) during our April 23 meeting, and made the following recommendations for consideration of the Mayor and Council:

1) The Commission recommends the placement of stations be adjusted to track more closely with current and planned areas of high pedestrian density, in particular with areas likely to be developed in the Rockville's Pike Plan. This would allow effective use of the Transit Corridors by pedestrians and bicyclists, which could be further enhanced by placement of bike-share stations in coordination with the Transit Corridor stations.

2) The Commission recommends that appropriate parts of Rockville be incorporated into the "Bicycle Pedestrian Priority Areas" illustrated in Map 14 in the Plan. A bicycle pedestrian priority area is defined as geographical area where the enhancement of bicycle and pedestrian traffic is a priority. The appropriate information from Rockville internal documents should be transferred to the County to include in the CTCFMP. This information should be helpful to citing stations and otherwise informing the planning process.

Thank you for the opportunity to provide recommendations on the draft plan.

Cc: Susan Swift, Director, CPDS
Craig Simoneau, Director, Public Works
Andrew Gunning, Assistant Director, CPDS
David Levy, Chief of Long Range Planning
Emad Elshafei, Chief of Traffic and Transportation
Ann Wallas, Planner III, Long Range Planning
Daniel Seo, Transportation Engineer II, Traffic and Transportation

MCP-CTRACK

From: Levine, Richard <rlevine@constantinecannon.com>
Sent: Tuesday, May 14, 2013 4:59 PM
To: MCP-Chair
Subject: 5-16-13 BRT Hearing Testimony
Attachments: LHCA BRT Testimony 5-16-13.pdf

RECEIVED

MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier-

Attached is the testimony that I will give to the Board at the May 16, 2013, Item 11, Public Hearing on the Transit Corridors Functional Plan Hearing Draft.

Please include the attached version in the hearing record. It may be shortened on delivery.

Thank you.

Richard Levine
President, Locust Hill Citizens' Association
202-204-3511

**STATEMENT OF
RICHARD LEVINE, PRESIDENT
THE LOCUST HILL CITIZENS' ASSOCIATION
ON THE
PUBLIC HEARING DRAFT, TRANSIT CORRIDORS FUNCTIONAL MASTER PLAN
MONTGOMERY COUNTY PLANNING BOARD**

MAY 16, 2013

Chair Carrier and Members of the Board-

The Locust Hill community is located on the east side of Rockville Pike immediately inside the Beltway and north of Cedar Lane. As such we are directly affected by the proposed Transit Corridors Functional Master Plan for Bus Rapid Transit ("BRT")—both as commuters and as residents alongside a complex and physically constrained two-thirds-mile portion of the proposed 355-South corridor.

Our message is simple: The Board should not include median busways inside the Beltway in the 355 corridor, should the Board move forward with a Functional Plan based on the BRT concept. Rather, the Board should incorporate the less disruptive and potentially more transit-friendly curb lane alternative. At a minimum, a curb lane busway along our segment of 355 should be included in the Phase 1 BRT plan, just as curb lane busways are included in Phase 1 for the Route 355 segment between Bradley Blvd. and Friendship Heights.¹

At the outset, we commend the Public Hearing Draft for recognizing that the planned growth in the 355-South corridor cannot be accommodated by assuming that increased commuting will be accomplished through the use of an increasing volume of single-occupant vehicles. Consequently, transit-oriented solutions seem necessary to reduce congestion. We also commend the Draft for recognizing that widening Rockville Pike within the Beltway for BRT purposes is not a viable option.

¹ We understand that the BRT alignment in downtown Bethesda may have different considerations.

However, where we part company with the Discussion Draft is its recommendation for median busways inside the Beltway. We believe this recommendation is unsupported on the current record and one that can be made, if at all, only after detailed cost-benefit analyses are undertaken comparing median busways with dedicated curb lanes.

Significantly, as set out in the public hearing draft, the BRT usage estimates for median busways inside the Beltway (incorporated into the "Build 1" alternative) are not appreciably greater than the usage estimates for the other studied alternatives, particularly the Build 2B option, incorporating curb lanes south of the Grosvenor Metro Station. The five percent peak-hour advantage for median busways in the segment between Pooks Hill Road and Cedar Lane (2,075 passengers per hour) compared to curb lane busways (1,975 p.p.h.) is simply not meaningful given that the forecasts relate to a date 27 years from now.

As a result, the disadvantages of median busways inside the Beltway should tip the balance toward curb lanes, particularly given median busways' higher costs. These downsides clearly exist.

First, median busways would require widening of rights-of way to accommodate median bus stops and left turn lanes, since much of the width dedicated to existing medians/left turn lanes would be used to accommodate a busway median and buffer strips on either side of the busways. There are multiple complexities in our short stretch of the Pike that may require such widening:

- At the north end, the median portal where Metro emerges from under Rockville Pike to go over the Beltway forms a concrete and earthen berm immediately north of Pooks Hill Road. This structure would seem to prevent northbound buses in a median busway from continuing northward from a center (left side) stop, unless the Pike's busway, left turn lane, and general travel lanes are shifted eastward.
- Next, 355 widening might be necessary at Bellevue Drive/Alta Vista Road to permit a left turn lane and queue. That signalized location is the SHA-designated U-turn point for east-bound Beltway traffic exiting onto southbound 355 wishing to go northbound on 355. Such an arrangement is necessary because the Beltway-355 interchange is incomplete and does not directly permit eastbound Beltway traffic to go northbound on

355. Moreover, just to the south of that intersection, the Pike is constrained by a narrow stretch of fill over a small valley.

- At the south end, the proposed Cedar Lane stop and required left turn lane would seem to require significant widening of 355, particularly if the stop is located north of Cedar Lane. Given the significant topographic restrictions on widening the west side of 355, as described in the testimony of the Bethesda Crest Home Owners Association, this widening would likely occur on the east (Locust Hill) side of 355. However, if the BRT stop is located south of Cedar Lane, at the alignment of the current transit stops at the north end of the Walter Reed and NIH campuses, for example, higher stop usage would likely occur, and the potential impact on our communities might be reduced.

Second, median busways would shift high traffic volumes into the curb lane, increasing noise and pollution for adjacent residents, while a curb lane approach would serve as a buffer from such general traffic by limiting the curb lane to transit vehicles.

Third, median busways appear the less effective approach toward incentivizing commuters to get out of their cars because they are likely to leave Ride-On buses stuck in the congestion of the two remaining general purpose lanes, rather than moving more swiftly in dedicated bus lanes. Conversely, if Ride-On buses use median busways, they could no longer make existing local stops, since the only median stops would be the BRT stops. Additionally, curb lanes have the flexibility more easily to permit use of those priority lanes by authorized vans transporting commuters to remote parking lots or buildings.

Lastly, left turns would not be allowed at unsignalized intersections. This would be a hardship for the Locust Hill community, since the only access for residents in “central” Locust Hill travelling southbound on Rockville Pike are the unsignalized left turns at Broad Brook Drive and Locust Hill Road. I am sure other communities would face a similar situation. This hardship and disruption would be completely unnecessary if curb lane busways were utilized.

We note that these harms mirror the “Disadvantages” listed for a median busway alternative, as set out in the March 8, 2013 Parsons-Brinkerhoff Draft Recommendations Memo appended to the Hearing Draft. That Memo also suggests that Montgomery County officials consider a phased approach to BRT implementation.

In sum, we hope that, upon reflection, you conclude that curb lane busways would be the most appropriate way to implement BRT on route 355 inside the Beltway, should the Board decide to approve a Transit Corridor Functional Plan incorporating the BRT concept. At a minimum, a decision to adopt a median busway should be deferred until Phase 2, after detailed cost-benefit analyses are completed based on actual usage patterns.

Locust Hill thanks you for your consideration of our perspective.

RECEIVED

From: Dawn Chaikin <dawnchaikin@yahoo.com>
Sent: Tuesday, May 14, 2013 5:32 PM
To: MCP-Chair
Subject: BETHESDA BRT- MASTER PLAN

MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Our entire street 9300- 9400 Block of Rockville Pike is opposed to a change in the Master Plan. We are opposed to the BRT for the following reasons:

- 1) It is redundant- we already have Metro / subway & buses
- 2) We are not willing to pay for something we will not use, ie increase in property taxes, we have had enough of the tax increases.
- 3) We do not want to lose our property for the BRT
- 4) Bus stop crimes are well documented
- 5) Poor use of public funds
- 6) We are opposed to the "Density Dumping" & "Social Engineering" that the County is doing to Bethesda residents
- 7) The BRT has proven to be 6 minutes slower.
- 8) Metro will be implementing their own "Larger Buses"

If this passes you will see it in the next election, Bethesda residents are fed up with this.

Dawn Chaikin

MCP-CTRACK

From: Peter Fields <peterfields@yahoo.com>
Sent: Tuesday, May 14, 2013 5:32 PM
To: MCP-Chair
Subject: Written testimony: 5/14 Rapid Transit System

RECEIVED
MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hello Chairman and Committee Members

I feel very strongly about the importance of Mass Transit to the County.

The lack of Mass Transit has caused me to incur major costs and has negatively impacted the environment. While by no means rich, I have had to purchase and then run 5 automobiles for my spouse, 3 children, and myself, simply because there was no means of getting to work, college, and shopping using the Mass Transit available, especially outside Rush Hour periods.

Additionally with the proposal by the NTSB to reduce the BAC limits, it is even more important to provide an alternative to keep drunk drivers off the road. I grew up in Europe, and while no means fun, I would rather encounter drunks on Mass Transit than behind the wheel of a car.

I hope you continue to improve Mass Transit at the expense of widening roads.

The motto from "Field of Dreams", is very apt. "If you build it, they will come!" describes exactly what happened when the M25 was constructed around London, England many years ago. They have to widen the road in many places because of the increased traffic that flowed towards the road. Spending money on Mass Transit alternatives, would have cut down on traffic.

Please do not hesitate to contact me with any questions.

Regards

Peter Fields
858-837-0746

Sent from my iPhone

RECEIVED
MAY 15 2013

MCP-CTRACK

OFFICE OF THE COMMISSIONER
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Paula Bienenfeld <paula_bienenfeld@yahoo.com>
Sent: Tuesday, May 14, 2013 8:58 PM
To: MCP-Chair; MCP-Chair
Cc: spivackm@washpost.com; kjacobson@washingtonexaminer.com; shaverk@washpost.com
Subject: Testimony for Item 11, May 16th Planning Board hearing
Attachments: Bienenfeld Testimony May 16 2013.docx

Please find my testimony for Item 11, Countywide Transit Corridors Functional Master Plan, May 16, 2013 Planning Board hearing attached.

Thank you,

Paula Bienenfeld
6018 Tilden Lane
North Bethesda, MD 20852

240-899-2335



Paula Bienenfeld Testimony
Montgomery County Planning Board Public Hearing,
Countywide Transit Corridors Functional Master Plan
Hearing Date: May 16, 2013, Item 11

Thank you. I am Paula Bienenfeld. I live on Tilden Lane adjacent to Old Georgetown Road.

I ask that you vote no on the proposed Countywide Transit Corridors Functional Master Plan. The plan does not solve the concerns of our neighborhood, nor of the county residents, which is that there is too much traffic and too much unsustainable development, and makes assumptions regarding use of a bus rapid transit system (BRT) that are unproven.

The proposed bus rapid transit system should be scrapped in favor of a robust bus system built on our existing system which is woefully in need of upgrading, and reliability. The bus system proposed must include interviews with existing bus riders. To date no one in the secret discussions rides the bus on a regular basis, let alone takes any form of transit. Existing bus and regular transit riders have been ignored in favor of real estate developers who form the bulk of the non-government members of the 'Transit Task Force.' The benefit to the county of a much-needed public transit system has been ignored, instead replaced with the needs of private real estate developers to push their unsustainable developments. A new transit system should take into account the latest technologies and findings, rather than antiquated 20th-century technologies.

In addition, in looking at the entire map of the county it becomes obvious that certain sections of the county, where roads are congested, such as Democracy to the west, and River Road, were left out of the route system. Visually this makes clear that the wealthiest parts of the county are not required by the proposed Master Plan to sustain any of the ill-effects of the bus routes, including reducing pedestrian refuge medians; poor air quality; losing left-turn access to neighborhood streets; or losing property through rights-of-way that will certainly need to be taken from private homeowners, and has been discussed in your secret meetings. Anyone looking at a map of the county can see what is going on. The lower income and underserved are being sacrificed so that the wealthier people in the county can maintain their 'lifestyle.'

Also, the routes proposed have no basis in studies but instead according to one councilmember and a member of your staff, were based on a 'gut feeling' as to where routes should be located. Hence, for some reason, there are no east-west routes, apart from the already-approved Purple Line route, although one councilman stated that the main purpose of the proposed BRT was to increase east-west access, so 'people who live in the east side of the county can get to jobs in the west side of the county.'

Two decisions were made early on to address the county's need for public transit for the 21st century. Neither decision was based on studies or data:

First, the decision to use buses with dedicated bus lanes; and second, the particular routes chosen, which are almost all concentrated in one part of our large county.

The choice of buses was decided with no public input and no discussion of other possibilities, such as street cars which run on electricity, which can consist of renewable resources, or driverless vehicles that run on renewable energy. In an age with driverless Google cars; with safe pedestrian crossings where crosswalks can 'sense' a pedestrian or bicyclist and adjust the signalization accordingly; and when the concentration of carbon dioxide has just hit 400 parts per million (ppm), the choice of an antiquated bus system that is to be run on petroleum products is a poor choice and reflects poorly on the county. It runs counter to the residents' expressed wish to reduce our carbon footprint.

Similarly, the choice of routes was decided upon in backroom deals and discussions with no public input. A 'Transit Task Force,' which consisted of 18 members, has made all the decisions regarding the choice of routes. The 18 members include seven from government organizations. Of the remaining 11, seven represent developers and business interests. One member does not live in Montgomery County. With one exception, none take public transit. The Task Force was then transitioned into a Strategy Group, and finally into an off-the-books 501(c)(3) which, although conducting public business, created a private Google groups organization to hold discussions secretly. Although their meetings should be public, they have been held with no notice, a clear violation of the Maryland Open Meetings Act. This is no way to run a railroad. It is a poor reflection on the business of the Planning Board. However, it speaks to the entire enterprise, which is a private, backroom deal to push a \$10billion system onto the public, of which the public is largely unaware and from our discussions with neighbors across the county, does not want.

As to the choice of routes, a glance at the map of Montgomery County shows that early on there was a decision to eliminate the wealthiest part of the county from the BRT routes and taxes associated with the BRT routes, and push all the BRT routes within a very limited part of the county, into areas where the lowest income and under-represented groups live. Those living in the wealthiest parts of the county were excluded from the burden of the BRT and the overdevelopment it will allow.

Montgomery has a land area of 507 square miles, yet a look at the map and the location of the bus routes show that by approving this choice of routes, you have deliberately focused the burden of the routes, with the required lanes and rights-of-way to be taken, bus stops, parking lots and the like, within a very small part of the county. This part of the county coincides with the areas with the lowest income.

In addition, in our neighborhood, we see that our 1992 North Bethesda/Garrett Park Estates Master Plan has been ignored with no public discussion, let alone an announcement, to move the North Bethesda Transitway route as shown in the Master Plan, from Grosvenor, to Tuckerman Lane, to Montgomery Mall. The proposed route is now from the White Flint metro station, south on Old Georgetown Road, and west onto Rock Spring, running by Walter Johnson High School, and then to Montgomery Mall.

In short this system and the way it was developed should be jettisoned and a public discussion regarding what kind of system we as residents and taxpayers want, and where we want it, should begin. Please vote no on this ill-conceived bus system.

RECEIVED

MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Carrier, Francoise
Sent: Tuesday, May 14, 2013 10:15 PM
To: MCP-Chair
Subject: Fwd: Bus Rapid Transit: Urge caution, more review and gradual implementation

----- Original message -----

From: Jean Cavanaugh <jeancavanaugh@fastmail.fm>
To: Francoise Carrier <francoise.carrier@mncppc-mc.org>
Subject: Bus Rapid Transit: Urge caution, more review and gradual implementation
Date: Tue, 14 May 2013 22:25:42 -0300

Dear Chair Carrier,

Please share this letter with the other members of the Planning Board.

When considering Bus Rapid Transit (BRT), please keep in mind the following:

1. **BRT has many features that could be applied to bus systems now**, ie pay before boarding, lower and multiple entrance/exit. A lot can be done to improve current bus routes, especially Ride On, to increase ridership. Faster/more frequent, cheap, reliable. That's what will get people out of their cars and onto the Ride On.
2. **It is still too cheap to drive and park.** Part of the holistic look at traffic congestion reduction involves making driving more expensive, especially on routes that are very congested and for which there are underutilized public transportation options. Before investing billions in BRT, investigate ways other cities make driving less attractive.
3. **It is unfair to make people living near the BRT shoulder a higher tax burden to pay for it**, as one of the BRT recommendations suggests, via a special tax district. For example, my community, which is inside the beltway and walking distance to Metrorail, will not benefit from a Colesville Rd. BRT but the special tax district would force homeowners in my neighborhood to subsidize the commutes of residents living in Burtonsville and Howard County. Please recognize we already pay higher property taxes because of our proximity to transit. Please eliminate the special tax district as a funding option and make all MoCo residents pay equally for a system that may reduce congestion for everyone.
4. **Don't approve expanded development along BRT routes until current levels of congestion have been reduced.** More development=more cars. Don't make BRT the "economic development engine" that the Purple Line has become, rather than a way to take people out of their cars. Granted, eventually it may spur more development, but let's make sure it can handle the development that's already in the pipeline for White Flint, DTSS and other areas.
5. **Respect neighborhoods.** Don't add commercial or mixed use development to neighborhoods just because there is a BRT stop.
No new development until after BRT is proven to take cars off the road and reduce traffic congestion.
6. **Don't overextend the County.** The county has never built BRT before. Nor have they built light rail (ie PL). Nor have they built a concrete transit center structure, and we see where that inexperience has greatly failed the taxpayers. Don't overextend by planning to build 10 BRT routes all in the same timeframe. Try one. Try other

mechanisms to increase public transit use along other corridors. Don't approve development along BRT routes that have not yet been built. MoCo takes a long time to build infrastructure. Build the infrastructure, see how it works, then approve more development if warranted.

7. Investigate why bus routes are being cancelled. MTA, for example, is proposing to cancel several fast bus routes that use the ICC, and travel east to west (and vice versa). Why is there low ridership? How can these bus routes be improved or better marketed to take cars off the road? Look at other Metrobus and Ride On routes. Why are they being reduced, combined, cancelled. How does that mesh with BRT route plans?

8. Route 29/Colesville Rd is particular challenge, more study needed. Do not make the Route 29 corridor BRT proposal the first to be implemented. This route has been studied for better public transit multiple times, and nothing has been found to work, especially south of White Oak where there are densely populated single family home neighborhoods on both sides of Colesville Rd that use Route 29 to get in and out of their streets. The Four Corners shopping area is vibrant and essential, serving hundreds if not thousands of people who, without it, would have to get in their cars and create more congestion just to do local errands they used to do in Four Corners. The Four Corners shopping district must remain intact. Four Corners are neighborhood residents must retain access to their streets. BRT will impede and greatly worsen the current mile+ long morning backup to use the Beltway. None of those drivers will use BRT. Do not use BRT to justify massive development at White Oak. **BRT access to White Oak science corridor can be from New Hampshire Ave. (to Fort Totten Metro) where residents want BRT.**

Thank you for putting serious thought into considering a transportation system that could either fail spectacularly and really ruin quality of life in the region because of gridlock, or that could succeed if implemented slowly, carefully, modestly and in combination with other disincentives to drivers of cars.

--

Jean Cavanaugh
9207 Worth Ave.
Silver Spring, MD 20901
jeancavanaugh@fastmail.fm

--

Jean Cavanaugh
jeancavanaugh@fastmail.fm

MCP-CTRACK

From: Kurt Bradshaw <kurtb32@gmail.com>
Sent: Wednesday, May 15, 2013 7:45 AM
To: MCP-Chair
Cc: Kate
Subject: Bus Rapid Transit

RECEIVED
MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Good morning,

We currently reside at 5312 Bangor Dr in Garrett Park Estates (5 houses from the Pike).

We are excited about the revitalization of White Flint, Pike and Rose, and downtown Rockville. However, with the new offices, retail, and residential housing it is scary to think about how long it will take to get anywhere on the Pike.

I feel a rapid transit system from Grosvenor to Rockville would urge residents to "hop on the bus" and leave their cars at home.

Thanks for your consideration and efforts to improve congestion in Mont. County.

Kurt and Kate Bradshaw



May 15, 2013

Françoise Carrier
Chair, Montgomery County Planning Board
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Ms. Carrier,

We would like to take this opportunity to comment on the Proposed Public Hearing Draft of the Countywide Transit Corridors Functional Master Plan update. We applaud the Planning Board's efforts to evaluate a countywide rapid transit network as a means to facilitate sustainable growth within the community. Demographic, financial, environmental and other trends are favoring a shift to walkable, transit-supportive development patterns more than ever, and employing a broad rapid transit network complementing existing Metrorail, Metrobus, and RideOn service can help the county continue to deliver a high quality of life for its residents.

The primary element of this update is the inclusion of the county's proposed bus rapid transit (BRT) network. Metro has been planning and operating regional bus service for decades and we are continually developing our bus network towards BRT style services as evidenced by the expanding *MetroExtra* limited stop bus brand, regional bus priority projects, and the new Crystal City – Potomac Yards Transitway project now being built in Arlington and Alexandria. Today Metro is well-positioned to play a leadership role in connecting Montgomery County to the rest of the region in BRT style services as well as Metrorail. As Montgomery County advances BRT planning and implementation, we see Metrobus as playing a key role in the evolution of this network. Metro's Priority Corridor Network (PCN) of 24 regional transit corridors carries about half of all Metrobus ridership in the region and serves seven corridors within Montgomery County. Many of these same corridors are planned as part of the broader BRT network, so the introduction of new limited stop *MetroExtra* service can help build the market for the county's ultimate BRT system. A good example of this is the recently introduced K9 *MetroExtra* service on New Hampshire Ave, which is among the planned BRT corridors.

The master plan update discusses several BRT system treatments and how to achieve them. Where transit demand is high and right-of-way is too constrained for new dedicated BRT lanes, the repurposing of existing travel lanes for exclusive transit use may be required to achieve the full benefits of such a system. In those and other locations, transit signal priority (TSP), queue jump lanes, off-board fare payment and other treatments will be employed. To

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

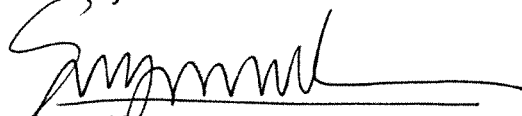
A District of Columbia
Maryland and Virginia
Transit Partnership

supplement efforts to date, Metro's Office of Planning is currently leading a study on the county's behalf and with other stakeholders to define a "person throughput" policy which Montgomery County Department of Transportation (MCDOT) can use to successfully implement the planned system.

Among the most important outcomes of implementing BRT treatments is achieving a measurable improvement in bus speeds, travel time, and reliability over existing bus service in mixed traffic. As congestion increases and bus travel times worsen, operating costs to simply maintain existing levels of service rise, and its attractiveness falls. This highlights the importance of these treatments for both upgraded limited-stop *MetroExtra* and future BRT service. To advance the implementation of BRT-style treatments, Metro is partnering with the Maryland State Highway Administration and MCDOT to implement several projects in Montgomery County funded through the successful National Capital Region Priority Bus USDOT TIGER Grant award in 2010. These projects include "Next Bus" real time bus arrival signs, bus stop improvements, TSP and queue jump projects along Veirs Mill Road and University Boulevard. These projects, expected to be complete in stages by 2016, will advance transit service in the county and provide a foundation for the addition of a full range of BRT treatments and new transit service in the coming years.

In addition, one of Metro's top priorities is advancing and securing funds to implement Momentum, our strategic plan of priority projects the region will need to meet the our growing needs by 2025. A significant component of the plan involves the completion of the PCN, which will supplement the initial TIGER-funded projects and build out the network with additional priority treatments. Metro will work closely with MCDOT to ensure maximum collaboration where the PCN and county BRT plans coincide.

We support the master plan update and encourage your continued efforts to improve mobility choices and boost options to improve the region's growing transit system.



Shyam Kannan
Managing Director, Office of Planning

cc: Jack Requa, WMATA AGM of Bus Service

RECEIVED

MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY PLANNING BOARD
PARK AND PLANNING COMMITTEE

MCP-CTRACK

From: mary@magazi-inc.com
Sent: Wednesday, May 15, 2013 1:20 PM
To: New News
Cc: MCP-Chair
Subject: RE: Say NO To Bethesda BRT & Higher Property Taxes - 5/16/13

Just received your e-mail and want to say NO to rapid transit and higher taxes
Mary
Magazi Kitchens and Baths

----- Original Message -----

Subject: Say NO To Bethesda BRT & Higher Property Taxes - 5/16/13
From: "New News" <cm567330@gmail.com>
Date: 5/14/13 12:48 pm
To: mary@Magazi-inc.com



STOP BETHESDA BRT

**May 16, 2013: Planning Board public hearing -
Submit your opposition in writing before the
hearing Deadline is May 14.**

http://www.montgomeryapps.org/planning_board/testify.asp

15% property tax increase

**...Montgomery County residents say they don't want to pay for a new rapid bus system
with higher property taxes**

<http://bethesdabrt.wix.com/bethesda-no-brt>

Task force: Montgomery County rapid bus system to require property tax increase

"Montgomery County officials want to ease growing traffic congestion by expanding bus transit, and a task force appointed by County Executive Isiah Leggett (D) is poised to argue that property taxes must increase to help pay for the plan."

http://articles.washingtonpost.com/2012-03-25/local/35448179_1_task-force-property-tax-sales-tax-increases

Leggett: Bus Rapid Transit Too Expensive for County

"Montgomery County Executive Isiah Leggett says the county cannot afford to build a 10-route bus rapid transit system.

Also, Leggett said that taxes might need to be raised to pay for the bus system, The Examiner reported."

<http://silverspring.patch.com/articles/leggett-bus-rapid-transit-too-expensive-for-county>

This message was sent to mary@Magazi-inc.com from:

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From
Mary@Magazi-inc.com



RECEIVED
MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: I p <l3phillips@yahoo.com>
Sent: Wednesday, May 15, 2013 1:30 PM
To: MCP-Chair
Subject: bus transit

Please accept this email as a endorsement for the implementation of rapid bus tranist along Rockville Pike,
Thank you,
Lennie Phillips

RECEIVED

MAY 15 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Michelle High <michellebhigh@gmail.com>
Sent: Wednesday, May 15, 2013 2:15 PM
To: MCP-Chair
Cc: Elaine Akst
Subject: my BRT testimony in abentia
Attachments: BRT testimony.docx

Hello there,

I was supposed to present the attached testimony tomorrow evening during the BRT meeting. I am very sorry I cannot make it. I attach it here so it can be part of the public record on this issue.

Sincerely,

Michelle High
4607 Norwood Dr.
Chevy Chase, MD 20815
tel. 301-915-0165

BRT testimony, 5-13

I am testifying as a young mother of 2 who moved with her husband to Chevy Chase West in 2005 in search of a town that, while having some of the benefits of suburbia such as quality public schools and more green space, still had a number of urban qualities. Specifically, our town is within walking distance of the metro and metrobuses, affords quick access by metro or car to downtown Washington, and enables individuals to walk many places – restaurants, grocery stores, doctors' offices – rather than drive.

You just heard me talk about how I chose my home with public transportation and walking in mind. And yet the reality is that this at-home mother of 2 young children spends much of Monday through Friday in the car: doing errands in very small windows of time, going to appointments, taking kids to after-school activities and playdates. And this is the case for all of the families I know.

For me, the BRT line is a proposal that completely ignores the family-oriented nature of the immediate northern Maryland suburbs. Wisconsin Avenue and Connecticut Avenue are the 2 main north-south thoroughfares for traffic in and out of Washington from the north. The BRT proposal has the potential to reduce traffic capacity by one-third on one of those passageways in an area that is painfully clogged not just at commuter hours, but during the day and even on weekends. It takes 30 minutes on a Saturday to travel 5 miles north from Bradley Boulevard into the heart of the Rockville strip malls. On a weekday during business hours – again, not during commuter time – Wisconsin Avenue traffic moving southward from East West Highway toward Bradley Boulevard is routinely at a crawling pace along 2 lanes and often just one when there is construction. Moving northbound on Wisconsin after 3pm on weekdays along the 1 mile next to NIH and Walter Reed can take 30 minutes alone.

I don't drive more than 1 to 2 miles from my home after 3pm. This is not remotely an issue limited to women who can afford to stay home with their kids. Consider the lost cost to plumbers, roofers, and other servicepeople who spend 30 to 45 minutes in their vehicles to move from one appointment to the next within a limited service area. Consider the working mom driving to work in our area who spends an extra 30 minutes in the car to drop her child off 2 miles from her workplace. Consider the mom or nanny needing to move about with a 3 year old and a baby in a stroller, or the mom of 3 who needs to drop her kids off in 3 different places after school.

And then, of course, consider the commuters. People prefer driving to work for all sorts of reasons – reasons of personal choice, convenience, necessity, safety, what have you.

It is the height of conceit for the Montgomery County planners who are proposing the BRT to scoff at these individuals while saying, "Take the bus!" or "Take the metro!" That advice completely ignores the reality of who lives here and how and

why they get around by car. The county planners' agenda – moving large quantities of people who live from far north of Washington DC to and from the city during working hours – has no relation to the life goals of families who live in Bethesda Chevy Chase and neighborhoods to its north, west, and east. These county planners have idealistic visions of what the urban landscape should look like with mass transit and ever-increasing residential density. They have no interest in improving or even maintaining the semi-suburban quality of life of those living just north of Washington, DC.

I cannot imagine what will happen to our property values if Wisconsin Avenue traffic conditions are worse by one-third; if there are extremely limited options for turning left on Wisconsin Avenue into and out of residential and commercial areas; if there are numerous more traffic lights along the Green Mile akin to the number in the Friendship Heights area. Norwood Park has a lot of traffic coming in and out of it, and this will only worsen the lines waiting on Norwood Drive to exit after the sporting events. Cars will seek to enter our neighborhood and bypass the traffic lights and congestion, endangering the children walking to school during the morning rush hour along the neighborhood's main north-south passageway. I don't know if the bus line would mean our neighborhood could be rezoned as commercial, but that would be a disaster for our property values and quiet nature of our neighborhood.

Michelle High
 4607 Norwood Dr.
 Chevy Chase

BRT testimony, 5-13

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

May 15, 2013

Mr. Lawrence Cole
Master Planner
Functional Planning and Policy Division
Maryland-National Capitol Park and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910

Dear Mr. Cole:

The State Highway Administration (SHA) Regional and Intermodal Planning Division (RIPD) submits the following comments in response to the Maryland-National Capital Park and Planning Commission's (M-NCPPC) April 2013 Countywide Transit Corridors Functional Master Plan Public Hearing Draft.

General Comments:

- SHA's top priority is the safety of motorists, cyclists and pedestrians using SHA roadway facilities. It is important to include a safety component in all transportation projects involving SHA roadways and for each modal element described in this plan. It is also recommended that a safety component be included in all local roadway and transit projects as well.
- SHA supports the M-NCPPC emphasis on multimodal transportation options in the form of bus rapid transit (BRT). Not only do additional modal options reduce impacts to SHA roadway facilities, but also additional modal options increase mobility and accessibility for all facility users and benefit the environment.
- As each individual corridor moves forward to the planning and design phases, a more comprehensive demand and operations analysis should be completed. This analysis should be done in coordination with SHA.

In general, intersection capacity is a potential concern where an operational transition occurs between different types of BRT design treatments along roadway corridors where two BRT segments merge or run concurrently. To ensure safe and efficient traffic operational transitions, exclusive signal phases or extended green times will be required for BRT operations at signalized intersections which may also affect travel time of other modes, e.g., car, local bus, bicycle, and pedestrian. Coordinate with Mr. Errol Stoute, Team Leader, Traffic Engineering Team, Office of Traffic and Safety (OOTS), SHA at 410-787-5812 or via email at estoute@sha.state.md.us.

My telephone number/toll-free number is **410-545-5675/1-888-204-4828**

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Mr. Lawrence Cole

Page Two

- This application proposes strategies both within and outside SHA right-of-way. While coordination with, review by, and approval by SHA is not required for improvements outside SHA right-of-way, SHA requests that M-NCPPC coordinate with SHA District 3 (D3) when designing and constructing public utility/infrastructure projects that may impact SHA right-of-way or facilities.

Regarding the Countywide Transit Corridors Functional Master Plan, these facilities include:

- US 29 (Colesville Road/Columbia Pike)
- MD 28 (Veirs Mill Road)
- MD 97 (Georgia Avenue)
- MD 108 (Olney Sandy Spring Road)
- MD 187 (Old Georgetown Road)
- MD 193 (University Boulevard)
- MD 355 (North Frederick Road/North Frederick Avenue/South Frederick Avenue/Hungerford Drive/Rockville Pike/Wisconsin Avenue)
- MD 384 (Colesville Road)
- MD 586 (Veirs Mill Road)
- MD 650 (New Hampshire Avenue)

Coordinate with Mr. Victor Grafton, Assistant District Engineer-Utilities, SHA/D3 at 301-513-7315 or via email at vgrafton@sha.state.md.us and/or Mr. Paul Lednak, Chief, Right-of-Way, SHA/D3 at 301-513-7466 or via email at plednak@sha.state.md.us and/or Mr. Steve Foster, Chief, Access Management Division (AMD), SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

- Sidewalks and shared-use paths along SHA roadway facilities should meet or exceed the requirements in the Americans with Disabilities Act. Coordinate with Ms. Lisa Choplin, Chief, Innovative Contracting Division (ICD), SHA at 410-545-8824 or via email at lchoplin@sha.state.md.us and/or Mr. Dustin Kuzan, Bicycle/Pedestrian Coordinator, SHA/RIPD at 410-545-5656 or via email at dkuzan@sha.state.md.us. For information on potential sidewalk, bicycle and shared-use path funding, contact Ms. Jessica Silwick, Transportation Alternatives Program Coordinator, SHA/RIPD at 410-545-5653 or via email at jsilwick@sha.state.md.us.
- The State of Maryland requires compliance with Complete Streets policies on SHA roadways. In accordance with Maryland Code Annotated Transportation §2-602(1) (2012), "access to and use of transportation facilities by pedestrians and cyclists shall be considered, and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities." Furthermore, the State requires that transportation improvements shall focus on improving access for pedestrians and cyclists in "transit-oriented areas." In accordance with Md. Code Ann. Trans. §2-602(4)(ii), "in transit-oriented areas within priority funding areas", MDOT and SHA shall "place increased emphasis on projects that retrofit existing transportation projects with facilities for pedestrians and bicycle riders and increase

Mr. Lawrence Cole
Page Three

accessibility for the greatest number of pedestrians and bicycle riders.” Coordinate with Ms. Lisa Choplin, Chief, ICD/SHA at 410-545-8824 or via email at lchoplin@sha.state.md.us and/or Mr. Dustin Kuzan, Bicycle/Pedestrian Coordinator, SHA/RIPD at 410-545-5656 or via email at dkuzan@sha.state.md.us.

- Any plan elements for existing or future BRT facilities should include references to transit-friendly design elements such as parking, bus pullouts, passenger shelters, ADA-compliant pedestrian connections, crosswalks, bicycle accommodations, etc. In addition, improved access to transit should be accompanied by identification and implementation of associated roadway network improvements. Transit access improvements should be coordinated with SHA/RIPD and SHA/D3. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us and/or Ms. Anyesha Mookherjee, Assistant District Engineer-Traffic, SHA/D3 at 301-516-7498 or via email at amookherjee@sha.state.md.us. Additional maps of the BRT network as assumed by each travel forecast scenario, i.e., Build 1, Build 2, and Build 2A, should be provided for side-by-side comparison with maps of recommended treatments in the Phase 1 and Phase 2 BRT network, i.e., Map 2 and Map 3. Coordinate with Mr. Errol Stoute, Team Leader, OOTS/SHA at 410-787-5812 or via email at estoute@sha.state.md.us.

Element/Page-Specific Comments:

The comments herein address SHA’s concerns in regard to the introduction, vision, guiding principles, BRT treatments, phasing, and recommended BRT corridors.

Introduction

- p. 8 – Future lane mile growth increases should be sourced as documented in the 2040 network scenario.
- p. 8 – The adjective “high-quality,” as in “an expansion of high-quality transit service will be needed...,” is vague and should be further defined. Explain what qualities constitute high-quality transit service as opposed to low or medium quality transit service.
- p. 8 – Population and employment forecasts, as cited herein, are derived from Montgomery County/Washington Region cooperative forecasts, not from the 2012 Constrained Long-Range Plan (CLRP). Here, CLRP refers to the Model CLRP scenario and results.
- p. 9 – This plan does not fully assess potential impacts; therefore, it is premature to suggest that this plan can or will “limit” impacts to route-adjacent properties. This may be an appropriate place to explain what this plan is not and does not set out to do. This includes explaining that this plan does not fully assess potential impacts nor analyze costs, monetary or otherwise. Furthermore, it may be appropriate to explain that implementation will require further and more in-depth study.

Planning Context

- p. 10 – The “gap,” as in “the recommended transit corridor will fill a notable gap,” should be further defined. Is this gap geographic, temporal, operational, financial, etc.?
- p. 10 – Consider further explicating the project statuses and proposed routes of both the Corridor Cities Transitway (CCT) BRT project and Purple Line light-rail project, and how these transit corridors can be part of a cohesive transportation network which will include the proposed countywide BRT network.
- p. 9-10 – Consider moving Table 2 forward in the plan to above the text descriptions of Activity Center, Express, and Commuter corridor BRT services. Otherwise, readers may be initially confused as to the difference between existing local bus service and proposed Activity Center Corridor BRT service. Table 2 succinctly explains this difference; the text does not.
- p. 11 - Is the County currently focusing development on “compact, mixed-use areas” or is that one of multiple County development foci? Various levels of development foci might better explain the need for various levels of transit service.
- p. 12 – Consider including a limited selection of BRT-success examples or case studies in other similarly developed communities.

Summary Recommendations

- p. 13 – Consider adding additional location context, i.e., cross streets to Map 1 Recommended BRT Corridors in order to more fully describe the location of proposed corridors. It is recognized that size and legibility may prevent this at this scale.

Vision

Why Bus Rapid Transit?

- p. 17 – BRT itself does not provide an alternative to “increasingly congested roads.” Less traffic, possibly due to BRT patronage, provides an alternative to “increasingly congested roads.”

Fitting BRT into the County's Transportation Network

- p. 18 – Consider writing that the “recommended transit network would provide the superior transit facilities necessary to *help* achieve these” mode share “goals”, instead of that BRT facilities would, in fact, be the transit solution which pushes the County over the 50 percent non-single occupant vehicle mode share hurdle.
- p. 18 – In addition to referencing Appendix A, consider including a table herein which briefly describes the increase in average travel speeds and reduction in congestion growth for the three transit corridor networks modeled.

Mr. Lawrence Cole
Page Five

- p. 18 – While it is recognized that this is a functional plan and not an operations or facilities plan, consider including, at least, a cursory acknowledgement of potential bus storage and maintenance facilities. That is, can BRT corridors be proposed without some idea of where busses would be stored and maintained? If storage and maintenance facilities are not located proximate to proposed BRT corridors then, do those corridors remain viable proposals?

Determining BRT Treatments

Dedicated Lanes

- p. 20 – In paragraph 1, line 2, "...on the jurisdiction but *are* typically around..." change "are" to "is".
- p. 20 – Consider further explaining the idea of "network integrity".

Master Plan Phasing

- p. 24 – Define "major impacts on existing development."
- p. 25-26 – On Map 2 Recommended Phase 1 Transit Network and Map 3 Recommended Phase 2 Transit Network, unless the intention is to specifically show the Purple Line and Corridor Cities Transitway as being part and parcel of a wider comprehensive transit network, consider showing both in a differing line weight or style to further distinguish them from the proposed BRT network.

Recommended Corridors

Corridor 1: Georgia Avenue North

p. 30 – The State's fiscally constrained Consolidated Transportation Program (CTP) includes the construction of a grade-separated interchange at MD 97 (Georgia Avenue) and Randolph Road. Design and right-of-way acquisition is underway and construction is scheduled for advertisement in October 2013 (subject to change). This project may have right-of-way impacts and BRT facilities along MD 97 (Georgia Avenue) should be coordinated with SHA. Coordinate with Mr. Brett Deane, Transportation Engineer, Office of Highway Design (OHD), SHA at 410-545-8785 or via email at bdeane@sha.state.md.us.

- p. 30 – The CTP also includes the construction of intersection improvements at MD 97 (Georgia Avenue) and MD 28 (Norbeck Road). This project may have right-of-way impacts and BRT facilities along MD 97 (Georgia Avenue) and should be coordinated with SHA. Currently, this project is currently on hold. Coordinate with Ms. Jialin Tian, Team Leader, OHD/SHA at 410-545-8832 or via email at jtian@sha.state.md.us.

- p. 30 – The CTP also includes a study to construct capacity improvements along MD 28 (Norbeck Road), beginning at MD 97 (Georgia Avenue) and continuing to the east. This project may have right-of-way impacts and BRT facilities along MD 97 (Georgia Avenue) and should be coordinated with SHA. This project is currently on hold. Coordinate with Mr. Jeremy Beck, Project Manager, Project Management Division (PMD), SHA at 410-545-8518 or via email at jbeck@sha.state.md.us.
- p. 30 – The CTP also includes a study to evaluate roadway improvements to support Bus Rapid Transit along MD 97 (Georgia Avenue) between Glenmont and Olney in conjunction with the recommendations of this plan. On May 10, 2013, SHA sent a letter to Montgomery County Department of Transportation documenting the ridership benefits associated with extending the limits of this study from Glenmont Metro to Wheaton Metro. Coordinate with Ms. Carmeletta Harris, Project Manager, PMD/SHA at 410-545-8522 or via email at charris@sha.state.md.us.
- p. 30 – The State's fiscally unconstrained Highway Needs Inventory (HNI) includes the following projects:
 - The 2.6-mile divided highway reconstruction of MD 28 (Norbeck Road) between MD 97 (Georgia Avenue) and MD 182 (Layhill Road).
 - The 7.1-mile divided highway reconstruction, to include interchanges and transit, of MD 97 (Georgia Avenue) between MD 182 (Layhill Road) and MD 108 (Olney Laytonsville Road/Olney Sandy Spring Road).
 - The 5.2-mile multilane reconstruction, to include transit, of MD 193 (University Boulevard) from MD 97 (Georgia Avenue) to the Prince George's County line.
 - The 5.8-mile divided highway reconstruction, to include interchanges, of MD 586 (Veirs Mill Road) between MD 97 (Georgia Avenue) and MD 911 (First Street).These projects may have right-of-way impacts and BRT facilities along MD 97 (Georgia Avenue) and should be coordinated with SHA. Currently, these projects are neither funded nor expected to be funded in the foreseeable future. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at thomas10@sha.state.md.us and/or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.
- p. 30 – The inclusion of a median cycle track along MD 97 (Georgia Avenue) should be coordinated with SHA. Coordinate with Ms. Lisa Choplin, Chief, ICD/SHA at 410-545-8824 or via email at lchoplin@sha.state.md.us and/or Mr. Dustin Kuzan, Bicycle/Pedestrian Coordinator, SHA/RIPD at 410-545-5656 or via email at dkuzan@sha.state.md.us.

Corridor 2: Georgia Avenue South

- p. 33 – The CTP includes a study of widening and to determine the feasibility of adding managed lanes to I-495 (Capital Beltway) between the American Legion Bridge and the Woodrow Wilson Bridge. Currently, this project is on hold. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.

- p. 33 – The CTP also includes a study to evaluate safety and accessibility issues along MD 97 (Georgia Avenue) in Montgomery Hills between MD 390 (16th Street) and MD 192 (Forest Glen Road). Currently, this project is in planning. Coordinate with Mr. Jeremy Beck, Project Manager, PMD/SHA at 410-545-8518 or via email at jbeck@sha.state.md.us.
- p. 33 – The HNI includes the following projects:
 - The 14.4-mile freeway reconstruction, to include managed lanes, of I-495 (Capital Beltway) between the American Legion Bridge and the Prince George's County line.
 - The 0.7-mile urban divided highway reconstruction of MD 97 (Georgia Avenue) between MD 390 (16th Street) and MD 192 (Forest Glen Road).
 - The 5.8-mile divided highway reconstruction, to include interchanges, of MD 586 (Veirs Mill Road) between MD 97 (Georgia Avenue) and MD 911 (First Street).These projects may have right-of-way impacts and BRT facilities along MD 97 (Georgia Avenue) and should be coordinated with SHA. Currently, these projects are neither funded nor expected to be funded in the foreseeable future. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, RIPD/SHA at 410-545-5671 or via email at jthomas10@sha.state.md.us and/or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.
- p. 33 – Potential connections to the Purple Line at Silver Spring should be coordinated with Mr. Michael Madden, Project Manager, Maryland Transit Administration (MTA) at 410-767-3694 or via email at mmadden@mta.maryland.gov.

Corridor 3: MD 355 North

- p. 36 – The HNI includes the following projects:
 - The 2.4-mile freeway reconstruction, to include managed lanes, of I-370 between I-270 (Eisenhower Memorial Highway) and Shady Grove Metro Station (*now* MD 200 (InterCounty Connector)).
 - The 3.5-mile urban divided highway reconstruction of MD 117 (Clopper Road/West Diamond Avenue) between MD 355 (North Frederick Avenue/South Frederick Avenue) and Waring Station Road.
 - The 8.8-mile multilane reconstruction, to include interchanges and transit, of MD 355 (Rockville Pike/Hungerford Drive/North Frederick Road/South Frederick Road/North Frederick Avenue) between Randolph Road (*now* Montrose Parkway) and MD 124 (Montgomery Village Avenue).
 - The 4.3-mile divided highway reconstruction, to include interchanges and transit, of MD 355 (North Frederick Avenue/North Frederick Road) between MD 124 (Montgomery Village Avenue) and MD 27 (Ridge Road).

This project may have right-of-way impacts and BRT facilities along MD 355 (North Frederick Road/North Frederick Avenue/South Frederick Avenue/Hungerford Drive/Rockville Pike) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, RIPD/SHA at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

- p. 36 – Potential connections to the Corridor Cities Transitway at Shady Grove and Germantown should be coordinated with Mr. Rick Kiegel, Project Manager, MTA at 410-767-1380 or via email at rkiegel@mta.maryland.gov.

Corridor 4: MD 355 South

- p. 39 – The CTP includes numerous Base Realignment and Closure (BRAC) projects near Naval Support Activity Bethesda. Projects which affect MD 355 (Rockville Pike) include:
 - The construction of utilities at the intersection of MD 355 (Rockville Pike) and West Cedar Lane/Cedar Lane and the construction of utilities and dynamic lane controls at the intersection of MD 355 (Rockville Pike) and Jones Bridge Road. Currently, this project is in construction. Coordinate with Ms. Christina Minkler, Transportation Engineer, OHD/SHA at 410-545-8050 or via email at cminkler@sha.state.md.us.
 - The construction of intersection improvements at the intersection of MD 355 (Rockville Pike) and Jones Bridge Road and the intersection of MD 355 (Rockville Pike) and Center Drive. Currently, this project is in design. Coordinate with Mr. Armando Henriquez, Transportation Engineer, OHD/SHA at 410-545-8876 or via email at ahenriquez@sha.state.md.us.
 - Phases 1-3 of construction of intersection improvements at MD 355 (Rockville Pike) and West Cedar Lane/Cedar Lane. Currently, this project is in design. Coordinate with Ms. Christina Minkler, Transportation Engineer, OHD/SHA at 410-545-8050 or via email at cminkler@sha.state.md.us.
 - Phase 4 of construction of intersection improvements at MD 355 (Rockville Pike) and West Cedar Lane/Cedar Lane. Currently, this project is in design. Coordinate with Ms. Yuqiong Bai, Transportation Engineer, OHD/SHA at 410-545-8816 or via email at ybai@sha.state.md.us.
- p. 39 – The CTP also includes a study of widening and to determine the feasibility of adding managed lanes to I-495 (Capital Beltway) between the American Legion Bridge and the Woodrow Wilson Bridge. Currently, this project is on hold. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.
- p. 39 – The CTP also includes a study to evaluate roadway improvements to MD 586 (Veirs Mill Road) between Rockville and Wheaton in conjunction with the recommendations of this plan. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or bkiedrowski@sha.state.md.us.
- p. 39 – The HNI includes the following projects:
 - The 11.1-mile freeway reconstruction, to include managed lanes and interchanges, of I-270 (Eisenhower Memorial Highway) between I-495 (Capital Beltway) and I-370.
 - The 14.4-mile freeway reconstruction, to include managed lanes, of I-495 (Capital Beltway) between the American Legion Bridge and the Prince George's County line.
 - The 6.6-mile multilane reconstruction, to include interchanges and transit, of MD 355 (Wisconsin Avenue/Rockville Pike) from the District of Columbia line to Randolph Road (*now* Montrose Parkway).

- The 8.8-mile multilane reconstruction, to include interchanges and transit, of MD 355 (Rockville Pike/Hungerford Drive/North Frederick Road/South Frederick Road/North Frederick Avenue) between Randolph Road (*now* Montrose Parkway) and MD 124 (Montgomery Village Avenue).
- The 1.8-mile two-lane urban reconstruction of MD 547 (Strathmore Avenue/Knowles Avenue) between MD 355 (Rockville Pike) and MD 185 (Connecticut Avenue).

These projects may have right-of-way impacts and BRT facilities along MD 355 (Rockville Pike/Wisconsin Avenue) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, RIPD/SHA at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

- p. 33 – Potential connections to the Purple Line at Bethesda should be coordinated with Mr. Michael Madden, Project Manager, MTA at 410-767-3694 or via email at mmadden@mta.maryland.gov.

Corridor 5: New Hampshire Avenue

- p. 42 – The CTP includes a study of widening and to determine the feasibility of adding managed lanes to I-495 (Capital Beltway) between the American Legion Bridge and the Woodrow Wilson Bridge. Currently, this project is on hold. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.
- p. 42 – The HNI includes the 4.1-mile divided highway reconstruction of MD 193 (University Boulevard) between the Montgomery County line and US 1 (Baltimore Avenue). This project may have right-of-way impacts and BRT facilities along MD 650 (New Hampshire Avenue) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.
- p. 42 – Potential connections to the Purple Line at Langley Park should be coordinated with Mr. Michael Madden, Project Manager, MTA at 410-767-3694 or via email at mmadden@mta.maryland.gov.

Corridor 6: North Bethesda Transitway

- p. 45 – The HNI includes the following projects:
 - The 11.1-mile freeway reconstruction, to include managed lanes and interchanges, of I-270 (Eisenhower Memorial Highway) between I-495 (Capital Beltway) and I-370.
 - The 6.6-mile multilane reconstruction, to include interchanges and transit, of MD 355 (Wisconsin Avenue/Rockville Pike) from the District of Columbia line to Randolph Road (*now* Montrose Parkway).

These projects may have right-of-way impacts and BRT facilities along MD 355 (Rockville Pike/Wisconsin Avenue) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

Corridor 7: Randolph Road

- p. 48 – The CTP includes the construction of a grade-separated interchange at MD 97 (Georgia Avenue) and Randolph Road. Design and right-of-way acquisition is underway and construction is scheduled for advertisement in October 2013 (subject to change). This project may have right-of-way impacts and BRT facilities along Randolph Road and should be coordinated with SHA. Coordinate with Mr. Brett Deane, Transportation Engineer, OHD/SHA at 410-545-8785 or via email at bdeane@sha.state.md.us.
- p. 48 – The CTP also includes the construction of a grade-separated interchange at US 29 (Columbia Pike) and Tech Road. Currently, this project is on hold. This project may have right-of-way impacts and BRT facilities along US 29 (Columbia Pike) and Randolph Road and should be coordinated with SHA. Coordinate with Mr. Moreshwar Kulkarni, Team Leader, OHD/SHA at 410-545-8825 or via email at mkulkarni@sha.state.md.us.
- p. 48 – The CTP also includes a study to evaluate roadway improvements to MD 97 (Georgia Avenue) between Glenmont and Olney in conjunction with the recommendations of this plan. Coordinate with Ms. Carmeletta Harris, Project Manager, PMD/SHA at 410-545-8522 or via email at charris@sha.state.md.us.
- p. 48 – The CTP also includes a study to evaluate roadway improvements to MD 586 (Veirs Mill Road) between Rockville and Wheaton in conjunction with the recommendations of this plan. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.
- p. 48 – The CTP also includes the construction of intersection improvements at Parklawn Drive and Randolph Road. This project may have right-of-way impacts and BRT facilities along Parklawn Drive and Randolph Road and should be coordinated with SHA. Coordinate with Mr. Luis Gonzalez, Transportation Engineer, OHD/SHA at 410-545-8826 or via email at lgonzalez@sha.state.md.us.
- p. 48 – The HNI includes the following projects:
 - The 5.9-mile freeway reconstruction, to include managed lanes, bus lanes, and interchanges of US 29 (Columbia Pike) between MD 650 (New Hampshire Avenue) and MD 198 (Sandy Spring Road).
 - The 7.1-mile divided highway reconstruction, to include interchanges and transit, of MD 97 (Georgia Avenue) between MD 182 (Layhill Road) and MD 108 (Olney Laytonville Road/Olney Sandy Spring Road).
 - The 6.6-mile multilane reconstruction, to include interchanges and transit, of MD 355 (Wisconsin Avenue/Rockville Pike) from the District of Columbia line to Randolph Road (*now* Montrose Parkway).
 - The 5.8-mile divided highway reconstruction, to include interchanges, of MD 586 (Veirs Mill Road) between MD 97 (Georgia Avenue) and MD 911 (First Street).

Mr. Lawrence Cole
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This project may have right-of-way impacts and BRT facilities along Randolph Road and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

Corridor 8: University Boulevard

- p. 51 – The CTP includes a study of widening and to determine the feasibility of adding managed lanes to I-495 (Capital Beltway) between the American Legion Bridge and the Woodrow Wilson Bridge. Currently, this project is on hold. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.
- p. 51 – The HNI includes the following projects:
 - The 14.4-mile freeway reconstruction, to include managed lanes, of I-495 (Capital Beltway) between the American Legion Bridge and the Prince George's County line.
 - The 3.9-mile divided highway reconstruction, to include managed lanes and bus lanes, of US 29 (Colesville Road/Columbia Pike) between MD 97 (Georgia Avenue) and MD 650 (New Hampshire Avenue).
 - The 5.2-mile multilane reconstruction, to include transit, of MD 193 (University Boulevard) from MD 97 (Georgia Avenue) to the Prince George's County line.
 - The 4.1-mile divided highway reconstruction of MD 193 (University Boulevard) between the Montgomery County line and US 1 (Baltimore Avenue).

This project may have right-of-way impacts and BRT facilities along MD 193 (University Boulevard) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

- p. 51 – Potential connections to the Purple Line at Langley Park should be coordinated with Mr. Michael Madden, Project Manager, MTA at 410-767-3694 or via email at mmadden@mta.maryland.gov.

Corridor 9: US 29

- p. 54 – The CTP includes a study of widening and to determine the feasibility of adding managed lanes to I-495 (Capital Beltway) between the American Legion Bridge and the Woodrow Wilson Bridge. Currently, this project is on hold. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.
- p. 54 – The CTP also includes the construction of grade-separated interchanges at US 29 (Columbia Pike) and Musgrove Road and Fairland Road. Currently, this project is on hold. This project may have right-of-way impacts and BRT facilities along US 29 (Columbia Pike) and should be coordinated with SHA. Coordinate with Mr. Moreshwar Kulkarni, Team Leader, OHD/SHA at 410-545-8825 or via email at mkulkarni@sha.state.md.us.

- p. 54 – The CTP also includes the construction of a grade-separated interchange at US 29 (Columbia Pike) and Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Currently, this project is on hold. This project may have right-of-way impacts and BRT facilities along US 29 (Columbia Pike) and Randolph Road and should be coordinated with SHA. Coordinate with Mr. Moreshtar Kulkarni, Team Leader, OHD/SHA at 410-545-8825 or via email at mkulkarni@sha.state.md.us.
- p. 54 – The CTP also includes a study to construct capacity improvements to MD 28/MD 198 (Norbeck Road/Spencerville Road/Sandy Spring Road). Currently, this project is on hold. Coordinate with Mr. Jeremy Beck, Project Manager, PMD/SHA at 410-545-8518 or via email at jbeck@sha.state.md.us.
- p. 54 – The HNI includes the following projects:
 - The 14.4-mile freeway reconstruction, to include managed lanes, of I-495 (Capital Beltway) between the American Legion Bridge and the Prince George's County line.
 - The 3.9-mile divided highway reconstruction, to include managed lanes and bus lanes, of US 29 (Colesville Road/Columbia Pike) between MD 97 (Georgia Avenue) and MD 650 (New Hampshire Avenue).
 - The 5.9-mile freeway reconstruction, to include managed lanes, bus lanes, and interchanges, of US 29 (Columbia Pike) between MD 650 (New Hampshire Avenue) and MD 198 (Sandy Spring Road).
 - The 5.2-mile multilane reconstruction, to include transit, of MD 193 (University Boulevard) from MD 97 (Georgia Avenue) to the Prince George's County line.
 - The 4.9-mile divided highway reconstruction of MD 198 (Spencerville Road/Sandy Spring Road) between MD 650 (New Hampshire Avenue) and the Prince George's County line.

This project may have right-of-way impacts and BRT facilities along US 29 (Columbia Pike) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

- p. 54 – Potential connections to the Purple Line at Silver Spring should be coordinated with Mr. Michael Madden, Project Manager, MTA at 410-767-3694 or via email at mmadden@mta.maryland.gov.

Corridor 10: Veirs Mill Road

- p. 57 – The CTP also includes a study to evaluate roadway improvements to MD 586 (Veirs Mill Road) between Rockville and Wheaton in conjunction with the recommendations of this plan. Coordinate with Mr. Barrett Kiedrowski, Chief, PMD/SHA at 410-545-8769 or via email at bkiedrowski@sha.state.md.us.
- p. 54 – The HNI includes the following projects:
 - The 8.8-mile multilane reconstruction, to include interchanges and transit, of MD 355 (Rockville Pike/Hungerford Drive/North Frederick Road/South Frederick Road/North Frederick Avenue) between Randolph Road (*now* Montrose Parkway) and MD 124 (Montgomery Village Avenue).

Mr. Lawrence Cole
Page Thirteen

- The 5.8-mile divided highway reconstruction, to include interchanges, of MD 586 (Veirs Mill Road) between MD 97 (Georgia Avenue) and MD 911 (First Street). This project may have right-of-way impacts and BRT facilities along MD 586 (Veirs Mill Road) and should be coordinated with SHA. Coordinate with Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us and/or Mr. Steve Foster, Chief, AMD/SHA at 410-545-5601 or via email at sfoster1@sha.state.md.us.

Setting Implementation Policies for Transit Corridor Improvements

- p. 60 – All lane repurposings on SHA roadways shall be subject to SHA review and approval. Coordinate with Ms. Anyesha Mookherjee, Assistant District Engineer-Traffic, SHA/D3 at 301-513-7404 or via email at amookherjee@sha.state.md.us and Mr. Errol Stoute, Traffic Engineering Team Leader, OOTS/SHA at 410-787-5812 or via email at estoute@sha.state.md.us.
- p. 60 – MD 355 (Rockville Pike) within the City of Rockville is presently the subject of a public hearing draft of the Rockville's Pike Plan. The Rockville's Pike Plan incorporates a transit median which would accommodate BRT service between Bou Avenue and MD 28/MD 586 (Veirs Mill Road). Coordinate with Mr. David Levy, Chief, Long Range Planning and Implementation Division, City of Rockville at 240-314-8272 or via email at dlevy@rockvillemd.gov.

Bicycle Pedestrian Priority Areas

- Designation of Bicycle-Pedestrian Priority Areas, especially in those areas with SHA roadways, should be coordinated with SHA. Coordinate with Mr. Dustin Kuzan, Bicycle/Pedestrian Coordinator, SHA/RIPD at 410-545-5656 or via email at dkuzan@sha.state.md.us.

Ensuring Pedestrian Access and Safety

- All section designs for pedestrian safety measures along SHA roadways should be coordinated with SHA. Coordinate with Ms. Lisa Choplin, Chief, ICD/SHA at 410-545-8824 or via email at lchoplin@sha.state.md.us.

Bicycle Accommodation

- All bicycle accommodations along SHA roadways should be coordinated with SHA. Coordinate with Ms. Lisa Choplin, Chief, ICD/SHA at 410-545-8824 or via email at lchoplin@sha.state.md.us.

MARC Brunswick Line Expansion

- No comments.

Mr. Lawrence Cole
Page Fourteen

Thank you for allowing SHA the opportunity to review the M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan Public Hearing Draft. Please contact Mr. John Thomas, Regional Planner, Montgomery County, SHA/RIPD, or Mr. Matt Baker, Assistant Regional Planner, Montgomery County, SHA/RIPD, if you have any questions. Mr. Thomas can be reached at 410-545-5671 or via email at jthomas10@sha.state.md.us. Mr. Baker can be reached at 410-545-5668 or via email at mbaker4@sha.state.md.us.

Sincerely,



Mary Deitz, Chief
Regional and Intermodal Planning Division

cc: Mr. Edgar Gonzales, Deputy Director, Montgomery County Department of Transportation
Mr. David Levy, Chief, Long Range Planning and Implementation Division, City of Rockville
Ms. Yuqiong Bai, Transportation Engineer, Community Design Division, SHA
Mr. Matt Baker, Assistant Regional Planner, SHA
Mr. Jeremy Beck, Project Manager, Project Management Division, SHA
Ms. Lisa Choplin, Chief, Innovative Contracting Division, SHA
Mr. Brett Deane, Transportation Engineer, Community Design Division, SHA
Mr. Steve Foster, Chief, Access Management Division, SHA
Mr. Luis Gonzalez, Transportation Engineer, Community Design Division, SHA
Mr. Victor Grafton, Assistant District Engineer-Utilities, SHA
Ms. Carmelitta Harris, Project Manager, Project Management Division, SHA
Mr. Armando Henriquez, Transportation Engineer, Community Design Division, SHA
Mr. Barrett Kiedrowski, Chief, Project Management Division, SHA
Mr. Rick Kiegel, Project Manager, Corridor Cities Transitway, MTA
Mr. Minseok Kim, Transportation Engineer, Office of Traffic and Safety, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Moreshwar Kulkarni, Team Leader, Community Design Division, SHA
Mr. Dustin Kuzan, Bicycle/Pedestrian Coordinator, SHA
Mr. Paul Lednak, Chief, Right-of-Way, SHA
Mr. Michael Madden, Project Manager, Purple Line, MTA
Mr. Subrat Mahapatra, Travel Forecaster, Data Services Engineering Division, SHA
Ms. Christina Minkler, Transportation Engineer, Community Design Division, SHA
Ms. Anyesha Mookherjee, Assistant District Engineer-Traffic, SHA
Ms. Jessica Silwick, Transportation Alternatives Coordinator, SHA
Mr. Gregory I. Slater, Director of Planning & Preliminary Engineering, SHA
Mr. Errol Stoute, Team Leader, Office of Traffic and Safety, SHA
Mr. John Thomas, Regional Planner, SHA
Ms. Jialin Tian, Team Leader, Community Design Division, SHA

Anspacher, David

From: Cole, Larry
Sent: Thursday, May 16, 2013 2:15 PM
To: Gregory Slater; John Thomas
Cc: Edgar Gonzalez; Keith Bounds; Keith Kucharek; Mary Deitz; Subrat Mahapatra; Anyesha Mookherjee; Brian Young; Matt Baker; Anspacher, David; Autrey, Thomas; Dolan, Mary
Subject: RE: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

Greg, That's succinct and works for me. Thanks. - Larry

From: Gregory Slater [mailto:GSlater@sha.state.md.us]
Sent: Thursday, May 16, 2013 2:11 PM
To: Cole, Larry; John Thomas
Cc: Edgar Gonzalez; Keith Bounds; Keith Kucharek; Mary Deitz; Subrat Mahapatra; Anyesha Mookherjee; Brian Young; Matt Baker; Anspacher, David; Autrey, Thomas; Dolan, Mary
Subject: RE: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

Thanks Larry,

Would it be enough to say that we are certainly open to the repurposing of lanes, but the decisions would be made on a case by case basis after an analysis is complete; the decision would be based on maximizing the safety and efficiency of the roadway with a combination of highway and transit.

From: Cole, Larry [mailto:larry.cole@montgomeryplanning.org]
Sent: Thursday, May 16, 2013 1:54 PM
To: John Thomas
Cc: Edgar Gonzalez; Keith Bounds; Keith Kucharek; Mary Deitz; Subrat Mahapatra; Anyesha Mookherjee; Brian Young; Matt Baker; Gregory Slater; Anspacher, David; Autrey, Thomas; Dolan, Mary
Subject: RE: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

John, All of these comments are very helpful in terms of recognizing and guiding future project planning and design efforts. The high level of detail paid to the necessary coordination for the various recommended corridors, and even multiple aspects of the corridor design, will be very useful moving forward.

The most important function of this master plan though is as a policy document. The comments do include a statement of support for BRT, which is the focus of the Plan. But what's missing, or at least what I would like to see, is a concurrence with the concept of lane-repurposing where it increases person-throughput. Given that SHA has implicitly endorsed lane-repurposing on University Boulevard for the Purple Line and given our previous discussions with SHA traffic staff, I believe that we're pretty much on the same page with the philosophy even if the specific recommendations need more review.

Since SHA is responsible for most of the roads that are recommended as transit corridors in this Plan, your agency's decisions will to a large extent determine whether we have plan that is feasible. All of the issues excerpted below are

valid concerns; we realize that a lot more work needs to be done before anyone signs off on the specifics. But I don't think the detailed comments give the Planning Board any guidance as to whether we're even in the right ballpark when making decisions where the space constraints and congestion are greatest – particularly along those corridors inside the Capital Beltway where we've recommended lane-repurposing. We need more info to make final decisions on lane-repurposing, but we need SHA's concurrence, however qualified, on the concept of lane-repurposing to move forward with confidence.

There was very little discussion last week about SHA's decision in regard to lane-repurposing on University Boulevard for the Purple Line when it was discussed as part of the Long Branch Sector Plan, but it would probably be a good idea for SHA staff to attend one of the Board's BRT worksessions in June to discuss its likely applicability on other recommended transit corridors. - Larry

From: John Thomas [mailto:JThomas10@sha.state.md.us]

Sent: Thursday, May 16, 2013 12:30 PM

To: Cole, Larry

Cc: Edgar Gonzalez; Keith Bounds; Keith Kucharek; Mary Deitz; Subrat Mahapatra; Anyesha Mookherjee; Brian Young; Matt Baker

Subject: Fwd: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

Larry,

Thanks for asking for clarification about the lane repurposing issue. Our response at this stage on the lane re-purposing issue was included in both the general comments and implementation section comments (referenced below). The only thing to add at this point would be *"Analyses for both person through-put and travel time before and after should be provided for each corridor network rather than just looking at transit ridership only."*

Previously Submitted SHA to MNCPPC Comments - 5/15/2013

- As each individual corridor moves forward to the planning and design phases, a more comprehensive demand and operations analysis should be completed. This analysis should be done in coordination with SHA.
- In general, intersection capacity is a potential concern where an operational transition occurs between different types of BRT design treatments along roadway corridors where two BRT segments merge or run concurrently. To ensure safe and efficient traffic operational transitions, exclusive signal phases or extended green times will be required for BRT operations at signalized intersections which may also affect travel time of other modes, e.g., car, local bus, bicycle, and pedestrian. Coordinate with Mr. Errol Stoute, Traffic Engineering Team Leader, Office of Traffic and Safety (OOTS), SHA, at 410-787-5812 or estoute@sha.state.md.us.
- p. 9 – This plan does not fully assess potential impacts; therefore, it is premature to suggest that this plan can or will "limit" impacts to route-adjacent properties. This may be an appropriate

place to explain what this plan is not and does not set out to do. This includes explaining that this plan does not fully assess potential impacts nor analyze costs, monetary or otherwise. Furthermore, it may be appropriate to explain that implementation will require further and more in-depth study.

- p. 60 – All lane repurposings on SHA roadways shall be subject to SHA review and approval. Coordinate with Ms. Anyesha Mookherjee, Assistant District Engineer-Traffic, SHA/D3, at 301-513-7404 or amookherjee@sha.state.md.us and Mr. Errol Stoute, Traffic Engineering Team Leader, SHA/OOTS, at 410-787-5812 or estoute@sha.state.md.us.

Let us know if you have any additional questions.

Thank you,

JT

John B Thomas, PTP

Regional Planner

State Highway Administration

Regional & Intermodal Planning Division

Office of Planning & Preliminary Engineering

jthomas10@sha.state.md.us

410.545.5671

From: Matt Baker

Sent: Wednesday, May 15, 2013 4:04 PM

To: Keith Bounds

Cc: John Thomas

Subject: RE: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

Keith-

Larry Cole at M-NCPPC tells me that M-NCPPC did not seek comments from MTA; M-NCPPC's primary concern was SHA given that SHA owns many of the roads. He also asked me to take a more in-depth look at lane repurposing issues in the draft. I'm going to revisit that issue in the morning.

Thanks.

Matt

From: Keith Bounds
Sent: Wednesday, May 15, 2013 3:44 PM
To: Matt Baker
Subject: RE: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

Matt – Do you know if MTA will also be providing comments?

From: Keith Bounds
Sent: Wednesday, May 15, 2013 3:43 PM
To: Matt Baker
Subject: RE: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

thanks

From: Matt Baker
Sent: Wednesday, May 15, 2013 2:38 PM
To: 'edgar.gonzalez@montgomerycountymd.gov'; Keith Bounds
Subject: FW: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

Edgar & Keith-

I'm not sure you were included in the recipients of SHA's comments on M-NCPPC's Countywide Transit Corridors Functional Master Plan public hearing draft.

Please see the attached.

Thanks.

Matt

Matt Baker

Assistant Regional Planner, Montgomery County

Regional and Intermodal Planning Division

Office of Planning and Preliminary Engineering

Maryland State Highway Administration

410.545.5668

mbaker4@sha.state.md.us

www.roads.maryland.gov

From: Thomasina Saxon

Sent: Wednesday, May 15, 2013 2:10 PM

To: Yuqiong Bai; Matt Baker; Jeremy Beck; Lisa Choplin; Brett Deane; Steve Foster; Luis Gonzalez; Victor Grafton; Carmeletta Harris; Armando Henriquez; Barrett Kiedrowski; Rick Kiegel; Minseok Kim; Keith Kucharek; Moreswar Kulkarni; Dustin Kuzan; Paul Lednak; Michael Madden; Subrat Mahapatra; Christina Minkler; Anyesha Mookherjee; Jessica Silwick; Amy McClellan; Errol Stoute; John Thomas; Jialin Tian

Cc: Mary Deitz

Subject: M-NCPPC April 2013 Countywide Transit Corridors Functional Master Plan

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Garcia, Joyce

From: Kent Watkins <kent.watkins@yahoo.com>
Sent: Thursday, May 16, 2013 6:29 PM
To: MCP-Chair
Subject: Testimony of Kent Watkins, CEO, TOD Assoc. on 11-Public Hearing - Countywide Transit Corridors Functional Master Plan
Attachments: KW Remarks prepared for the Montgomery Co., Md. Planning commission, May 16, 2013.docx

Dear Mr. Chairman,

In lieu of testifying in person tonight, because of some exigent matters, I would like to submit my written testimony to the Planning Board and have it be part of the record.

Thank you,
Kent Watkins, CEO
CEO, TOD Associates
4940 Sentinel Dr.
Bethesda, Md. 20816
646 234 3545

**REMARKS PREPARED FOR THE MONTGOMERY COUNTY, MD.,
PLANNING COMMISSION, BY KENT WATKINS, CEO, TOD
ASSOCIATES, BETHESDA, MD. (kent.watkins@yahoo.com)**

As a citizen of Bethesda, Md., and therefore, of Montgomery Co., I am pleased to be invited to appear before the Planning Commission tonight as one on behalf of the Coalition for Smarter Growth. I support their efforts and others who are attempting to introduce affordable housing concepts and practices around the planned transit stations of the Purple Line, and to comment on the Countywide Transit Corridors Functional Master Plan.

For over forty years, my professional background has centered around improving the conditions during the early stages of planning and development of transportation capital grants for light and heavy rail corridors and stations, bus routes, and highway interchanges, the capture of value from the public investment in these systems.

In the interest of time, I ask that the attachments enclosed herein be made a part of my testimony for the record: a) my bio reflecting relevant experience of transportation and housing in Congress, HUD, large and small corporate planning and urban development; teaching, research, evaluation, writing, and presentations around the world; b) the recent changes in DOT/FTA regulations regarding this funding flexibility, with further suggestions by various public interest groups that I participate with in promoting this strategy (CTOD, Enterprise, National Housing Conference); c) the most recent PowerPoint presentation that I give to professional groups around the country and internationally regarding the increased ability of using transit funds for helping to finance affordable housing, sometimes called joint development and in other cases, transit-oriented development (TOD).

We know from utilizing a new metric called the housing-transportation cost index around the country that households incur close to 50% of their income in many cases for these two necessities. *The Master Plan and its proposed investments are a tremendous opportunity to impact on this problem, but only if we take full and early advantage of all the innovative and creative nooks and crannies of financing and also ensure that smart density involving holistic neighborhoods are developed around and along its corridor and stations.*

Thank you.

Kent Watkins
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ATTACHMENT A – KENT WATKINS SHORT BIO RE TOD



**Kent Watkins, CEO, TOD Associates, Bethesda, Md.,
kent.watkins@yahoo.com**

Kent Watkins has been involved with the issues and solutions of Transit-Oriented Development, Joint Development, value captures, TDR, TIF, and other related tools, best practices, and policy frameworks and processes for nearly forty years. and as a head of his own firm for over 30 years, working with over 600 international and national urban clients in the affordable housing and land use/transportation field, involving nearly a \$billion in grants. He has recently worked on TOD projects in San Diego and Denver, with presentations in the subject at most of the major public interest groups. He serves on the Board and housing/transportation committee of the National Housing Conference; was an expert reader for HUD's PD&R studies on TOD; and made recent forays to Shanghai/Beijing, Istanbul, Lima, Paris, and London to compare and contrast tools and processes. He has been invited twelve times to be an expert blogger for the Bi-Partisan Policy Coalition's new national housing task force, funded by the MacArthur Foundation, and given many presentations on TOD to various national organizations (NAHRO, CLPHA, MCAHA, HDR, HUD PD&R). He is a founder and chairman of the National Academy of Housing and Sustainable Communities.

He began with the early rounds of the major transportation capital grants to D.C., Miami, LA, Atlanta, and San Francisco by holding the first conference involving major stakeholders in each of those cities while he was head of the Center for Urban Studies at Florida International University, where he also taught transportation planning. He also had a grant from HUD for strategic evaluation planning for Miami and LA rapid transit systems. He served on the Joint Development Committee of the Transportation Research Board, National Academy of Sciences, which pioneered the first 'stitching' together of HUD and DOT/UMTA regulations that could best encourage affordable housing around transit stations. Before that, he served as a chief legislative aide in the U.S. House, Senate, White House, and Executive Assistant to the HUD Secretary. While in Florida, he also was on the Governor's Task Force on Transportation and Energy.

Other related stints have been as Vice-President of a Westinghouse subsidiary that participated in Operation Breakthrough and built 2,000 units of affordable housing; east coast managing partner of Marshall Kaplan, Gans, and Kahn, where he helped with the Riverwalk development in San Antonio (a different type of TOD) and new community planning in Flower Mound, Tx.; Education: William & Mary, BA; Harvard, MPA (where he also served as Associate Director of the

Center for Press, Politics, and Public Policy; Oxford, Kellogg College, AdvDipl in Local History; and Nova University (Fl), ABD; has received a Ford Foundation Outstanding Congressional Staff award; a German Marshall Fund grant to create a World Conference of Mayors and a Technology Transfer Program.

ATTACHMENT B - LETTER FROM CENTER FOR TRANSIT-ORIENTED DEVELOPMENT (CTOD), A PARTNERSHIP OF RECONNECTING AMERICA AND THE CENTER FOR NEIGHBORHOOD TECHNOLOGY (CNT), AND STRATEGIC ECONOMICS

April 5, 2013

The Honorable Peter M. Rogoff, Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Joint Development: Proposed Circular, Docket No. FTA-2013-0013

Dear Administrator Rogoff:

On behalf of the Center for Transit-Oriented Development (CTOD), we write to provide comments on the Federal Transit Administration's proposed circular on joint development, issued March 6, 2013. CTOD appreciates the opportunity to submit comments to FTA regarding its guidance on joint development activities.

CTOD is the only national effort dedicated to providing best practices, research, and tools to support equitable market-based transit-oriented development (TOD). CTOD partners work with both the public and private sectors to strategize about ways to encourage the development of high-performing communities around transit stations and to build transit systems that maximize development potential. CTOD is a partnership of Reconnecting America, the Center for Neighborhood Technology (CNT), and Strategic Economics. Reconnecting America is a national nonprofit that helps transform promising ideas into thriving communities, where transportation choices make it easy to get from place to place, where businesses flourish, and where people from all walks of life can afford to live, work, and visit. CNT is a creative think-and-do tank that advances urban sustainability by researching, inventing, and testing strategies that use resources more efficiently and equitably. Strategic Economics is an urban and regional economics and research firm.

CTOD has received federal funding to evaluate best practices in TOD, to research economic development impacts of transit investments, and to help develop standards and guidelines for TOD. However, we did not use federal funds to develop these comments. Our recommendations reflect many years of discussion with developers, local economic development directors, the transit industry, community development practitioners, land planners, academics, residents, and employers, as well as our own experience working with communities that are trying to build transit networks and promote mixed-income, transit-oriented development.

CTOD appreciates FTA's attention to joint development, as joint development is often a mechanism for creating walkable, transit-oriented communities. Such communities have numerous benefits that accrue to families and individuals as well as to public and private-sector entities, including the federal government. The impacts of mixed-income, mixed-use TOD can include reduced household expenditures on housing and transportation, increased revenues for local governments, and higher sales for local businesses, as well as improved public health and safety and protection of the natural environment. Transit agencies' contribution to TOD through joint development activities have been shown to both increase ridership on their systems and to promote economic development in the surrounding communities.

The proposed circular is an improvement over the existing guidance in several ways. First, the organization and flow of the document is logical and understandable, and the definitions of key terms and illustrative examples provided in various sections are helpful in clarifying points of confusion. Equally important is the inclusion of FTA's statement of policy, namely, that "FTA encourages recipients to undertake joint development, and promotes the recipient's ability to work with the private sector and others to pursue joint development." (Proposed Circular, II-1) This clearly articulated policy will encourage transit agencies to elevate joint development amidst their other operational priorities, which will ultimately help to create more transit-supportive communities.

We also appreciate FTA's clear explanation of the difference between joint development and TOD, two terms that are often conflated with each other. We commend FTA for the statement that "FTA's policy is to encourage TOD in all appropriate circumstances," (Proposed Circular, II-1) and suggest that FTA could strengthen this statement by also encouraging transit agencies to deploy their existing tools, such as new transit lines and joint development activities, in ways that will encourage TOD in the surrounding neighborhoods.

Within the context of our overall support for the proposed circular, we offer suggestions to improve or refine some of its elements. Our suggestions stem from our work with transit agencies on joint development and TOD, including a roundtable we hosted in 2011 on the topic for FTA. In general, we believe the circular should lay out a process and requirements for joint development that are as clear and simple as possible, to avoid confusion and delay during the time-sensitive project development process. In addition, we urge FTA to keep requirements as flexible as possible, since joint development goals and project details will differ significantly from one region to another, and even within regions. The questions and suggestions below are intended to assist FTA in achieving those goals.

1. Revenue Requirements

a. CTOD recommends that FTA acknowledge other benefits of joint development for transit agencies besides revenue generation.

CTOD recognizes that revenue generation for transit agencies is an important goal of joint development projects, particularly in these fiscally constrained times. We also believe that joint development serves other important goals, including increased ridership and economic development (both of which help to make the case for increased support to transit from local communities, so in a sense they can be seen as potential revenue raisers as well). Joint development can create value to the community and region when design patterns allow a reduction in cost of living by lowering the costs of transportation through increased transit, bicycle, and walking trips, allowing people to put more of their money back into the local and regional economy.

We are concerned that the proposed circular appears to elevate revenue generation above other goals. For example, on page II-2 the circular states, "FTA's policy is to maximize the utility of FTA-funded projects and encourage transit agencies *to generate program income* through joint development." (Emphasis added.) Similarly, on page II-3, the circular states that a joint development project must "*produce revenue* and reserve a fair share of that revenue for public transportation" (emphasis added); the italicized phrase appears to be a new requirement that did not appear in previous guidance. The emphasis in the circular on production of revenue for the transit agency could give the impression that FTA will not approve joint development projects that serve other important goals, such as catalyzing development in a weak-market area or providing affordable housing. CTOD therefore recommends that FTA explicitly acknowledge in the circular that increased ridership and economic development, among others, are important outcomes of joint development projects.

b. CTOD recommends that FTA not introduce a new requirement but rather continue to rely on local determination of "fair share of revenue."

CTOD appreciates FTA's retention of the provision in the existing guidance that allows a transit agency's Board of Directors (or equivalent governing body) to determine whether the terms of the joint development project are commercially reasonable and fair to the agency. The local agency is in the best position to understand the interplay between the agency's goals, market conditions, community needs, local and regional requirements, and other factors that will help to determine whether the share of revenue to be received by the transit agency is fair.

We are therefore concerned that the circular introduces a new requirement that FTA approve the amount of revenue as “meaningful.” (Proposed Circular, III-6) The introduction of this new requirement raises the possibility that FTA may reject a proposed project based on the actual amount of revenue to be received, even after the local Board of Directors has determined that the transit agency will receive a fair share of revenue. “Meaningful” is also a subjective term, which could differ depending upon who is doing the review. Moreover, the amount of revenue generated by joint development projects has historically been relatively small compared to transit agencies’ overall budgets, raising the question of whether any realistic amount of revenue from joint development would be considered meaningful.

An additional point of concern stems from comments made by FTA staff on a March 28, 2013 public webinar on the proposed circular. In discussing the fair share of revenue, staff introduced the idea that fare revenue from increased ridership could only be considered part of the “fair share of revenue” if it was a “net positive” to the transit agency, an apparent change from current practice.

We urge FTA not to impose additional restrictions on the evaluation of “fair share of revenue” by requiring transit agencies to demonstrate that revenue is “meaningful” or that an increase in fare revenue is a net positive for the agency. In order to achieve the dual goals of establishing requirements for joint development that are both clear and flexible, we recommend that FTA continue its practice of relying on a local determination of fair share.

2. Relationship to New Starts Program’s Affordable Housing Criteria

a. CTOD recommends that FTA explicitly state that transit agencies can support affordable housing through joint development.

As you are aware, FTA recently issued a final rule governing the evaluation criteria for the New Starts program. As part of that rule, FTA included, for the first time, an evaluation of the number of affordable residential units in place around proposed transit stations and of the plans and policies in place to support preservation and creation of additional affordable units. CTOD has commended this approach due to the benefits it will provide the new transit line as well as the families occupying the units. In addition, the new rule allows transit agencies to undertake joint development activities as part of their New Starts project without having to include the joint development costs in the New Starts project’s cost-effectiveness evaluation. FTA explicitly stated that it intended this change to remove a disincentive to transit agencies conducting activities as part of the New Starts process to achieve a more transit-supportive environment around the future stations. Taken together, these two rule changes create the potential for a significant increase in affordable housing around new transit lines.

As currently proposed, the circular does not mention affordable housing production as a possible goal of joint development, despite the fact that locating affordable housing near transit is one of the most effective ways of increasing transit ridership.¹ Given FTA's recognition in the New Starts context of the value of locating affordable housing near transit, we recommend that FTA make clear that the circular not only allows but encourages transit agencies to support affordable housing preservation or production through joint development. Such a statement will help to ensure that FTA's position on the importance of affordable housing is consistent across programs.

1 See, e.g., "Locating Affordable Housing Near Transit: A Strategic Economic Decision," Reconnecting America, September 2012.

3. Additional Points of Clarification

a. FTA should clearly explain the relationship between joint development and incidental use, and clarify that non-profit uses are permitted in both cases.

The proposed circular states that transit agencies may pursue joint development through incidental use of real property. (Proposed Circular, II-4) However, in the section explaining incidental use of real property (pages IV-4 and IV-5), the circular does not indicate whether, and to what extent, a proposed incidental use of transit property is subject to the joint development requirements outlined in Chapter III. Instead, the circular lists considerations for incidental use from the Grant Management Requirements Circular, 5010.1D (which the proposed circular is intended to supersede as it pertains to joint development). Taken together, these sections of the proposed circular raise questions about whether incidental use should or should not be considered joint development.

Similarly, FTA should clarify the statement in the section on incidental use that "[w]hile FTA is particularly interested in encouraging incidental use as a means of supplementing transit revenues, non-profit uses are also permitted under certain circumstances." (Proposed Circular, IV-5) The circular gives no indication as to what those circumstances would be. We note that in the section on "Use of Real Property," the circular states that "[i]n approving a use of real property, or property rights, FTA will rely on the project participants, including, notably, the grant recipient, to determine the appropriate use of real property for joint development." (Proposed Circular, IV-1) This statement suggests that it is the transit agency, not FTA, that should determine when a non-profit use, such as community services or affordable housing, is appropriate as an incidental use. FTA should clarify that its approval of an incidental use will not depend upon the

type of use, but rather upon whether that use interferes with the public transportation use of the property.

b. FTA should explicitly state that land sales are possible under joint development rules.

Under current guidance, transit agencies cannot sell land in fee simple for a joint development, but they can sell land with a reservation of rights sufficient to allow the agency to retain satisfactory continuing control and to ensure that the land remains in a transit use. The ability to sell land in joint development projects has been used in several situations, particularly in situations in which the land would not generate enough lease revenue to justify the staff time required to manage the lease, or in cases in which the financing sources require the developer to own the underlying land. Our reading of the circular suggests that FTA does not intend to change this eligibility, and that the full list of possible arrangements (including "sale") on page IV-3 is intended to apply to joint development projects. However, because the circular does not explicitly state that sales (other than fee simple sales) are allowed in joint development, it could be interpreted to allow only leases. We therefore recommend that in order to provide clear and flexible guidance, FTA explicitly state that sales (other than fee simple sales) are permitted under joint development rules.

c. FTA should clarify that the 2011 pedestrian and bicycle policy guidance *de facto* thresholds for a functional relationship to transit apply in the joint development context.

The proposed circular states that it supersedes joint development provisions included in the 2011 Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law (Proposed Circular, page 1). However, that guidance is cited later in the circular, in the section on functional relationship to public transportation, to provide more specific information about the distance most people will walk or bicycle to a transit station. (Proposed Circular, III-5) It is not clear whether the guidance is cited merely as an illustrative example, or if FTA's intention is that joint development projects that are within the thresholds in the 2011 guidance (1/2 mile for projects with a pedestrian component and 3 miles for projects with a bicycle component) will have a *de facto* relationship to public transportation. Greater clarity on this point would be useful.

d. FTA should clarify the impact of Full Funding Grant Agreements on parking requirements in joint development.

In our previous work on joint development, CTOD has identified parking requirements as one of the biggest points of confusion. In particular, it is not clear to many participants in joint development projects whether, and how much,

parking must be replaced if parking spaces are converted to another use. While we appreciate FTA's clear statement that under joint development rules, FTA does not require one-to-one replacement, the circular does not adequately explain how requirements from the New Starts program might limit that flexibility. The discussion of Full Funding Grant Agreements in the section on parking states that transit agencies must achieve "certain 'user benefits'", the implication being that elimination of parking spaces could affect the agency's ability to achieve those benefits. Since "user benefits" is not a defined term in the recently-issued New Starts regulation, FTA should clearly articulate what provisions in Full Funding Grant Agreements could require replacement parking, and provide examples of scenarios in which one-to-one replacement would and would not be necessary for projects on land that was +funded through an FFGA.

e. FTA should clarify the applicability of the circular to joint development projects in which the land was purchased with non-FTA federal funds.

In recent years, transit projects have received federal funding from sources beyond FTA's programs, including FHWA's Surface Transportation Program and Congestion Mitigation and Air Quality Program and DOT's TIGER and TIFIA programs. We hope and expect that these programs will remain important sources of funding for transit going forward. In order to avoid confusion, FTA should clearly state whether and to what extent the circular applies to transit-agency owned land that was purchased with federal funding or financial assistance from non-FTA programs.

4. Comments on Process.

a. CTOD recommends that FTA include graphics such as a flow chart and timeline to help clarify the approval process, as well as additional illustrative examples.

As noted above, the proposed circular greatly improves on the organization and clarity of the previous guidance. In order to make the circular as clear and simple as possible, CTOD recommends that FTA include a flow chart indicating when FTA or other federal requirements are triggered during a joint development project, along with a schedule or timeline for FTA review and approval (including an indication of which decisions will be handled by headquarters and which by regional offices). Joint development projects are by their nature time-sensitive, as market conditions and developer interests can change in a relatively short timeframe. For this reason a clear understanding and shared expectations among all parties regarding the review process and timeline is essential.

In addition, the circular should offer more examples of actual scenarios and acceptable outcomes, such as model language for achieving satisfactory

continuing control, possible shared parking arrangements, and example situations in which NEPA does and does not apply. While such examples cannot be expected to cover every scenario, they can serve as a helpful guide to transit agencies and other joint development participants as well as FTA regional staff charged with reviewing proposed joint development projects. A nationally available database of FTA-approved joint development projects, as called for in comments to this docket by the American Public Transportation Association, would also help by supplementing the illustrative scenarios included in the circular with real-life examples.

CONCLUSION

CTOD greatly appreciates the opportunity to provide this input into FTA's Proposed Joint Development Circular. We look forward to continuing to work with FTA to expand the use of joint development and other land disposition activities to support the creation of equitable transit-oriented development. In the meantime, please contact Sarah Kline at (202) 429-6990 x202 or skline@reconnectingamerica.org with any questions about these comments.

ATTACHMENT B(2) – LETTER FROM NATIONAL HOUSING CONFERENCE AND ENTERPRISE

April 5, 2013

Peter M. Rogoff Administrator, Federal Transit Administration
U.S. Department of Transportation 1200 New Jersey Ave SE
Washington, DC 20590

Docket Number FTA–2013–0013: Joint Development – Notice of Availability of Proposed Circular and Request for Comments

Dear Administrator Rogoff:

Enterprise Community Partners and the National Housing Conference¹ appreciate the opportunity to submit comments on the Federal Transit Administration's (FTA's) Notice of Availability of the Proposed Joint Development Circular and Request for Comments. We applaud FTA's explicit recognition of the benefits of joint development, its policy to encourage transit agencies to utilize this tool to bring additional benefits to public transit systems, and its effort to simplify the joint development process by combining all relevant policies into one Circular. There is a history of successful joint development projects that include affordable housing and community facilities/services, and the Proposed Circular maintains the regulatory framework in which this is possible. However, we believe that changes could be made to the Circular that would improve both the inclusiveness

and overall performance of joint development projects by encouraging greater adoption of these types of projects. Drawing on our expertise in the fields of affordable housing, community development, and transit-oriented development, we offer the following comments:

Enterprise Community Partners (Enterprise) is a national nonprofit organization that creates opportunity for low- and moderate-income people through affordable housing in diverse, thriving communities. Enterprise provides financing and expertise to community-based organizations for affordable housing development and other community revitalization activities throughout the U.S. Since 1982, Enterprise has raised and invested more than \$11.5 billion in equity, grants and loans to help build or preserve nearly 300,000 affordable rental and for-sale homes to create vital communities and more than 410,000 jobs nationwide.

The **National Housing Conference (NHC)** represents a diverse membership of housing stakeholders including tenant advocates, mortgage bankers, non-profit and for-profit home builders, property managers, policy practitioners, realtors, equity investors, and more, all of whom share a commitment to a balanced national housing policy. Since 1931, NHC has been dedicated to ensuring safe, decent and affordable housing for all in America – That commitment bringing together our broad-based membership has earned us a reputation as the United Voice for Housing engaging in nonpartisan advocacy on housing issues.

A. FTA should explicitly include affordable housing as a permissible joint development project. Furthermore, FTA should leverage the recent changes to the Major Capital Investments Projects (New Starts/Small Starts) regulations and highlight joint development as a tool for meeting the new affordable housing-related rating factors.

B. We believe that FTA should continue its policy of allowing flexibility in determining the Fair Share of Revenue earned by joint development projects, as described in the proposed guidance.

C. FTA should make clear that the aforementioned flexibility applies both for leased property and for property that is sold with a deed restriction or other legal instrument that ensures that the FTA funding recipient maintains continuing control.

D. FTA should remove or clarify its reservation of the right to decline funding if the project does not “generate a meaningful amount of revenue,” and give FTA funding recipients maximum flexibility in determining that it is receiving a fair share of revenue.

E. Significant lessons can be learned from examining the experiences of FTA funding recipients and developers in undertaking joint development projects.

In addition to these comments, we support the comments and recommendations offered by the Center for Transit-Oriented Development in their response, particularly as they relate to the relationship between joint development and incidental use, parking requirements, and the joint development approval process.

A. Explicitly Include Affordable Housing as a Permissible Project; Highlight Connection to New Starts/Small Starts Rating Factors

According to the Proposed Circular, FTA has an interest in a funding recipient's joint development project when "(1) FTA funds are used for a capital project related to the development or (2) joint development takes place on real property that was, or will be, purchased with funds administered by FTA," and that such projects can include "commercial, residential, or mixed-use development" (Definitions, I-2). Under this definition, the development of affordable housing has been and continues to be an eligible type of joint development, given that it clearly falls under the category of residential development. That being said, we recommend that the Circular should explicitly list affordable housing as an eligible type of joint development because the development of affordable housing near public transit stations is important to the achievement of federal transportation objectives.

In addition to providing direct revenue to the FTA funding recipient, residential and commercial development in close proximity to public transit stations can increase and stabilize ridership, which provides a financial benefit to the transit system. Ridership can be further enhanced by paying attention to the types of projects that are built. Research shows that lower-income households make up a significant portion of transit ridership.(2)

(2) Nearly 66 percent of transit users had household incomes below \$50,000 (in 2004 dollars). Neff, John, and Larry Pham. 2007, May. A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys. Washington, DC: American Public Transportation Association.

Therefore, affordable housing and community facility/services projects that focus on increasing transit access to these households can further enhance the effectiveness of the project itself through increased ridership and the associated benefits for alleviating traffic congestion and improving the environment through reductions in vehicle miles traveled.

In a separate context, FTA has already recognized the importance of affordable housing to the inclusivity and overall functioning of public transportation projects by adopting rating factors for its New Starts program that measure both "existing

affordable housing in the project corridor” and “policies in place to support maintenance of or increases to the share of affordable housing in the project corridor” (49 CFR Part 611 Appendix A). Given that decisions related to affordable housing development are often made by municipal governments, housing departments and agencies, and the private sector, joint development is one of the most powerful and direct tools at a New Starts project sponsor’s disposal to comply with these standards.

To underscore the importance of affordable housing in achieving these goals and the connection with New Starts, we recommend adding language to the final Joint Development Circular that explicitly highlights the role of affordable housing joint development activities and policies in achieving a high rating for New Starts projects. Please refer to Appendix A for specific suggested language.

B. Maintain Flexibility in Calculating a Fair Share of Revenue

We support FTA’s decision to continue to give flexibility in determining the fair share of revenue, and to refrain from setting a monetary threshold (Criterion 3, page III-6). As stated above, the development/preservation of affordable housing near transit has the potential to provide additional revenue to the FTA funding recipient beyond what could otherwise be expected. Therefore, FTA funding recipients undertaking joint development should have the flexibility to look beyond the amount of revenue that can be obtained upfront and account for these ongoing incremental revenue streams when determining that it is receiving a “fair share of revenue.” (3)

(3) These incremental revenue streams could account for both (1) the increased ridership resulting from the development project, as opposed to the existing site use; and (2) the additional travel mode capture rate for projects that serve low- and moderate-income populations.

Some benefits of joint development are not easy to quantify. They can include direct benefits (such as efficiencies from coordinating maintenance and services with a joint development partner) or indirect community benefits (such as revitalization of the surrounding neighborhood, increases in the local tax base, and broader economic development effects). Therefore, we recommend that FTA explicitly recognize that joint development can be used as a tool to meet goals other than direct revenue generation.

C. Provide Greater Clarity on the Eligible Methods of Land Conveyance for Joint Development

We believe that Circular could be further improved by providing greater clarity on the manner in which transit agencies can convey land to a third-party partner for joint development. Based on our conversations with practitioners in several

markets, there seems to be differences of opinion on whether land or other real property intended for joint development must be leased, or whether it can also be sold under specific conditions.

There is general acceptance that the FTA funding recipient may enter into a lease agreement with a third party to undertake an eligible joint development project, provided that the recipient receives a fair share of revenue as part of this agreement (using the standards described above) and other relevant joint development criteria.

However, there seems to be misunderstanding on whether a real estate asset can be sold under certain conditions as part of a joint development project. Based on our conversations with practitioners and our reading of the relevant laws and regulations, the concept of "satisfactory continuing control" is a criterion that must be met for the project to be considered an eligible joint development. A recipient can maintain the requisite satisfactory continuing control if legal instruments are in place to ensure that the project continues its originally authorized public transportation purpose for the duration of its useful life.⁴ A straightforward, fee-simple sale – without other conditions – would not satisfy this requirement, and therefore the transaction would not qualify as joint development and would have to meet the relevant property disposition guidelines.⁽⁵⁾

(4) Circular Overview, II-1; Eligibility of Joint Development as a Capital Project, II-4; Real Property Considerations, IV-2

(5) Real Property Considerations, IV-7

Based on our conversations and analysis, we believe that a transaction (including a sale) with terms that include a legal instrument (such as a deed restriction, easement or covenant) that meets FTA's standards of "satisfactory continuing control" would be eligible for joint development. In this scenario, it is our understanding that the "fair share of revenue" standard would apply. This would allow the FTA funding recipient to accept a lower upfront purchase price for the property, provided that there is sufficient ongoing incremental revenues (as described in Section B of this letter) to meet the "fair share of revenue" standard. These types of projects are already being implemented by recipients such as TriMet in Portland to great success (see Section E below).

These conclusions may not be clear to readers under the guidance as currently drafted. Without explicit clarification that such projects are eligible, we are concerned that in some cases a more restrictive reading of these rules might be adopted that limits the eligible methods of conveyance for real estate for joint development projects. To correct these different interpretations and eliminate uncertainty, we strongly recommend that FTA explicitly clarify that real property

for joint development can be both sold and leased using the fair share of revenue standard, provided that the FTA funding recipient maintains satisfactory continuing control and meets other relevant criteria.

D. Clarify FTA's Right to Decline Funding

The Proposed Circular includes a change that mandates that FTA must have an opportunity to review and approve the amount of revenue received by the funding recipient as "meaningful" (Criterion 3, III-6). However, the Circular does not define what is meant by this term. According to previous versions of the joint development guidance, this determination is currently made at the sole discretion of the recipient's Board of Directors or similar governing body.⁶ While we recognize FTA's interest in ensuring that FTA-funded joint development projects are financially beneficial, we are concerned that: (1) this additional layer of review will add to the compliance burden for joint development and lead to delays in project implementation and (2) the lack of clarity on what constitutes "meaningful revenue" could lead to projects being unnecessarily rejected by FTA. Given the often limited resources to support transit-related activities, it is in the interest of FTA funding recipients to ensure that they are receiving a fair or meaningful return. Therefore, we believe that an additional layer of review from FTA is unnecessary. However, if FTA decides to retain this proposal in the Final Circular, we offer two recommendations:

(6) Notice of Final Agency Guidance on the Eligibility of Joint Development Improvements Under Federal Transit Law, Federal Register Volume 72, Number 25 (7 February 2007), <http://www.gpo.gov/fdsys/pkg/FR-2007-02-07/html/E7-1977.htm>

(7) Pollack, M. and Kniech, R. (2010). *Making Affordable Housing at Transit a Reality: Best Practices in Transit Agency Joint Development*. Denver: FRESC and Enterprise Community Partners.

Projects analyzed as part of this report included:

- Downtown Redmond (386 rental units, 20% affordable up to 80% AMI); King County DOT/Metro Transit - Seattle metropolitan region
 - West Gresham Apartments (27 rental units affordable between 30-60% AMI), Tri-Met, Portland metropolitan region
 - Stobridge Court (96 rental units for seniors and families earning 40-50% AMI) BART, San Francisco metropolitan region
- FTA should work with its funding recipients to develop an efficient, timely review process that minimizes applicant burden.
- FTA should work with its funding recipients to provide greater clarity on what constitutes a meaningful amount of revenue while still preserving the recipients' flexibility in determining that it is achieving a sufficient financial return or meeting other policy goals.

E. Issues that Arise in Joint Development Projects

FTA has requested that respondents highlight specific issues that arise in joint development projects. In 2009, Enterprise and FRESA released a report that highlighted best practices in joint development. The report analyzed transit agency approaches to affordability in joint development in 24 of the 25 major transit agencies in the country. Though the survey was not limited to projects in which FTA has an interest, many of its findings are useful in highlighting best practices and challenges related to FTA joint development. We offer the following observations, based on the report and our continuing work in this field:

Transit agency joint development policies can have a significant impact on the provision of affordable housing near transit. As of 2009, at least nine transit agencies had joint development policies that include affordable housing and six others had practices of including affordable units in projects even in the absence of written policy. Policies included specific percentage goals, a related affordable housing trust fund, and non-binding policies requiring agencies to “encourage” or “support” affordable housing. As a result, joint development projects have included over 3,400 units of affordable housing, with many more expected to have been subsequently completed and placed-into-service.

Surveyed transit agencies reported that affordable housing generates increased ridership and fare revenue, creates efficiencies and cost savings through shared parking, and increases equitable access to transit.

Several jurisdictions have successfully utilized a competitive RFP process where an affordability goal is explicitly stated or is given preference in the selection process, for both land sales and long-term leases.

Transit agencies have the ability to be “patient landholders,” able to keep control of important properties for development at a later date (i.e., when the transit station is operational). This is an important role in the development of transit-oriented affordable housing, as resources for holding land for development are often limited.

Transit agencies, such as Tri-Met in Portland, OR, have established the best practice of demonstrating that a fair share of revenue can be earned by incorporating the long term fare revenue increases from increased ridership as a compensating factor for a lower up-front land cost.

Institutional culture and expectations make a difference.

o At the time the report was written, Bay Area Rapid Transit (BART; California) had no official policy on affordable housing. However, the combination of

BART's institutional willingness and a strong set of statewide policies that provide a framework for transit-oriented affordable housing have resulted in the development of several affordable housing projects. In Los Angeles, there is a non-binding policy that "encourages" income diversity in residential housing; as a result, 22% of joint development units are affordable.

o Conversely, some transit agency staff members and/or their board of directors take a more narrow view of their role, focusing more on the issues more directly related to the operation of the transit system. Others prefer to maximize upfront revenue/profits rather than seeking out arrangements which serve multiple policy goals. Finally, a transit agency may lack the resources or capacity to undertake more complex joint development projects. In these scenarios, it is more difficult to undertake equitable joint development projects. Potential partners must dedicate additional time and resources to building relationships with key stakeholders and highlighting the benefits of transit-oriented affordable housing and community development projects. We hope that this guidance will spur more agencies to reconsider their views on joint development.

□ Joint development can require a much lengthier implementation process than some other real estate transactions. In addition to the standard time it takes to design a project; assemble financing; obtain site control, necessary entitlements and permits; and construct a project, partners in a joint development project must also account for the time it takes to go through the FTA approval process. Shortening development timelines can reduce both complexity and cost, creating more efficient results for both the developer and the FTA funding recipient. Therefore we encourage FTA to consider additional measures to streamline its approval processes and maximize efficiency. In order to streamline joint development projects that incorporate affordable housing, we recommend that FTA continues to work with the Department of Housing and Urban Development to reduce or eliminate any duplicative reviews or approvals.

Once again, we commend FTA on the important steps it has taken thus far to clarify its joint development policies and maximize the community benefits of public transit investments. We greatly appreciate the opportunity to share our experience and ideas. We stand ready to work with FTA moving forward to successfully implement joint development projects, and to promote best practices in promoting healthy communities through transit-oriented affordable housing and community development. Please contact Michael Spotts, Senior Policy Analyst; Enterprise Community Partners (mospotts@enterprisecommunity.org) for any questions or clarifications.

Appendix A: Recommended Language Highlighting Nexus between Joint Development and Major Capital Investments Projects

Relationship between joint development and Major Capital Investment Projects (New Starts/Small Starts)

In 2013, FTA amended its rule governing the New Starts/Small Starts program (49 CFR Part 611; Appendix A). The Final Rule included the adoption of rating factors that measure both “existing affordable housing in the project corridor” and “policies in place to support maintenance of or increases to the share of affordable housing in the project corridor.” Residential development that includes an affordable housing component is an eligible joint development activity, and therefore can be utilized by project sponsors to help meet these respective standards.

The following are illustrations of some of the ways in which affordable housing joint development activities can assist project sponsors in developing a successful New Starts proposal:

- Existing affordable housing in the project corridor (Existing Land Use Criterion) – A joint development project that is implemented within a proposed project corridor and incorporates legally binding affordability restricted housing units (as defined in the New Starts Final Guidance) would increase the supply of existing affordable housing within the proposed corridor, which is measured as part of the Existing Land Use Criterion.

- Local plans and policies in place to support maintenance of or increases to affordable housing in the project corridor (Economic Development Criterion) – In order to receive a strong rating under this criterion, project sponsors will have to demonstrate that there is a proactive effort on the part of local stakeholders, including the transit agency or other FTA funding recipient, to develop and preserve affordable housing in the proposed project corridor. Joint development activities can assist transit agencies or other project sponsors with demonstrating this proactive commitment to affordable housing near planned transit stations in several ways, including but not limited to: (1) adopting policies for joint development that set requirements, thresholds, goals or preferences for projects that incorporate affordable housing; (2) dedicating resources (including monetary and real property) specifically for joint development projects with an affordable housing component; and (3) undertaking joint development activities with an affordable housing component within the project corridor, thus demonstrating developer activity.

□ Enrichments (Cost Effectiveness Criterion) –An enrichment is an “improvement to the transit project that is non-integral to the basic functioning of the project, whose benefits are not captured in whole by other criteria, and is carried out simultaneous with grant execution and may be included in the Federal grant.” The purchase of real property for an eligible joint

8 49 CFR Part 611; Appendix A (f)(5)

9 49 CFR Part 611; Appendix A (g)(1)(ii)

10 49 CFR Part 611; Appendix A (a)(1) 9

development activity (including affordable housing) qualifies as an enrichment to the project. According to the final rule, the costs that project sponsors incur by undertaking such activities will not count against the project's cost effectiveness rating.

ATTACHMENT C - WATKINS CURRENT PROJECTS TOD

PLAY GETTING IN THE TRANSIT-ORIENTED DEVELOPMENT (TOD)
LAW FUNDING YOUR DEVELOPMENT WITH
CENT OF TRANSPORTATION

Ken Watkins, CEO, Urban
Innovations and TOD Associates
ken.watkins@uah.com

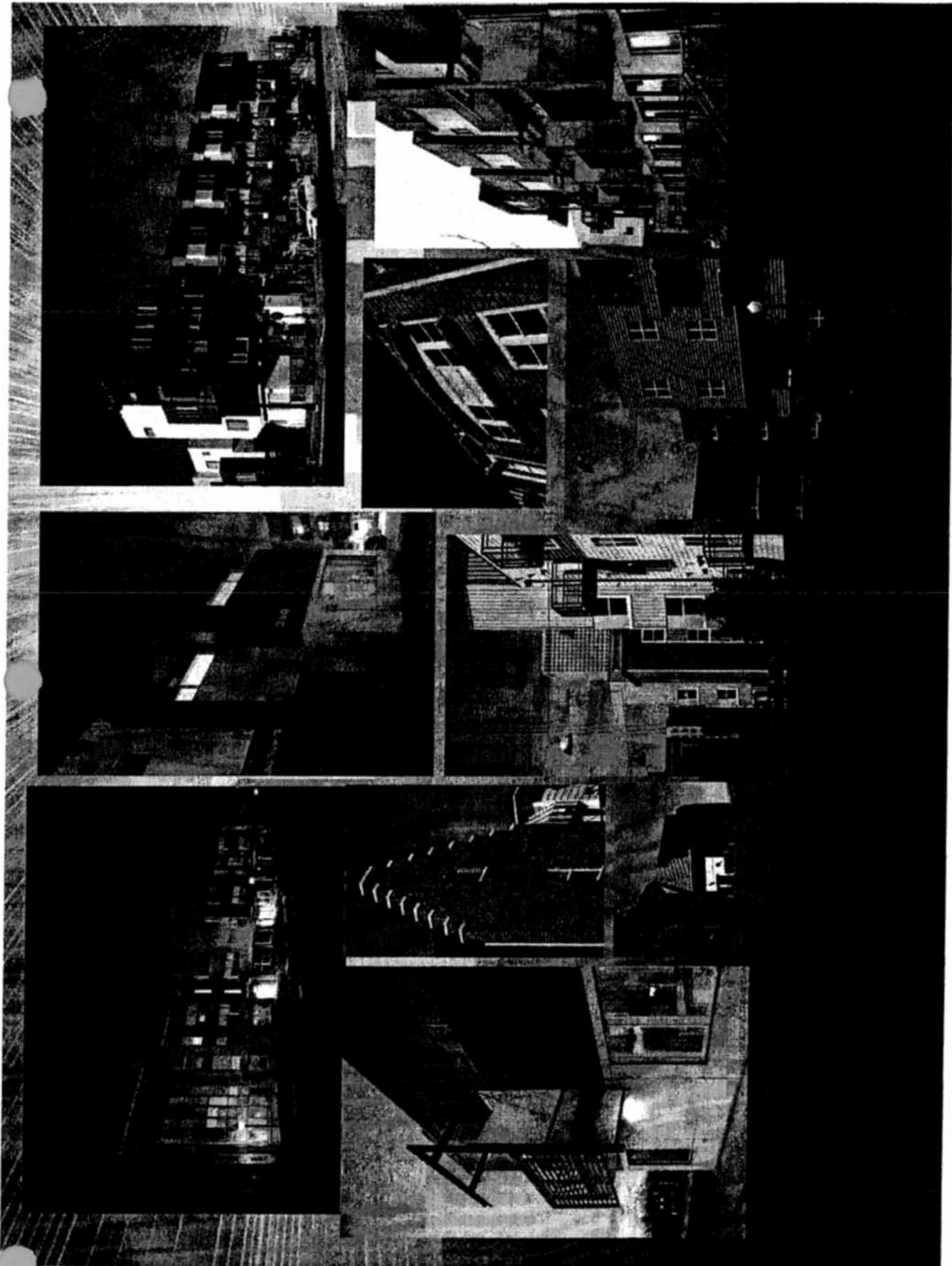
HOUSING at the Center for the Law

INSTITUTE TOD PANEL

APRIL 26, 2013

INTRODUCTION

- Thank you, Margaret and Kurt. Thanks also to Lisa and all those who put in so much work to make this happen.
- My role today is to provide a *brief overview of Affordable Housing and Transit-Oriented Development* as it applies to the interests of the audience, and to pass along some information concerning FTA's latest comment period regarding a draft set of new guidelines related to "Joint Development" on property owned (or to be purchased by) transit agencies supported by FTA funds. The new guidelines will have a direct impact on the circumstances under which transit agencies are able to work collaboratively with developers and others on affordable housing and other forms of transit—oriented development.
- How can we integrate this into HUD programs like Choice Neighborhoods/HOPE VI, as well as DOT's discretionary and formula grant programs, such as TIGER, New/Small Starts, and proposed demonstrations; EPA's Smart Growth initiatives; Education's ECE and Promise Neighborhoods, Labor's Workforce Housing, HHS's CHIP, Healthy Homes, and other programs, Energy's Block Grant program, and so forth.



U.S. – SOME LIVABILITY PRINCIPLES

▪ The federal Partnership for Sustainable Communities established six livability principles that act as a foundation for interagency coordination for EPA, HUD, and DOT (and hopefully other departments):

- 1. Provide more transportation choices.**
- 2. Promote equitable, affordable housing.**
- 3. Enhance economic competitiveness.**
- 4. Support existing communities.**
- 5. Coordinate policies and leverage investment.**
- 6. Value communities and neighborhoods.**

▪ Again, does any of this matter with regard to your efforts in the present national situation? What can we do? Why TOD?

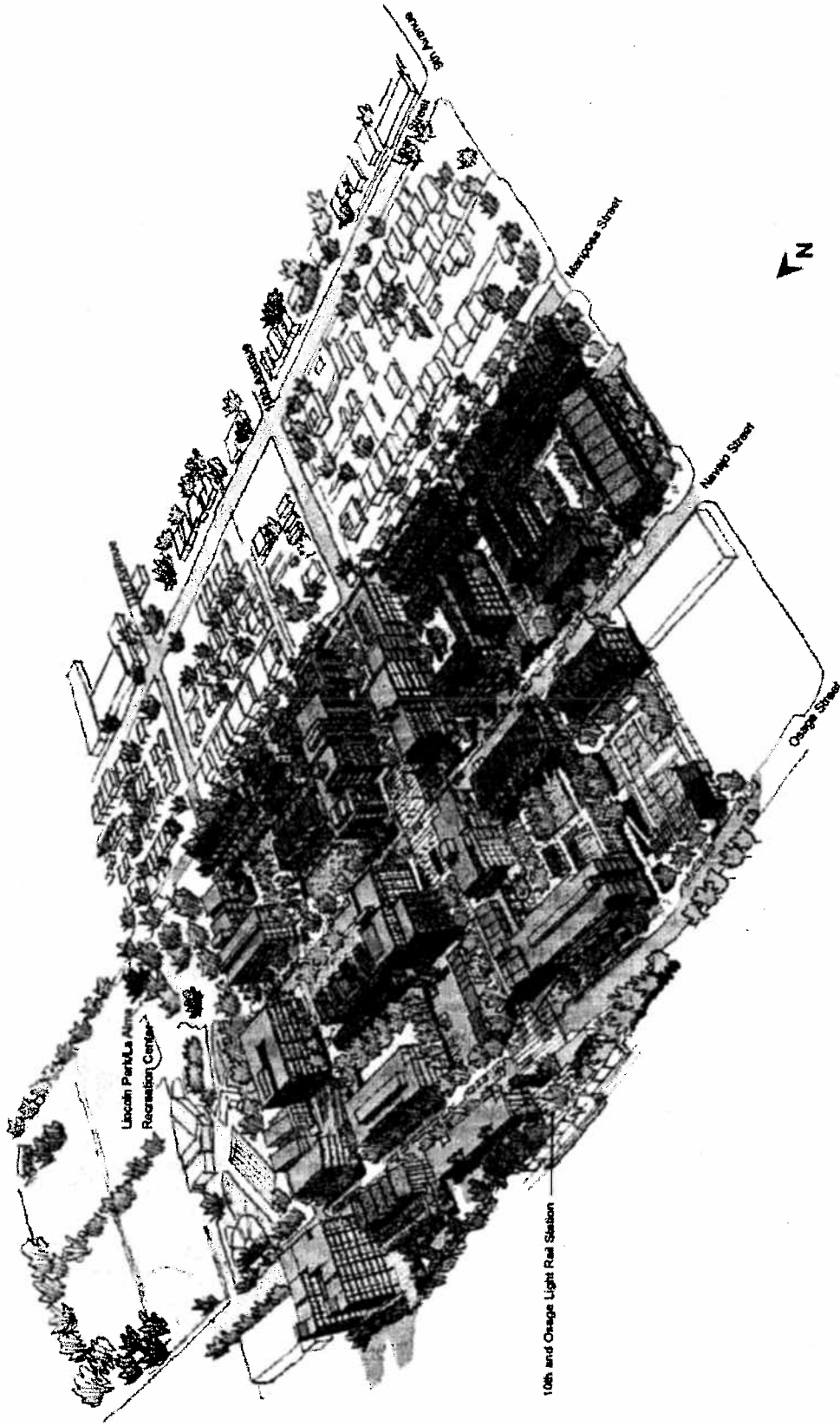
The Central Questions to Consider

- *The Title Page* is the 10th and Osage light rail station in Denver, first jewel in the West Corridor planning. Across the street is the 270-unit South Lincoln Homes, managed by the Denver Housing Authority. It's in the La Alma neighborhood that also contains DHA's N. Lincoln Homes, retail, light industry, an arts district, a major health center, ECE to high school to major university campus, parks, low to moderate priced homes, close to the Central Business District, and in need of redevelopment as a mixed income TOD. It has just undergone a major master planning process and was awarded one of the last HOPE VI grants for \$22 million. *What additional financing can your agency hope to find through the new HUD-DOT-EPA partnership? Or other mechanisms?*

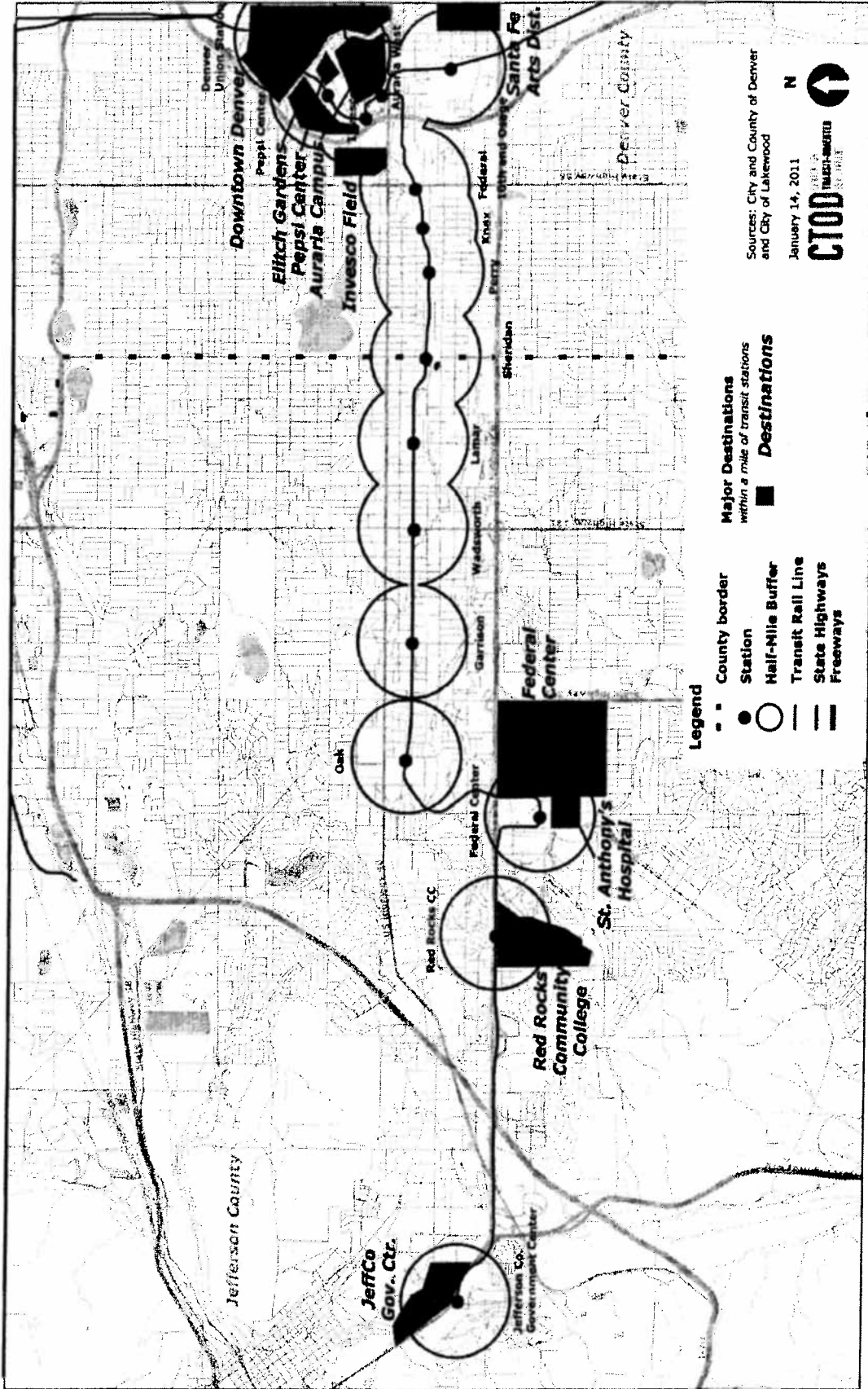
South Lincoln

STATION AREA PLAN

MASTER PLAN
FINAL PREFERRED PLAN: BIRDSEYE VIEW



THE WEST CORRIDOR IS AN EXAMPLE OF A "DESTINATION CONNECTOR" CORRIDOR. DESTINATION CONNECTORS LINK RESIDENTIAL NEIGHBORHOODS TO MULTIPLE ACTIVITY CENTERS, INCLUDING EMPLOYMENT, MEDICAL, AND COMMERCIAL CENTERS AND ACADEMIC CAMPUSES



CONTINUAL BARRIERS TO PROGRESS REGARDLESS OF WHERE YOU LIVE AND WORK

- LAND USE CHOICES TIED TO CULTURAL VALUES, GEOGRAPHY, ECONOMICS, GOVERNANCE, POWER = VALUE CAPTURE (PRIVATE VS. PUBLIC), DENSITY (HIGH RISES ARE 'BAD'), NIMBY; GASOLINE AND LOVE OF THE ROAD/CAR; PUBLIC SILOS RATHER THAN INTEGRATED PLANNING AND DELIVERY PACKAGES (CONGRESSIONAL COMMITTEES, DEPARTMENTS); PROFESSIONAL GUILD-THINK; LAWS AND REGULATIONS; LAYERS OF FINANCING RATHER THAN SINGLE SOURCES (BLOCK GRANT, E.G.)

- YOUR TURN

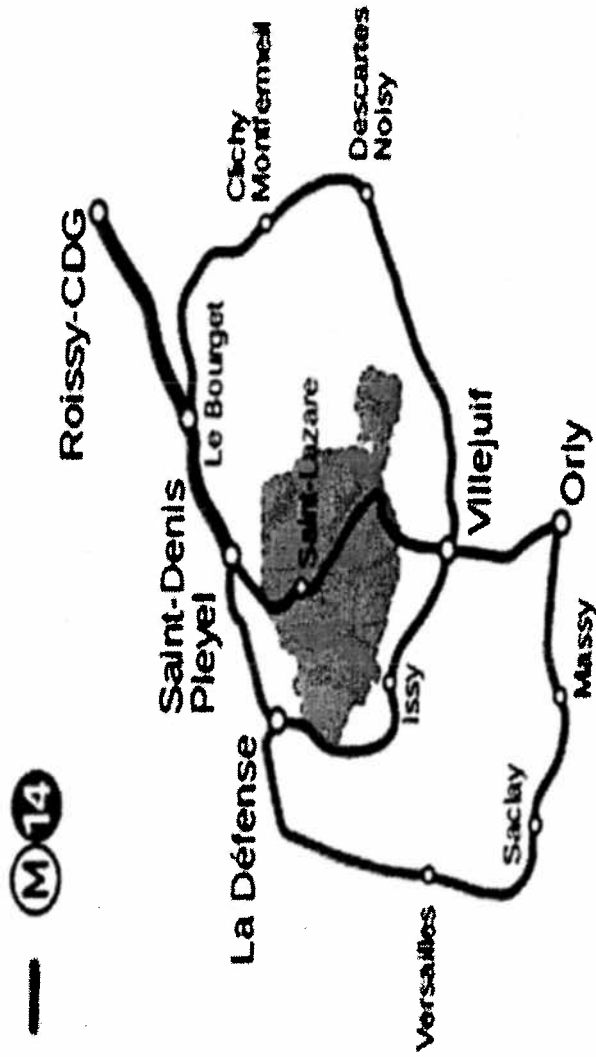
INTERNATIONAL EXAMPLES

- **LE GRAND PROJECT – PARIS**
- **THE OLYMPICS REDEVELOPMENT AREA – LONDON**
- **BEIJING/SHANGHAI**
- **ISTANBUL**
- **LIMA**
- **NEW DELHI (PENDING)**

LE GRAND PARIS PROJECT

- Most recently, I returned from Paris talking with transportation, housing, and urban planners and doers who are involved in the *Grand (Greater) Paris project*;
- 10-year plan, one development authority, 100 miles of new trains linking suburb to suburb with 57 new stations and **70,000 new housing units a year** around those stations;
- 140 mayors involved with their fiefdoms, and representing every political party from their tea-partiers to the communists;
- Financing - 35 billion euros for the transport alone.
- Devolution, change of Presidency yesterday, silos

SUBURB TO SUBURB; HOUSING, JOB CLUSTERS



Regional Transit Systems and TOD Demand

Existing Stations 2000
 Future Stations Planned 2000
 TOD Households 2000
 TOD Households 2030
 Increase in Demand

| | Existing Stations 2000 | Future Stations Planned 2000 | TOD Households 2000 | TOD Households 2030 | Increase in Demand |
|-----------------|------------------------|------------------------------|---------------------|---------------------|--------------------|
| New York | 962 | 90 | 2,951,779 | 5,371,800 | 182% |
| Chicago | 418 | 9 | 816,351 | 1,503,638 | 184% |
| San Bay Area | 305 | 19 | 429,145 | 832,418 | 194% |
| Philadelphia | 337 | 28 | 496,141 | 809,058 | 163% |
| Washington D.C. | 169 | 97 | 252,227 | 608,582 | 241% |
| Baltimore | 148 | 22 | 87,465 | 279,891 | 320% |
| Atlanta | 154 | 29 | 57,041 | 278,651 | 488% |
| San Francisco | 176 | 176 | 8,600 | 8,600 | 0% |

TOD TYPOLOGY – NO ONE SIZE FITS ALL

| TOD TYPOLOGY | DESIRED LAND USE MIX | DESIRED HOUSING TYPES | COMMERCIAL/EMPLOYMENT TYPES | PROPOSED SCALE | TRANSIT SYSTEM FUNCTION |
|------------------------------|--|---------------------------------------|--|------------------------|--|
| DOWNTOWN | Office, Retail, Residential, Entertainment, Civic Uses | Multi-family and Loft | Prime office and shopping location | Five stories and above | Inter-modal, transit hub, regional feeders |
| MAJOR URBAN CENTER | Office, Retail, Residential, Entertainment | Multi-family and Townhome | Employment emphasis, 250k/sq/f office; 50k/sq/f retail | Five stories and above | Sub-regional destination; some park 'n ride |
| URBAN CENTER | Office, Retail, Residential | Multi-family and Townhome | Limited office, but more sq/f retail | Three stories | Ditto, with circulators |
| URBAN NEIGHBORHOOD | Residential, Neighborhood Retail | Multi-family, Townhome, Single-family | Local retail, no more than 50K sq. ft. | 2-7 stories | N'hood walk-up station, bus connections |
| COMMUTER TOWN CENTER | Office, Retail, Residential | Multi-family, Townhome, Single-family | Local and commuter serving | 2-7 stories | Capture station, large park 'n ride, bus circulators |
| MAIN STREET | Residential, N'hood Retail | Multi-family | Retail in-fill | 2-7 stories | Bus or streetcar corridors, walk-up. |
| CAMPUS/SPECIAL EVENTS | Campus, Sports Facilities | Limited Multi-family | Limited Office Retail | Varies | Commuter with large parking lots |

DEFINITIONS: Transit-oriented Development and Joint Development are Sometimes used Inter-changeably, but they are Different, albeit related.

▪ **TOC or Transit-Oriented Corridor (aka Sustainable Corridor, aka etc.)** is the macro dimension of the TOD. More recently, DOT and HUD have recognized that it is not just enough to define activity and incentives at nodes along the corridor within $\frac{1}{4}$ or $\frac{1}{2}$ mile, but that there are beneficial extensions that take in the necessary activities that persons do in a real-time way. It would consist of a cluster of activities and functions: retail, educational, recreational, jobs, health – but they would be planned in such a way as to take full advantage of the walking, biking, and transit choices instead of the ever-present car usage. It would mirror an optimal place on the Livability Index.

- **Transit-oriented Development** = strategically planned compact, mixed use development near transit facilities and walking environments, usually a neighborhood in size and character, led by a public agency;
- **Joint Development** = a form of TOD, often project specific, taking place on, above, or adjacent to transit agency property. Involves common use for transit and non-transit purposes, usually a public-private partnership.

Benefits of Transit Joint Development

- Revenue-sharing
 - Benefits the transit agency by securing a stream of revenue
 - *Examples:*
 - land leases
 - air rights development
 - station interface or connection-fee programs
 - concession leases
- Cost-sharing
 - Relieves transit authorities of some of the cost burden of
 - constructing, maintaining, or rehabilitating transit facilities
 - sharing construction expenses
 - incentive-based programs
 - joint use of equipment like air-conditioning systems

An Idea whose Time has Come – Again. Or Not? Transit-Connected Affordable Homes

- 1970s – 1st wave of hard and light rail to capture value around transit stops for affordable housing. Some successes by WMATA, BART, MARTA, DADE Co., e.g.
- Joint Development Committee, TRB/NAS efforts led to HUD/DOT changing regulations.
- State and other efforts led to increasing dialogue, e.g. 1975 Fla. Gov's Task Force on Transportation, Housing, and Energy; to 2008 HUD/FTA Report to Congress; Inter-Agency Partnerships.
- Today, different terms, but same aims and concepts. Costs of driving and environmental concerns also in mix.



What's Happening Today?

- **Key variable – 2011 changes in House and Appropriations Subcommittee structure and in budget rhetoric;**
- **New thrust by this Administration to create neighborhood-based programs and break down silos among agencies, also intra-. e.g., changes in DOT/FTA's New Starts and other Programs for including affordable housing as part of mixed financing/mixed use strategies;**
- **More cross-fertilization by numerous new and old organizations, profit and non-profit;**



2013 – U.S. House of Representatives Transportation, Housing and Urban Development Subcommittee on

Appropriations (THUD)

- **Republicans**
- Tom Latham, Iowa, Chairman
- Frank Wolf, Virginia
- Charles Dent, Pennsylvania
- Kay Granger, Texas
- Tom Cole, Oklahoma
- Jaime Herrera Beutler, Washington
- David Joyce, Ohio
- **Democrats**
- Ed Pastor, Arizona, Ranking Member
- David Price, North Carolina
- Mike Quigley, Illinois
- Tim Ryan, Ohio

2013 – U.S. Senate, Transportation, Housing and Urban Development (THUD) Subcommittee on Appropriations

- **Democratic Subcommittee Members** ▪ Senator Mark Pryor (AR) Senator Jack Reed (RI)
- Senator Paty Murray (Chairman) (WA)
- Senator Barbara Mikulski (MD)
- Senator Dick Durbin (IL)
- Senator Patrick Leahy (VT)
- Senator Tom Harkin (IA)
- Senator Dianne Feinstein (CA)
- Senator Tim Johnson (SD)
- Senator Frank Lautenberg (NJ)

▪ **Republican Subcommittee Members**

▪ Senator Susan Collins (Ranking)(ME)

▪ Senator Richard Shelby (AL)

▪ Senator Lamar Alexander (TN)

▪ Senator Lindsey Graham (SC)

▪ Senator Mark Kirk (IL)

▪ Senator Dan Coats (IN)

▪ Senator Roy Blunt (MO)

▪ Senator Jerry Moran (KS)

▪ Senator John Boozman (AR)

A HIGH POINT IN TOD HISTORY

Rep. John Olver, former Chair, U.S. House Subcommittee on HUD, Transportation, said in 2010:

“Transportation, housing, and energy policy have been viewed as separate spheres with little or no coordination on the federal, State, and local level for too long. Improving federal policies among agencies and creating a federal partnership with local communities to build livable communities that combine transit oriented development, affordable housing, and green infrastructure should be a national priority.” (This led to FTA/HUD Report of 2008)

5-YEAR TRANSPORTATION AUTHORIZATION

- BEEN IN LIMBO THE PAST TWO YEARS. STILL UP IN THE AIR – HIGHWAY USER TAX AND ITS DISTRIBUTION, TOD BENEFITS FROM VARIOUS PROVISIONS.
- HOUSE TRANSPORTATION COMMITTEE HAS CHANGED HANDS, AND FORMER LONG-TIME CHAIR, JIM OBERSTAR, DEFEATED IN MINNESOTA BY A TEA-PARTIER.
- KEY ISSUES – ROLE OF LOBBY GROUPS AND WHICH ONES; HOUSE VS. SENATE VS. WHITE HOUSE VS. 2012 ELECTIONS VS. WHO WINS THE ‘NARRATIVE’ OR ‘MESSAGE’ BATTLE OVER JOBS VS. LAY-OFFS; NIMBY; FED \$ - (STIMULUS) INVESTMENT IN INFRASTRUCTURE VS. CUTS.

The Eligibility of Joint Development Projects under Federal Transit Law

- 49 U.S.C. 5302(a)(1)(G) permits the Federal Transit Administration to issue public transportation grants “for the construction, renovation, and improvement of intercity bus and intercity rail stations and terminals,” including the construction, renovation, and improvement of commercial, revenue-producing intercity bus stations or terminals.” No exclusive funding but JD is an eligible capital expense.
- Joint Development Guidance (72 FR5788) implements changes wrought by SAFETEA-LU; seeks to afford FTA grantees maximum flexibility within the law to work with the private sector and others for purposes of joint development; generally defers to the decisions of the project sponsor to utilize federal transit funds for JD purposes.

Eligible Activities

- By statute, the following activities are expressly eligible:
 - Certain activities supporting commercial and residential development;
 - Pedestrian and bicycle access to a public transportation facility;
 - Construction, renovation, and improvement of intercity bus and intercity rail stations and terminals; and
 - Renovation and improvement of historic transportation facilities.

SPECIFIC ACTIVITIES

- Real estate acquisition
- Demolition
- Site Preparation
- Building foundations
- Utilities
- Walkways
- Open Space
- Safety & Security equipment & facilities
- Community services in facilities
- Intermodal transfer facility
- Construction, renovation, and improvement of intercity stations and terminals
- Transportation-related furniture, fixtures & equipment
- Parking
- Project development activities
- Professional services
- Ineligible:
 - Construction of commercial revenue-producing facility.
 - A public facility not related to transit.

BARRIER - POLITICAL AND AGENCY SILOS

- The condition by which streams of funding or programs are implemented in isolation of one another, often in the same target neighborhood.
- **One strategy: More cross-fertilization by numerous new and old organizations, profit and non-profit; extra and inner.**
- **Examples: IAP, ULL, LLL, NHC/CHP, NHT, CTOD, Smart Growth, T4A, LISC, APTA, APA, NAS/TRB, LISC, NAHRO, CLPHA, HDR, ABA, Living Cities, incl. Ford, MacArthur, Casey, Kellogg and other Foundations.**

~~SOME TOD-RELATED INTERNET SITES TO ACCESS~~

- www.fta.dot.gov
- www.hud.gov (under CPD pages)
- www.reconnectingamerica.org
- www.T4america.org
- www.smartgrowthamerica.org
- www.livingcities.org
- www.nht.org
- www.macfound.org
- www.nhc.org
- www.uli.org

UNFINISHED BUSINESS

- Keep advocating for maintaining or enlarging national infrastructure pie and then for a reasonable piece of that pie; stimulus funds did create jobs that count; war dividend?
- Reform DOT/FTA's New Starts program criteria and cost effectiveness ratings to encourage and provide higher ratings for TOD and inclusion of affordable housing now;
- Do the same for all HUD formula and competitive grant programs (e.g., amend the General Section of the NOFA to specify TOD policy priority and include TOD points or set-aside for HOPE VI (if re-authorized) and CNI NOFAs);
- Require more integrated decision-making on transit funding and land use during the MPO process and promote regional collaboration;
- Move federal funding mechanisms past programmatic silos and eliminate the biases embedded in current law that favor some transportation modes over others;
- Provide funding for specific station area and corridor supportive infrastructure to facilitate private investment and ease costs for preserving and developing housing (ex. -- various working groups looking at federal guarantees, land and infrastructure trusts).

SEGUE TO WASHINGTON REGION AND M.C.

- **DEBT POOLS – NYC, SAN FRANCISCO, DENVER, TWIN CITIES, N.C.;**
- **CDFI BOND GUARANTEE PROGRAM**
- **SOCIAL IMPACT BONDS/PAY FOR SUCCESS BONDS**
- **COORDINATED/LEVERAGED LENDING MODEL**
- **MWCOG – TRANSIT ORIENTED PRESERVATION POLICY FORUM**
- **HOW CAN WE LEAVE HERE TODAY AND MAKE A DIFFERENCE FOR YOUR AGENCY IN TOD/JD???**

SEGUE TO WASHINGTON REGION AND M.C.

- Kent Watkins has been involved with the issues and solutions of Transit-Oriented Development, Joint Development, value captures, TDR, TIF, and other related tools, best practices, and policy frameworks and processes for nearly forty years. He began with the early rounds of the major transportation capital grants to D.C., Miami, LA, Atlanta, and San Francisco by holding the first conference involving major stakeholders in each of those cities while he was head of the Center for Urban Studies at Florida International University, where he also taught transportation planning. He then also had a grant from HUD for strategic evaluation planning for Miami and LA rapid transit systems. He served on the Joint Development Committee of the Transportation Research Board, National Academy of Sciences, which pioneered the first 'stitching' together of HUD and DOT/UMTA regulations that could best encourage affordable housing around transit stations. Before that, he served as a chief legislative aide in the U.S. House, Senate, White House, and Executive Assistant to the HUD Secretary. While in Florida, he also was on the Governor's Task Force on Transportation and Energy.
- Other related stints have been as Vice-President of a Westinghouse subsidiary that participated in Operation Breakthrough and built 2,000 units of affordable housing, including a development in the Montgomery Co. Scotland area; east coast managing partner of Marshall Kaplan, Gans, and Kahn, where he helped with the Riverwalk development in San Antonio (a different type of TOD) and new community planning in Flower Mound, Tx.; and as a head of his own firm for over 30 years, working with over 600 international and national urban clients in the affordable housing and land use/transportation field, involving nearly a \$billion in grants. He has recently worked on TOD projects in San Diego and Denver, with presentations in the subject at most of the major public interest groups. He serves on the Board and housing/transportation committee of the National Housing Conference; was an expert reader for HUD's PD&R studies on TOD; and made recent forays to Shanghai/Beijing, Istanbul, Lima, Paris, and later this week London to compare and contrast tools and processes. He has been invited five times to be an expert blogger for the Bi-Partisan Policy Coalition's new national housing task force, funded by the MacArthur Foundation. Education: William & Mary, BA; Harvard, MPA (where he also served as Associate Director of the Center for Press, Politics, and Public Policy; Oxford, Kellogg College, AdvDipl in Local History; and Nova University (FI), ABD; has received a Ford Foundation Outstanding Congressional Staff award; a German Marshall Fund grant to create a World Conference of Mayors and a Technology Transfer Program; and is a founder and chairman of the National Academy of Housing and Sustainable Communities.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

May 16, 2013

Françoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Chair Carrier:

The Montgomery County Department of Transportation is pleased to submit our comments on the Countywide Transit Corridors Functional Master Plan Public Hearing Draft. The Countywide Transit Corridors Functional Master Plan Public Hearing Draft is a logical follow up to the previous work by the MCDOT examining the feasibility of a countywide rapid transit system. Inclusion of corridors into the Countywide Transit Corridors Functional Master Plan is the next step to permit the County to advance corridors into planning and design. The Plan will expand upon the current effort underway for the Corridor Cities Transitway, the Veirs Mill BRT and the Georgia Avenue Busway projects. In addition the Plan supports the Purple Line and the integration of the transit services in these corridors with Ride On, Metrobus and Metrorail.

We support the Plan language on page 22 that states the treatments recommended in the Plan are intended to determine the rights-of-way necessary to facilitate the development of a network of dedicated transit lanes. The Plan further states that it recognizes that the final decision on treatment in each transit corridor must be made at the time of implementation when a transit service plan is in place. We are encouraged that the Plan recognizes the need to be flexible for the implementing agency to make the choice of a curb or median busway as the best way to achieve dedicated lanes.

The Public Hearing Draft is a good step needed to advance the RTS network. We are committed to continue our close working relationship as we together advance public transportation in the County.

Sincerely,

Arthur Holmes, Jr.
Director

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

Montgomery County Department of Transportation Comments on Countywide Transit Corridors Functional Master Plan

The Countywide Transit Corridors Functional Master Plan Public Hearing Draft is a logical follow up to the previous work by the MCDOT examining the feasibility of a countywide rapid transit system. Inclusion of corridors into the Countywide Transit Corridors Functional Master Plan is the next step to permit the County to advance corridors into planning and design. The Plan will expand upon the current effort underway for the Corridor Cities Transitway, the Veirs Mill BRT and the Georgia Avenue Busway projects. In addition the Plan supports the Purple Line and the integration of the transit services in these corridors with Ride On, Metrobus and Metrorail.

There are several current studies that may inform the Planning Board and County Council in deliberating the Plan. MCDOT is undertaking a Service Planning and Integration Study and a Transit Signal Priority Study (TSP) as a part of the larger effort to plan for the Rapid Transit System (RTS) system. These studies will have recommendations with respect to corridor service plans and TSP applications that relate to the Countywide Transit Corridors Functional Master Plan decisions. In addition, the Washington Metropolitan Area Transit Authority (WMATA) is leading a person throughput policy study in concert with MCDOT and MDOT to examine a framework for establishing a person throughput policy that will support decisions to repurpose general traffic lanes and when to propose curb transit lanes and when to propose median transit lanes.

The purpose of the "Person Throughput Study" will be to develop a methodology for identifying traffic, transit person throughput, transit travel speeds, available right-of-way, and ridership warrants that support the application of transit preferential treatment on the RTS network. This methodology would be used to guide infrastructure management decision and to help identify appropriate locations for transit priority treatments. The Functional Master Plan is recommending a network of RTS corridors and the Person Throughput Study and the Service Planning and Integration Study will permit the specification of the size, location, infrastructure, and service plan for the RTS network. The assumption in the BRT planning in the Public Hearing Plan is that the BRT plan would improve the overall operation of the roadway network for drivers still using the roads by increasing average travel speeds and reducing the growth in congestion countywide. However, the Plan does not demonstrate or prove the correctness of the assumption. This will be a critical metric to remember as individual corridors are planned and designed to ensure that there is no detriment to the overall operations of the roadway network, that could result in poorer operations and increased overall congestion and delays. The Planning Staff analysis of the roadway impacts is very general in nature and is based on Policy Area analysis. While this is important, a more refined corridor level analysis will be required as projects advance in planning and design.

We support the Plan language on page 22 that states the treatments recommended in the Plan are intended to determine the rights-of-way necessary to facilitate the development of a network of dedicated transit lanes. The Plan further states that it recognizes that the final decision on treatment in each transit corridor must be made at the time of implementation when a transit service plan is in place. The Plan needs to be flexible for the implementing agency to make the choice of a curb or median busway as the best way to achieve dedicated lanes.

The Service Planning and Integration Study will develop a decision matrix that will provide a framework to specifying operating plans, BRT features, local bus operations, and vehicle requirements. This decision framework will then be applied to the proposed Countywide Transit Corridors to provide greater corridor details. For instance, there have been discussions about the routing of the MD 355 North corridor in terms of termini, service to Lake Forest Mall Transit Center, service to Montgomery College, service to Rockville Town Center and to Shady Grove and Rockville Metrorail Stations. Similarly how should the MD 355 South corridor serve the Twinbrook, White Flint, Grosvenor and Medical Center Metrorail Stations? Should the RTS divert from the MD 355 transitway treatment in these instances to better serve these activity centers and transit nodes or should they just remain within the transitway. These are planning and operational decisions that are typically not a part of the Master Plan but the Master Plan has to be able to accommodate these service planning and operational decisions.

The Public Hearing Plan makes reference to intercepting out of county commuters early in their travel at park and ride lots and meeting the RTS service. However, the Public Hearing Plan does not evaluate the need the additional park and ride facilities or the enlargement of the existing ones to accommodate the increase in long distance commuters. The Public Hearing Plan should identify locations and a range on the number of spaces to be accommodated in each corridor for additional park and ride facilities that support the proposed RTS system.

The Public Hearing Plan does not mention the need for bus maintenance facilities or where these facilities should be located. It would be difficult to pin down a particular site, but the plan should acknowledge the potential need for additional bus maintenance facilities to serve the east county area that is not currently served by existing facilities.

There is agreement that the introduction of RTS will be done incrementally over time with the initial activities to include implementing the MetroExtra bus priority service identified for New Hampshire, Georgia Avenue, Connecticut, Veirs Mill and University. These priority treatments and limited stop bus service will be a foundation to expand into the RTS program.

Our other comments include the comprehensiveness of the Plan and whether there is sufficient analysis of critical elements in the Plan. For instance there is very little documentation of the impacts of the proposed RTS corridor implementation on traffic, pedestrians, bicyclist, and commercial roadway users.

In addition, the scale of the analysis is too broad to understand the impact of repurposing lanes on the roadway and in the surrounding facilities that will have to serve the detour traffic. As previously stated, repurposing lanes will require detailed traffic impact analysis before lane repurposing should occur. The

Master Plan identifies the transit corridor need and RTS approach, but it will be a guide in the more rigorous technical analysis.

There is no environmental impact analysis of the proposed RTS network on air quality, noise, and storm water management. For any lane repurposing, there will be a dislocation of existing and future traffic on the remaining lanes and roadways that will both increase vehicle miles of travel and will increase congestion on these facilities which in turn will increase emissions. Ozone precursors have increased emissions at lower speeds, and this is a very important factor, as we are located in a non-attainment zone.

The Plan does not address how the functional BRT network will integrate with the Purple Line and the Corridor Cities Transitway. With respect to the Purple Line, University Boulevard is proposed as a mixed traffic operation. However, the Purple Line between Piney Branch and New Hampshire will be constructing a dedicated median Transitway that will force all buses to the mixed traffic lanes. The current MTA proposal is to take a lane away in each direction for the median LRT. This University Corridor is being planned for limited stop MetroExtra service for the C2 and C4 routes. This limited stop MetroExtra service should be on the LRT right of way and utilize the proposed LRT stations along University Boulevard to effectively utilize the transitway. This will improve the C4 MetroExtra bus operations and should not have any detrimental impact on the Purple Line. The C4 route is the highest ridership route in Maryland.

In conclusion, the Public Hearing Draft is a good step needed to advance the RTS network. The scope of the Plan should be to identify needed rights of way for these transit facilities and not to specify transitway treatments. In fact that is the goal and vision as stated in the Plan. The Plan does go beyond this goal by recommending treatment such as lane repurposing without the rigorous technical analysis required to determine the transportation and environmental impacts of such lane repurposing. This level of detailed study is best left for the follow on technical analysis required in advancing these corridors through planning and design.

RECEIVED

MAY 20 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Garcia, Joyce

From: Terri Lukas <terri.lukas@gmail.com>
Sent: Monday, May 20, 2013 11:23 AM
To: MCP-Chair
Subject: Comments on April, 2013 Draft Countywide Transit Corridors Functional Master Plan
Attachments: BRT comments 19 May 2013.docx

To Whom It May Concern: Please acknowledge receipt of these comments and their inclusion in the official minutes of the Montgomery County Planning Board's meeting on May 16, 2013.

19 May, 2013

To: Montgomery County Planning Board
Fr: Terri Lukas and Kent Wood, 4703 Morgan Dr. Chevy Chase, MD 20815
residents of Chevy Chase West Neighborhood Association
Re: Comments on April, 2013 Draft Countywide Transit Corridors Functional Master Plan

We have lived in this residence since 1985, raised two children here, educated them in the Montgomery County Public School system, invested in improving our house and property, and enjoyed living in a pedestrian-friendly, tree-covered community between Bethesda and Friendship Heights. Today, we have grave doubts about our future quality of life in this neighborhood, given the encroachments of poorly conceived development projects in Bethesda and Friendship Heights. The proposed needless addition of BRT through Bethesda to Friendship Heights is the latest case-in-point.

Phase One of the proposed draft Countywide Transit Corridors Functional Master Plan, duplicates the route of the current County buses as well as the route of the Metro trains through Bethesda to Friendship Heights. As ridership going north and south between Bethesda and Friendship Heights increases over the years, more train cars should be added to Metro rather than duplicating Metro's route with BRT buses. It is wasteful of scarce public finance to propose such a duplication of facilities, especially when other areas of the County lack access to any reliable form of public transportation. In addition, while local buses are used along this route, they are not close to being filled to capacity. On the northbound lane, between Friendship Heights and Bethesda, there are bus stops that are rarely used because passengers have no safe way to cross Wisconsin Avenue: there are no cross-walks along the Green Mile and the State Highway Administration has told us that the traffic volume does not warrant cross-walks.

Phase Two does something far worse: it removes the median between Bradley Blvd. and Dorset, and the long standing distinguishing characteristic of the neighborhoods along this section of Wisconsin Avenue: the "Green Mile". The Green Mile is recognized in the Master Plan. It has this name because for decades, large trees have graced the east and west sides of Wisconsin Ave., as well as in the median. We think that we also need to remind the Planning Board-- because its past actions demonstrate its total disregard for the value of trees in the County-- that trees serve more than aesthetic purposes: they provide habitat for wild birds, cool the air, reduce noise, remove pollutants, and reduce run-off to our streams, rivers and ultimately the Chesapeake Bay.

With or without trees, the median serves another essential function for our neighborhood: it allows cars and all other vehicles to enter and exit our streets from this busy section of Wisconsin Ave. We would like to remind the Board that the streets of our neighborhood have one point of egress: Wisconsin Avenue. If the BRT occupied what is now the median, residents of our neighborhood would only be able to exit and enter our neighborhood going southward. Turning into our neighborhood traveling northward, or exiting it going north would be impossible without a median, and especially with BRT vehicles operating at high speeds with no stops along the median space. This idea is not only unworkable, it reflects a total lack of understanding on the part of the Board, its consultants and staff, of local traffic patterns and constraints.

In the past, when the integrity of the Green Mile was threatened and development encroachments into our residential area occurred, our neighborhood and those adjoining ours successfully fought back. The late Betty Ann Krahnke, our County Council Representative for years, led some of those battles. If we have to, we will do so again. But we hope that the Board will re-examine this Draft Plan carefully at this juncture, and eliminate the BRT from the Bethesda Metro station southward along Wisconsin Ave.

My name is Marie Park and I moved to Chevy Chase West in 1998, after living several years in San Francisco and Oakland. In San Francisco, my husband worked in the City Attorney's Office and defended the city in bus accident lawsuits. It really doesn't take an expert or my husband to tell you that high-speed transit buses result in deaths, pedestrian injuries, and expensive legal claims. In fact, there are actually attorneys who advertise themselves as "Transit Bus Accident Lawyers."

According to the National Highway and Transportation Administration, 462 pedestrians were killed by transit buses from 2000-2011. And that's only the fatalities, the number of injuries is much higher. For example, after paying millions of dollars a year in accident claims, the Greater Cleveland Transit Authority decided to add a loud recording on each of its 400 buses that repeatedly warns, "Caution Pedestrians a Bus is Coming." In Hartford Connecticut, where a 54 year-old woman was killed by a transit bus last November as she crossed a street carrying groceries, transit bus drivers complained that they cannot see people entering the pedestrian walkways from their driver's seat. Buses also increase pedestrian accidents caused by regular vehicles, whose drivers have decreased visibility as they pass or go around these large buses.

I'm not saying that all buses are bad, but this plan is bad. Bad because you've totally disregarded the concentration of schools on Wisconsin Avenue in both Bethesda and Chevy Chase. Students cross Wisconsin Avenue multiple times a week, usually during the morning rush hour. BCC High School, the Concord Hill School, The Oneness Family School, BCC Cooperative Nursery School, and Somerset Elementary School are all either on Wisconsin Avenue or a few blocks from its six lanes. Your plan also hurts these young pedestrians because you are taking away the raised median in Bethesda and potentially the one in Chevy Chase—medians that provides a safe resting stop for student walkers who don't make it across Wisconsin Avenue before the light change.

According to the National Highway Traffic and Safety Administration Review of Studies on Pedestrian Safety from June 2012, older teenagers, those between 15 and 19, accounted for over 33% of bus-related accidents and were likely to be involved in crashes while walking along the roadway. Pedestrians under 10 were shown to be over-involved in midblock and intersection dashes and bus-related crashes. One study showed that 30% of pedestrian crashes involved mid-block dart outs by children younger than 11.

With no school bus service provided, more than 600 students have no choice but to walk to BCC High School when it opens at 7:25 a.m. and then cross Wisconsin again when at 2:10 afternoon dismissal. Concord Hill School, located right on Wisconsin, has more than 100 children in K through 3rd grade who arrive between 8:20 and 8:40 a.m. Students in grades 4-8 at the Oneness Family School, also located on Wisconsin Avenue, use Norwood Park at least 4 days a week; for those young students that is eight times a week of walking across Wisconsin. Somerset Elementary School has 516 students, many who bike/walk across Wisconsin Avenue from Chevy Chase Village to get to school for 8:40 morning bell.

Removing the Bethesda medians and adding transit buses would especially endanger many of the 1,835 BCC High School students who cross Wisconsin Avenue each day to eat lunch in Bethesda at 10:54 and returning to school by 11:34. With the completion of the BCC High School addition, that school's capacity rises to 2,400 students. These distracted students are on their smartphones texting and placing their online lunch orders at Jimmy John's or Five Guys and they only have 40 minutes before returning.

The June 2012 NHTSA Report describes a traffic study that concluded medians on multi-lane roads, raised pedestrian islands, narrower streets—these all protect pedestrians more successfully than traffic signals at crosswalks. When earlier members of this Board worked on the widening of Wisconsin Avenue into six lanes, I imagine they heard testimony that showed the expense of building the medians in Bethesda and Chevy Chase was necessary to avoid pedestrian injuries. They believed the cost was worth it and the irony is that now this plan is asking for taxpayer money to remove them.

MCP-CTRACK

From: Zac O <zac.oneil@gmail.com>
Sent: Wednesday, May 22, 2013 8:28 AM
To: MCP-CR
Subject: Question about the proposed Montgomery County BRT

RECEIVED
0420
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hello,

I was curious; will any of the proposed BRT routes have dedicated lanes?

Thank you.

--

- Zac

MCP-CTRACK

From: Julia Lichtman Kepniss <julialichtman@hotmail.com>
Sent: Tuesday, May 21, 2013 9:17 PM
To: MCP-Chair
Subject: Letter opposing BRT

RECEIVED
0421
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

(Although this is a form letter, I am writing with passion and have added my own bolded paragraph below.)

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It is already a very dangerous stretch, with no traffic light between Dorset and Bradley. A dedicated exterior bus lane will only add danger to the perilous task of making a left to go north out of our neighborhood. The neighborhood is in disparate need of one traffic light - because there is no entrance or egress out of the neighborhood except Wisconsin Avenue - with no traffic light on any block within the entirety of CCW. It's a busy stretch, which puts drivers and pedestrians in harms way.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western

as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Julia Kepniss
4810 Morgan Drive
Chevy Chase, MD 20815

MCP-CTRACK

From: Anita Sama (home email) <anitasama@gmail.com>
Sent: Tuesday, May 21, 2013 11:04 PM
To: MCP-Chair
Subject: BRT

RECEIVED
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I have been a resident of Chevy Chase West since 1978 who is very concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. I am a huge booster of mass transit and use it daily, but planners have not given adequate consideration to our neighborhood that will not only receive no benefits from a BRT system, but will face more danger. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave Chevy Chase West. All our internal streets are dead ends. I have been involved in two accidents myself trying to leave the neighborhood, both times in the proposed curbside bus lane. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Anita Sama
4818 De Russey Parkway
Chevy Chase, Md. 20815

MCP-CTRACK

From: Matthew Kepniss <kepmiss@hotmail.com>
Sent: Tuesday, May 21, 2013 11:11 PM
To: MCP-Chair
Subject: Letter opposing BRT

RECEIVED

MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

(Although this is a form letter, I am writing with passion and have added my own bolded text below.)

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

During the morning and evening rush hours, it is already quite difficult and dangerous to enter and exit CCW by making a left hand turn (while headed north). Upon removal of lanes for the high speed bus lanes, these turns will be much more difficult as the lanes will become more congested with cars and the high speed buses. In addition, once the median is removed, traffic patterns will become even more jammed up as residents will be forced to block the lane while waiting to turn. This will be sure to lead to frustration, distraction and more accidents.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

[I have first hand experience with the dangers of pedestrian crossing of Wisconsin Avenue along this stretch while taking the Ride On bus. It is already dangerous enough with no traffic lights between Dorset and Bradley to cross, and adding an exclusive high speed bus lane, while taking away two lanes plus the median, will only increase the danger. Many residents of Chevy Chase West, including children, take the Ride On and with the increased traffic sure to be caused by this change, many more may opt to do so -- it will only be a matter of time before someone is seriously injured by a distracted, frustrated driver.]

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,
Matt Kepniss
4810 Morgan Drive
Chevy Chase, MD 20815

MCP-CTRACK

RECEIVED

MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

From: Moore, Tricia [RMD] <tricia.moore@gs.com>
Sent: Wednesday, May 22, 2013 9:06 AM
To: MCP-Chair
Cc: 'jmwies@hotmail.com'
Subject: Concern about the Countywide Transit Corridors Functional Master Plan

TO: MCP-Chairman@mncppc-mc.org

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Tricia Moore (Wiesenfelder)

Chevy Chase Boulevard

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MCP-CTRACK

From: Richard Latty <richard.latty@soleng.com>
Sent: Wednesday, May 22, 2013 10:50 AM
To: MCP-Chair
Cc: chevychasewestmd@yahoogroups.com
Subject: BRT

Importance: High

RECEIVED
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is extremely concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights and communities like ours. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment or a full implementation.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic or bicycles – which are on the rise. Bicycles will be pushed to sidewalks.

We (myself and many neighbors) have been walking to the Metro for years without need or use of the bus service. It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets. Look at our own bus fatalities presently.

Others have cited danger to children and pedestrians in our neighborhood and I concur. We see these cut-throughs when Wisconsin Ave is backed up. They go to Morgan where they must re-enter Wisconsin creating dangerous conditions for children of Somerset Elementary and Concord Hill.

From a business and practical view, we have a tremendous existing infrastructure for mass transit – the metro system. We have invested and continue to invest in the metro system. I believe it to be a very wise investment. It is a diamond asset of our community. Any enhancement to local transportation should leverage this asset wherever possible. That was in fact part of the argument for the metro system in the beginning. Future transit loads could be best served by expanding the capacity of the metro system. Now we abandon it in our transit need planning? Now it no longer has the expansion ability previously promoted? We should be increasing utility of this system – adding cars, trains, installing new track where current track goes to single lane or sources of bottleneck; enhance access to remote stations to encourage more utilization. Metro is all electric. It is mostly underground. It reduces road congestion, accidents, emissions. Metro is win-win. BRT is win-lose. While the auto industry is struggling to make electric transportation practical, Metro already has! It is congested because it is so wonderful.

While I appreciate including “out of the box” considerations in the planning process, we need to include the full assessment. Clearly the issues of Metro are more knowable while those of BRT are less. I also appreciate that you must be sufficiently ahead of the load in order to provide a practical implemented solution as the load increases.

Looking into the future for our area, I have to ask when an administration will awaken to the fact that having the critical elements of the federal government in Washington DC is not such a good idea and they

move Dept of Interior to Nevada or Wyoming; USDA to Iowa, Indiana or Nebraska and so on - thus reducing transit load and risk. Or the wide-spread availability of high speed internet and VPN enabling millions to perform their work from home or satellite offices.

Thank you for the hard work this task must entail.

Sincerely,

Richard Latty
4705 Langdrum Lane
Chevy Chase West

MCP-CTRACK

From: Jonathan Fredman <jmfredman@gmail.com>
Sent: Wednesday, May 22, 2013 11:15 AM
To: MCP-Chair
Subject: BRT Proposal

RECEIVED
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

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We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. **Please remove consideration of the median between Bradley and Western as part of this plan.**

Sincerely,

Jonathan Fredman

RECEIVED
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Jonathan Wiesenfelder <jmwies@hotmail.com>
Sent: Wednesday, May 22, 2013 11:48 AM
To: MCP-Chair
Subject: Concern about the Countywide Transit Corridors Functional Master Plan

Dear Chair Carrier and members of the Planning Board,
Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

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Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Jonathan Wiesenfelder
(Chevy Chase Blvd)

MCP-CTRACK

From: Wendie Smith <wendiesmith@hotmail.com>
Sent: Wednesday, May 22, 2013 12:09 PM
To: MCP-Chair
Subject: BRT

RECEIVED
MAY 22 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Wendie Smith
4602 Norwood Drive

Garcia, Joyce

From: Tina Slater <slater.tina@gmail.com>
Sent: Thursday, May 16, 2013 11:59 PM
To: MCP-Chair
Subject: Action Committee for Transit Testimony on BRT/Transit Corridors Master Plan
Attachments: ACT.2013-05-16.BRT Plan. Planingng Board Testimony.doc

Dear Chair Carrier,

Attached is my written testimony on behalf of Action Committee for Tranist, which I delivered tonight at the public hearing. I apologize for being late.

Best Regards,

Tina Slater
ACT President
www.actfortransit.org
301-585-5038

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

May 16, 2013

Dear Chair Carrier and Commissioners:

Action Committee for Transit supports the Countywide Transit Corridors Functional Master Plan. Today, buses sit in the same traffic as every automobile, which reduces bus speed, reliability and competitiveness. We must increase our "people moving capacity" rather than seek to move the most cars at the fastest speeds possible. Widening roads is not only expensive, but it creates a hostile environment for pedestrians crossing and bicyclists. How can we move more people without widening roads --- use part of our existing roadways for BRT.

One bus carries as many people at 60 single-occupancy-vehicles. By repurposing part of the public right of way for use by BRT, buses will travel in their own lanes, bypassing the gridlock, and serve as their own advertisement. BRT's features include high frequency service in peak hours, electronic "next bus" displays at stations, pre-pay kiosks so drivers don't have to collect fares, and entry via any and all doors (just like on MetroRail). Platforms built level to the bus allow wheel chair riders and strollers to roll onboard.

BRT also reduces the cost of transportation -- \$10,000 is the annual cost of owning an automobile (These are AAA statistics.). With better public transit, two-earner households may be able to forego the second car and reduce their transportation costs. When teens and students can rely on transit rather than automobiles, this frees up parents from chauffeuring and also reduces the number of "new" drivers on the road. And someday, aging Baby Boomers can give up their cars and age in place using reliable transit.

Travel between suburban Activity Centers is quite common, but underserved by public transit. The East-West routes on the BRT master plan are *key* to providing better connectivity for getting to work, school and shopping throughout the county. Inclusion of these East-West routes and BRT travel in dedicated lanes will support the connectivity and speed needed for a thriving transit network.

The BRT will also be key to the growth of future land-use plans, such as the White Oak Science Gateway and White Flint.

WMATA's "Priority Corridors Network" for the highest ridership corridors aligns closely with several of the routes in the BRT plan proposed by the Planning staff. ACT urges implementation of WMATA priority corridors as a "first step" to give the public better transit sooner. We suggest an initial pilot of the BRT program

along New Hampshire Avenue. If SHA allows an existing lane of New Hampshire Avenue to be dedicated for buses, we could learn from field performance how local conditions affect the BRT. New Hampshire Avenue is the route of WMATA's Metro-Extra K-9 line that will provide limited-stop service between the FDA in White Oak (a major employment center) and the Fort Totten Metro. Using this as a test case would allow planners to do "Design, Learn, Re-Design". This can be done with minimal expense (several million dollars for a few more vehicles and for operation costs).

One final comment, Action Committee for Transit urges the Planning Board to separate out the last part of the draft document: MARC Brunswick Line Expansion (starting on page 69). We would like to see it addressed on its own merits so that MARC's growth and expansion can move ahead quickly.
Sincerely,



Tina Slater, President
Action Committee for Transit
www.actfortransit.org
slater.tina@gmail.com
301-585-5038

Friends of White Flint – Countywide Transit Corridors Public Hearing Testimony
Thursday, May 16, 2013

Good evening, Commissioners, my name is Amy Donin and I am here on behalf of the Friends of White Flint.

Friends promotes a sustainable, walkable and engaging White Flint. We include residents, businesses, and property owners and seek consensus to achieve positive solutions. We have been actively involved in the White Flint Sector Plan since 2007, holding hundreds of meetings and meeting with thousands of residents to find consensus and community support for the Plan in place today.

The award-winning White Flint Sector Plan recommends [quote] “a transit-focused, multi-modal mobility system that supports the proposed urban center and local neighborhoods.” More specifically, it suggests Bus Rapid Transit on Rockville Pike, and we believe it is the right solution for this emerging area. We are pleased that the Countywide Transit Corridors Plan includes BRT through White Flint, and notes that “The MD 355 South corridor [where White Flint is] has the highest daily ridership forecast for any corridor evaluated in this Plan.” White Flint is already a nationally recognized example of suburban redevelopment, and is poised to become an economic engine in this county, which is the economic engine for the state of Maryland. But, in order for White Flint to reach its potential, we must have the most forward-thinking infrastructure possible.

Right now, traffic on Rockville Pike through White Flint is no treat. Even without redevelopment, this traffic will only get worse unless we put some smart solutions to work. We use cars because we don't have a choice. However, with a reliable alternative, we can entice more drivers out of their cars for more of their trips.

We believe that this is only, truly, Rapid Transit when lanes are dedicated for its use. Otherwise, the vehicles are just buses sitting in the same traffic as everyone else. The reliability offered by dedicated lanes gives riders the confidence to trust transit to get

them where they need to be, when they need to be there. And, each time a rapid transit vehicle buzzes by cars stalled in gridlock, the system will earn a few new customers.

We are not anti-car, we are pro-options. But, car has long been king on Rockville Pike, and just as we are introducing a new mix of uses on the Pike, we need to introduce new modes of transportation as well. We do not want to welcome our new neighbors and businesses to the area with unmanageable traffic, nor penalize those who are already here, many of whom are excited to be a part of a visionary new community, but are understandably concerned about an increasingly bad traffic situation. A new Rockville Pike is the crux of a new White Flint. We ask that you continue to support the vision of the White Flint Sector Plan with the Countywide Transit Corridors Plan, and not only include BRT on Rockville Pike but also dedicate lanes for transit. Thank you for your time and attention.

16 May 2013

Ted Van Houten
8401 16th Street, Apt. 203
Silver Spring, MD 20910

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Testimony to Montgomery County Planning Board on the Countywide Transit Corridors Functional Master Plan

Good evening. My name is Ted Van Houten. I live carfree in Silver Spring, and I support the Countywide Transit Corridors Functional Master Plan as a way to increase accessibility for transit riders across Montgomery County.

Montgomery County is fortunate to have a lot of transit options: Metrorail, Metro and Ride-On Buses, MARC, and we'll have Capital Bikeshare by the end of the year¹. Bus rapid transit would be a new service and enhance the existing transit network.

On Georgia Avenue and Route 355, bus rapid transit can serve the areas between Metrorail stations, and help to fill in the gaps, which are at least a mile long between stations, and frequently longer. On routes that already have Metrorail service, BRT will help people take transit who live too far to walk to a Metro station.

On Viers Mill Road and US 29, bus rapid transit is the most cost-effective way to provide new transit service and the best way to connect growing communities². Traffic across the county is bad enough, and if we don't take advantage of the opportunity that BRT presents, traffic will only get worse, choking our environment and Montgomery County's economic competitiveness.

As the BRT plan continues to evolve, it's important to keep the features that will distinguish it from existing bus service³. BRT vehicles must receive signal priority. They must have separate branding from regular buses. And most importantly, BRT must have dedicated lanes, especially in bottlenecks and along congested corridors. BRT must be implemented in a way that is as convenient and efficient as possible to the people who will ride it, which will increase ridership, and decrease the amount of traffic for those who will continue to drive.

The Institute for Transportation & Development Policy has standards for BRT⁴, ranking them as gold, silver, and bronze. The ITDP recently released a report surveying BRT routes in America, and found that only five of them meet their standards, all ranked at the bronze level⁵. No gold standard BRT currently exists in the United States. Let's change that and strive to build the best BRT system in the nation, right here in Montgomery County.

Thank you.

¹ <http://www.washingtonpost.com/blogs/dr-gridlock/wp/2013/04/30/capital-bikeshare-coming-to-montgomery/>

² <http://greatergreaterwashington.org/post/18847/the-answer-to-montgomery-brt-should-be-yes/>

³ http://en.wikipedia.org/wiki/Bus_rapid_transit_creep

⁴ <http://www.itdp.org/library/publications/the-brt-standard>

⁵ http://www.itdp.org/documents/20110526ITDP_USBRT_Report-HR.pdf

Abeles

Arnita said it was okay
give hard copy

BETHESDA CREST HOA Testimony -- BRT Transit Master Plan Public Hearing -- 5/16/13

Thank you for the opportunity to be heard today. I represent Bethesda Crest, an infill community on 355 between the Beltway and Cedar Lane; a "constrained" ROW stretch close to Walter Reed, NIH, and downtown Bethesda. As concurrent "BRAC Zone" residents, we're already involved in 355 traffic remediation, through the County forum for all direct BRAC stakeholders.

BRAC road projects were designed without prior feasibility studies or outreach to affected communities. This wasted time and tax-payer money by preventing constraints from being factored into proposed remediation. Like neighboring communities, we must continue to expend private resources to compensate for lack of government agency preparation and to halt devastating design flaws.

To avoid a repeat of this for BRT, our community met several years ago with Councilman Marc Elrich, who first introduced the BRT concept. Though he assured us the beauty of BRT is that it can be tailored to fit existing conditions, in current recommendations, our stretch is a double center-median section, requiring 355 widening.

Homeowners bought at Bethesda Crest accepting that the Masterplan allowed possible changes to 355. BRAC, however, revealed that to satisfy this body's conditions for Bethesda Crest's development, due to objections by the surrounding older neighborhood, widening 355 into our front hill became extremely difficult if not impossible due to the following factors:

- To implement the amended development plan on our very steep hill, *during construction it became necessary to build both above- and below-ground retaining walls interspersed around and through the frontage, to stabilize the hill and buttress homes onto it.*
- The steep hill already experiences erosion under normal circumstances. *If the hill were truncated, with buttressing foundations removed and trees lost, the result would radically exacerbate erosion and further threaten stability of the hill and homes.*
- To fit infrastructure, including the storm drain system, into the amended plan, these items had to be shoe-horned between the buttresses, front drive, mature

tree root systems, a metro service tunnel, and the front retaining wall. *It took three years for the developer to figure out how to engineer and build all of this. No alternate space exists for these features to be relocated.*

Further added requirements would be compromised by widening:

- The site plan was shifted to preserve local and regional character despite higher density, and interior and 355 perimeter Forest Conservation Easements were mandated. *Widening would obliterate the Conservation Easement along 355 that upholds required aesthetics and tree canopy.*
- Pedestrian stairs down to 355 *that sit on a buttress, may not be able to relocate and retain access to 355 for local bus stops.*
- Bethesda Crest's central road provides public and emergency-response vehicle access, also to the surrounding neighborhood. *Cedar Croft Drive is already at maximum safe gradient. With 355 widening, it would shorten, steepen, and disconnect from homes, driveways, custom retaining walls and brick sidewalks. Moreover, the excessive gradient would cause public vehicular hazard to and from 355.*

Bethesda Crest is a townhome and MPDU community. Since the front, most-affected homes abut other homes, and since this is a common-property community, any effect to them or common frontage, physical or economic, would impact attached and all fellow homeowners. All these complexities, which posed risks and liabilities to private property and public safety, caused widening of our 355 frontage for BRAC to be deemed unfeasible and not cost-effective. It was eliminated from proposed road projects.

Chris Van Hollen stipulated that BRAC road changes must "fit within limitations posed by existing physical community conditions." We know that Planners and Board Members uphold this objective for BRT. We are concerned, however, about actual implementation, not just in relation to our neighborhood but for overall Bethesda. If the County proceeds with BRT, then double median bus lanes on 355 inside the Beltway must be eliminated from the Transit Masterplan and changed to non-invasive, curbside treatment. If you take green space and trees from either or both sides of 355 south of

BETHESDA CREST HOA Testimony -- BRT Transit Master Plan Public Hearing -- 5/16/13

the Beltway, it would become as ugly as the White Flint 355 stretch you're in the process of trying to improve. And that would be inappropriate and illogical.

This is a great place to live, work, and enjoy. As Montgomery County adapts to growth and change, I think we all want transit solutions that can keep it this way, but that everyone can welcome.

Nancy Abeles, Bethesda Crest HOA Director

**Testimony of Michele Riley, Woodmoor-Pinecrest Citizens' Association
Montgomery County Planning Board - BRT Functional Master Plan
May 16, 2013**

Neighborhood:

Thank you. I'm Michele Riley, President of the Woodmoor-Pinecrest Citizens' Association which represents about 1200 homes in the area along Colesville Road and University Boulevard in Silver Spring. We're one of 5 neighborhoods in the Four Corners area. While for many, Four Corners is just an intersection or an area to get through on the way to the Beltway or Downtown Silver Spring, the Four Corners neighborhood is actually a thriving, diverse community of over 20,000 residents, 10 schools, 6,000 students, and numerous retail businesses. As our Master Plan states, *"Four Corners is an area with a long history, from its beginnings as a rural crossroads to its first residential developments in the 1920's, to its present day role as a mature, well established suburban community."* Despite the fact that our neighborhoods were divided up and separated when the Beltway was constructed, and in subsequent years, properties continued to be taken in order to widen the roadways to accommodate growth from the North, our community still maintains many of the attributes that have characterized it for the last 77 years, and that the Planning Department is trying to create in other areas: We're community-oriented, walkable, affordable, and green. In addition, over 30% of our residents utilize public transportation, which is twice the overall rate for County residents. There are also numerous properties in our neighborhoods with historic designations, including the 7 that are listed by the BRT Planning Staff as potentially at

risk in this Plan. (The Polychrome Historic District and the Robert Morse Buildings on Colesville Road).

Proposed Amendments to Master Plan of Highways:

The proposed amendments to the Master Plan of Highways include proposals for 2 BRT routes through the center of our neighborhood. There aren't any other residential areas in the County that would be affected as much by the changes proposed in this functional plan. While we appreciate the Staff's work on proposing solutions, and there is great support within our community for public transit, we are obviously concerned about the potential significant impacts to this community that we love and that has the previously described attributes that made us want to move here. We recognize we live in a very busy area and we've worked hard to adapt with the changes that have come over time while trying to maintain the safety of our streets. For those living along the Route 29 corridor, south of New Hampshire Avenue, Route 29 is Main Street and provides the only access to neighborhoods along it. However, the evolution of this iteration of BRT proposals has been troubling since there is no citizens' advisory committee.

Some of our main concerns in this Plan relate to:

1. The removal of general travel lanes and the resulting impact on traffic flow, increased congestion and increased cut through traffic in our neighborhoods, and the impact on the quality of life. Previous studies for a median busway showed the level of service degrading an entire grade at intersections.
2. Impact on pedestrian safety,
3. Most of the traffic in the area is coming to and from the Beltway and those drivers would not be riding the BRT,

4. An express service along Route 29 that would serve Howard County and upcounty residents with Park and Ride lots at the expense of downcounty because there will be few stops, no park and rides and residents will see the continued decrease in local bus service,
5. Taking of additional property since there is no additional right of way available below New Hampshire Avenue. Also, the right of way charts in the plan do not reflect the right of way needed for stations or for the required widening of sidewalks and curbs, and only indicate **minimum** takes needed not maximum.
6. The placement of BRT routes on paper into the Countywide Plan in order to justify additional large developments in White Oak and elsewhere along BRT routes. These routes would be placed in the Master Plan without any alternatives analyses or cost-benefit analyses.

While we'd love to be able to embrace the current BRT proposals as the solution to the complicated challenges we face in this area, unfortunately far too many questions remain about this BRT plan and when these questions are asked we are told that they will be taken up in the next phase. We've tried to be open-minded but are frustrated by some of the overly optimistic assumptions being made in this proposed Plan and the fact that in this round of proposals there has been no impact analysis done. The lack of this analysis is especially troubling since the plan proposes to take general travel lanes away along Route 29 and the Staff shows only a 2.5% time savings system wide. In the past, similar plans were not adopted because the costs far outweighed the benefits. It seems that the current approach is to ignore all the previous data.

Our Requests:

At our March 20th membership meeting the WPCA unanimously agreed that much can and should be done to improve our existing services and that the existing infrastructure should be improved and built upon before creating an entirely different system. We request the following:

1. **Provide more funding for WMATA** so that Metrorail can return to the level of service in past years. This **includes adding 8 car trains** wherever feasible.
2. **Increase the frequency of current bus service.** In recent years, the bus service to our area has been cut back. We need more buses not fewer.
3. **Add BRT attributes to current bus services** to speed the boarding process, such as prepaid boarding, multi-door and level boarding and electronic Next Bus sign technology.
4. **Improve local stops by providing more shelters.** This would encourage more riders.
5. **Implement express bus lanes (on shoulder where feasible) on the Interstates** of I-270, I-495, and I-95.
6. Before the County designates any additional BRT corridors in any Master plan **pilot projects** should be implemented along at least one of the 4 routes previously designated and approved by Council for BRT in Master Plans (Viers Mill Rd., Corridor Cities Transit-way, North Bethesda Transit-way and Upper Georgia Ave.) Once the outcomes of those pilot projects are determined and if ridership has increased and congestion reduced,

7. A **Citizen Advisory Committee** should be established for any additional route that is proposed to be in a Master Plan. The group would review alternatives and cost-benefit analyses for the respective route and discuss operational issues with SHA and County DOT for the respective route. The previously approved routes and the Purple Line all had a Citizens Advisory Groups affiliated with them either through a separate functional Master Plan as in the case of the Purple Line or as part of the respective Area Master Plan. The residents along any additional routes deserve the same opportunity.
8. Finally, do not approve expanded development along designated BRT routes until current levels of congestion have been reduced.

I thank you and the Planning Staff very much for your time and work and hope that you will give careful consideration to our concerns and suggestions.

I am a lifetime resident of Silver Spring and have attended numerous presentations by the Planning staff and Mr. Leggett's Task Force in the last year at the Feb. 21 meeting before the Planning Board. Most of my questions and comments I have been asking for the last year and am still waiting for answers. So tonight I will try again.

How much time is saved by commuters along Rt. 29 using a BRT and what study has been done to determine this?

● How many riders will BRT pull from Metro and Ride-On and what study shows this?

A busway was proposed for Rt. 29 in 1996 and showed the same or worse congestion in the level of service from Sligo Parkway to New Hampshire Ave. and that was before the proposed 20-25 million sq. ft. of development north of White Oak. What published study or model shows the level of service improving congestion decreasing after the White Oak development is completed with the BRT?

One of the co-chairmen of the Task Force has said repeatedly that BRT will not work if it goes into mixed traffic. Staff has it in mixed traffic in parts of Rt. 355 and Rt. 29. Will this being in mixed traffic slow the BRT so much as to affect ridership? How do we know?

We are constantly told so much of what we ask is in the details to be worked out. Shouldn't we have more answers before we go farther along and spend upwards of \$10 billion on something that no study has shown will improve traffic. The ITDP did a study last year and said money would be better spent by improving existing service. That ridership would not justify the cost.

None of this plan for Rt. 29 has been included in most of the Master Plans where all

the affected homeowners, commercial sites and neighborhood associations are given adequate notice and ample time to get answers to these and other questions.

In areas where the BRT is in mixed traffic, then a median, and back into mixed, how will this occur? Where has this been done successfully?

The BRT requires signal prioritization. How does this affect the flow at crossing streets and areas with lots of pedestrian crossings?

Will Rt. 29 be widened at any time for the BRT and, if so, what property will be taken? Property will most definitely have to be taken wherever the station is located. The median is not wide enough and if the station is along the curb lane it will have to be taken from homeowners or commercial sites. Have any been notified? Not likely.

The Task Force and your staff are advocating transit to promote more development. This is true at White Flint and especially true north of White Oak. The number of riders gained from a BRT will be overwhelmed by the additional traffic from the proposed development. It is most certainly

not enough to justify the dollar cost and the disruption of our neighborhoods.

You will hear many BRT proponents speak glowingly about it. Few of them live along the proposed routes and their neighborhoods won't be affected by the disruption the BRT will bring. It is easy to be for something if it has no direct impact on you. Some of the proponents don't even live in Mont. Co. Their opinion is irrelevant.

Until and unless you get answers to these questions and comments, I urge you to slow the process. In the meantime, take the advice of the ITDP and improve existing service.

James Williamson
9910 Edgehill Lane
Silver Spring, Md. 20901
301-593-0973



Montgomery County Group

Testimony of the Sierra Club, Montgomery County Group on the *Countywide Transit Corridors Functional Master Plan* (May 16, 2013)

My name is Ethan Goffman and I am speaking for the Montgomery County Sierra Club Group. I am pleased to appear today in support of the rapid transit network described in the *Countywide Transit Corridors Functional Master Plan*.

The proposed Rapid Transit System for Montgomery County, by shifting more trips from cars to transit, will help the environment by reducing the emissions that cause air pollution and global climate change. In addition, the proposed transit system is a critical component of the county's commitment to encourage the growth of smart growth centers served by enhanced transit. Successful smart growth helps preserve Montgomery County's open spaces and watersheds, which benefits everyone.

The size of these benefits is directly related to the number of people who use the Rapid Transit System--as ridership increases, overall air emissions decline, smart growth is encouraged and environmental benefits go up; if ridership fails to meet expectations, environmental benefits are smaller as well.

What increases ridership? Three elements are key:

- **The rapid transit system is designed to make a transit trip competitive to a private vehicle in terms of travel time.** This includes dedicated lanes for rapid transit vehicles; off-vehicle fare collection and boarding through multiple doors which reduces dwell time at stops; and frequent service. Dedicated lanes are crucial, as they can pass traffic, draw new riders onto transit, and allow far more riders in a single lane than one dedicated to cars or mixed use. We support the draft plan's discussion of when it makes sense to repurpose a traffic lane and dedicate it for transit.
- **The rapid transit system must be a network of interconnected routes.** The ten proposed routes provide accomplish this extremely well. We are particularly pleased with the draft plan's support for more rapid transit routes connecting the eastern and western parts of the county. While we support building the entire system in a relatively short period rather than rolling it out one or two routes at a time, it is most important that these routes be of maximum quality.
- **There is improved access to rapid transit stations and stops.** Improving bicycle and pedestrian access to rapid transit stations and stops can significantly expand the number of potential riders. We are pleased that the draft plan devotes significant attention to these improvements.

At the same time, we would like to make two suggestions for the Planning Board's consideration:

Do not abandon the idea of repurposing traffic lanes to create dedicated transit lanes in the face of criticism that this is "anti-car." Five of the ten proposed bus rapid transit routes include segments where one traffic lane in each direction would be converted to dedicated transit lanes. Most of these segments are within the beltway where the right of way cannot be expanded and transit ridership and car traffic is the heaviest. More people and more jobs are coming to Montgomery County over the next 20 years and avoiding these changes will only lead to more traffic congestion. As the draft plan outlines, when projected transit ridership through these congested areas during peak hours exceeds the number of people that private vehicles can carry in the same lane, then switching that lane from general traffic to one dedicated to transit maximizes the carrying capacity of the road. This is not "anti-car." It simply recognizes that sometimes the best way to move the maximum number of people through a congested area is by means of a combination of rapid transit vehicles running in a dedicated lane and private vehicles driving in the adjacent lanes.

Be careful to avoid recommending a bare-bones bus rapid transit system. The features mentioned at the beginning of my testimony--dedicated lanes, frequent service, off-vehicle fare collection, boarding through multiple doors--are not the signs of a "gold-plated" system. They are central to the creation of a transit system that will attract significant numbers of new riders. Eliminating these features will reduce initial costs, but the resulting system will fail to give Montgomery County's growing population affordable mobility and expanded access to jobs. Any routes not up to RTV standard should be given another name, such as "Ride On Plus"; otherwise, they risk lowering the system's branding value and hurting ridership.

May 16, 2013

Members of the Montgomery County Planning Board:

My name is Drew Morrison. I am a rising senior at Yale University and a resident of Bethesda. I spent the summers of 2011 and 2012 working in the Office of the County Executive on the BRT initiative. I served as a principal staffer for the Transit Task Force, and performed research and coordinated outreach efforts under the direction of Assistant Chief Administrative Officer Tom Street.

Though I am no longer employed by the county government on this project, I am a strong advocate for the BRT system and other efforts to increase the amount and quality of public transit in our county. I would like to take this opportunity to emphasize why the BRT system is a crucial element of our county's future, compliment the elements of the plan that are bold and courageous, and highlight where this plan must be modified in order to ensure that BRT brings the greatest possible benefit to the county and its residents.

BRT is Our Future

The Bus Rapid Transit system can help Montgomery County be more attractive to the new generation of young professionals and entrepreneurs. At the same time, BRT offers a means for increasing economic equity and community health in Montgomery County, providing opportunities and increased quality-of-life for a broad swath of our diverse population. In doing so, Montgomery County, unequivocally one of America's greatest 20th Century suburbs, can adapt to a new century of suburban life.

The County has sought to make itself more attractive to young people and that's a major focus of many of our development policies today.¹ As a young person myself, one on the verge of leaving school and entering the job market, I want to emphasize the role that transit and the urban lifestyle play in my generation's choices. As a cohort, we are saddled by \$1 trillion in student loan debt, making it difficult for us to buy homes or cars.² Apartments and transit are economic necessities. Second, we do enjoy the choice and freedom that comes from having a variety of entertainment, recreation, and dining options in easy walking distance from where we live and work. Third, our values align with those of a transit-oriented, urban lifestyle. My generation cannot afford to degrade the environment in the way that we have in the past. We have to be more responsible with the planet. At the same time, urban life can create a sense of community that is often missing in less dense places. Researchers have found that residents of Kentlands have a greater sense of community than those in the more sprawling Orchard Village, for example.³

This system also matters for its potential to promote economic equity and improved health for residents. A stronger transit system will allow poorer individuals who work in the county to

¹ Turque, Bill. "Montgomery task force will look for ways to energize county's night life." *Washington Post* May 10, 2013.

² Lowrey, Annie. "Student Debt Slows Growth as Young Spend Less." *New York Times* May 10, 2013.

³ Kim, Joongsub and Rachel Kaplan. "Physical and Psychological Factors in Sense of Community: New Urbanist Kentlands and Nearby Orchard Village." *Environment and Behavior* 36.3 (2004): 313-340.

more easily access their jobs without transit. Similarly, the strong east-west connections of the system will better link the more affordable housing on the east side of the county with the I-270 jobs corridor. The health consequences of our car dependence often go unnoticed, which is a mistake. Pollution from cars has a deleterious effect on human health, and has traditionally been concentrated in poorer, minority areas. Researchers from the NIH found that 27,100 cases of childhood asthma could be attributed at least in part to roadway pollution.⁴ Further, walkable communities are a valuable way to fight against the obesity epidemic that adds \$190 billion to our nation's annual healthcare costs.⁵ Promoting a walkable county is about more than development or young people. It's an opportunity to affect public health, as well.

What the Plan Gets Right

In seeking to create a high-quality transit system, the Transitways Plan takes many smart and bold steps. I would like to highlight two that are crucial to its success:

- **Commitment to a Network-**By creating a network of BRT, the County can dramatically increase choice and convenience for riders, driving increased use of the system. The east-west lines are particularly crucial for overcoming the deficiencies of the existing Wedges and Corridors street system and for reducing traffic on the Beltway.
- **Lane Repurposing within Beltway on Route 355-**While this decision is likely to be unpopular, it is the only way to achieve high-quality transit on a route that every entity that has studied the system has identified as the most important. The Planning Board should not waver from this commitment.

Where the Plan Should be Strengthened

In order to achieve a high-quality system that drives the potential changes outlined above, there are a few changes that should be made to the Transitways Plan:

- **Stronger Commitment to Dedicated Right-of-Way-** It is only through dedicated right-of-way that Bus Rapid Transit becomes "rapid." And only a rapid system will attract high ridership and drive sensible economic development. Achieving dedicated right-of-way for the BRT system is difficult, but it must be sought from Day 1. If right-of-way cannot be easily taken until future master plans are written, then the objective of those later takings must be on building the highest-quality BRT treatments (bidirectional dedicated rights-of-way).
- **Phasing Based on Ability to Have Right-of-Way-**The BRT system should be phased according to our ability to provide BRT service. That is, the corridors where ridership is acceptable and dedicated lanes can be provided quickly should form the basis of the first phase. We should not launch a project that does not live up to the potential of true BRT.
- **Quick Action on Intersections-** Even if the Planning Board finds that more work must be done to guarantee more right-of-way sooner, quick action is needed to reserve rights-of-way at critical intersections. The redevelopment of White Flint will have major impacts on the Old Georgetown Road alignment. Planning is underway for interchanges

⁴ Perez et al. "Near-Roadway Pollution and Childhood Asthma: Implications for Developing 'Win-Win' Compact Urban Development and Clean Vehicle Strategies." *Environmental Health Perspectives* 120 (2012): 1619-1626.

⁵ Jackson, Richard J. and Michael Mehaffy. "The Grave Health Risks of Unwalkable Communities." *The Atlantic Cities* June 25, 2012.

along Georgia Avenue. Every new road project, particularly complicated intersection-to-interchange conversions, must be built with BRT in mind.

- **Extension of Randolph Road/Cherry Hill Line**-The Randolph Line should be extended to FDA Boulevard (intersection of Cherry Hill and FDA Blvd). Doing so will provide direct access to the proposed developments at that site. Residents along the U.S. 29 corridor have shown significant reservations about this system. At the very least, the county should ensure that the system will be a serious option for individuals who work at the major current and future job centers along the corridor.

Thank you for your consideration of my testimony. I strongly urge you to support this system and make it the greatest BRT system in the country in the greatest community in the country.

Sincerely,

A handwritten signature in black ink, appearing to read 'Drew Morrison', with a long horizontal flourish extending to the right.

Drew Morrison

drewemorrison@gmail.com

Greater Colesville Citizens' Association (GCCA)

PO Box 4087
Colesville, Maryland 20914
May 16, 2013

Planning Board
Attn: Françoise Carrier, Chair
8787 Georgia Ave
Silver Spring, MD 20855

Re: Countywide Transit Corridors Functional Master Plan

Dear Chairperson Carrier:

The Greater Colesville Citizens Association (GCCA) has urged the county for decades to address the road congestion problem and the spillover effect of cut-through traffic in residential areas. The BRT corridors included in the Draft Countywide Transit Corridors Functional Master Plan are a good start to building the BRT network. Once implemented, the 10 proposed corridors will start to address the road congestion. They will also start to address other problems, like pollution and global warming. For these reasons, GCCA supports the 10 corridors being included in the Master Plan.

I personally was involved with the Planning Department's Transportation Policy Report (TPR) that concluded in 2002. That effort looked at over 100 roads and transit projects, land use changes, and better management of our transportation infrastructure. It concluded that congestion would only get substantially worse. TPR developed the concept of what is now being called Bus Rapid Transit (BRT) as a possible method of addressing congestion. TPR eventually led to the County Executive's Transit Task Force (TTF), which expanded and refined the BRT concept. The TTF recommended network is much more cost effective than the large number of road projects considered in 2002.

While we support including the 10 corridors, we feel more study is needed to determine the actual treatment and number/location of stations that will be implemented. We urge the plan to contain language to provide the implementing agency with the flexibility to decide upon the treatment after more study. The studies for two of the corridors (Veirs Mill and George Ave north) are currently underway. Including all the corridors in the master plan would allow such studies to be undertaken for all of them, assuming the Council approves them and provides needed funding.

Since the exact station configuration has yet to be determined, the implementing agency also needs flexibility to acquire additional small amounts of land that are not included in the master plan. The stations will need to support not only BRT vehicles, but also local buses. The County currently has a study underway to determine how to reconfigure local bus routes and integrate them with the BRT routes. Both of these efforts also must address pedestrian circulation. Since that study has only recently gotten started and results are not yet available, flexibility on acquiring small amounts of land is critical.

We urge that the master plan include the short Cherry Hill segment in the Randolph Road corridor so that the corridor extends from Rockville Pike to FDA Boulevard. This section was included in the TTF report and is also included in the Draft White Oak Gateway Master Plan.

In conclusion, we urge the Planning Board to support the draft Countywide Transit Corridors Functional Master Plan with a few minor changes.

Sincerely

A handwritten signature in cursive script that reads "Daniel L. Wilhelm".

Daniel L. Wilhelm
GCCA President

Dave Anderson

Testimony supporting Coalition for Smarter Growth
Montgomery County Planning Board

May 16, 2013

I'm Dave Anderson. I live at 8708 First Avenue in Silver Spring. I'm here to share with you tonight why I hope Bus Rapid Transit (BRT) becomes a key reality in the Countywide Transit Corridors Functional Master Plan. You and your staff have identified 10 of these corridors in high demand.

Two reasons have to do with my grandchildren. A boy and a girl, ages 8 and 12. All indications are that they will be growing up, as teenagers, in Montgomery County, the home not only of America's longest commuter time, but America's worst traffic congestion. Kelly and Tyler will be among thousands of other teens in our county, all of them precious, all of them traveling daily in search of the opportunities with which our community is so blessed.

The reason I dwell especially on these two youngsters is because I know they are my only possible ticket to immortality.

But if we do not find a cost-effective way --- like BRT --- of expanding our roadways' carrying capacity, none of these priceless children will be safe in transit. If we lack the imagination to provide them with more and better choices in getting around ---and BRT is the most promising --- then some of them may not get where they need to go. And that could be tragic.

Please include Bus Rapid Transit. Dedicated lanes, pre-pay stations, platforms.

Testimony of Clarence Steinberg May 16, 2013, at the Public Hearing, M-NCPPC, on the Countywide Transit Corridors Functional Master Plan

Ladies and gentlemen:

Here are my thoughts on the staff proposals.

- North-South busways in peak hours would choke at the same Silver Spring, Four Corners, and Bethesda bottlenecks that Metrobuses and Ride-ons now do.
- **Curb lanes, mixed use, and lane management or repurposing** all mean aggravating these choke points, albeit in the hope that people – presumably County residents – will leave their cars home when commuting to D.C. and Virginia, regardless of whether their jobs are near mass transit.
- Though the plan urges minimizing busways' impact, these bottlenecks elevate that impact
- Staff proposals to try these three modes and then, if they don't work, consider tearing out sidewalks essentially concedes raised impact.
- Connecticut Avenue's congestion during peak needs to be addressed.
- Proposing that if the BRT carries more people in the choke points than do cars is arbitrary and, while satisfying BRT's proponents, may antagonize significant numbers of stakeholders.
- Proposed single and dual median busways are in areas where local ridership projections are not acute even in peak hours.
- Economics of running BRT on off-peak hours might merit a note.
- Minus underpasses or overpasses at traffic signals on intersecting roads -- analogous to the bridge over 29 at Briggs Chaney Rd. -- these median busways do not improve on current limited stop Metrobuses.
- Median busways require expensive passenger bridges and escalators (and perhaps elevators) to satisfy Federal law. Cf. the Silver Line's experiences.
- A week-long physical count of who and what actually drives the corridors is in order in that cars from Howard County and to a lesser degree, Frederick County use the corridors and have rights to do so; these are not Montgomery County roads.
- The number of peak hours MTA (and its contractors') Columbia – D.C. buses now choking in Silver Spring, e.g., may only rise as the population

they serve expands. (That expansion also will bring more non-Montgomery cars on the corridors.)

- The effect of these and other intercity and BRT buses converging on Colesville Rd. and the Sarbanes transit center at peak hours, plus, if it's built, the P.L.'s grade crossing at Georgia Ave., well might be measured in the proposal.
- Peak use of the Metro Red Line is such that too many passengers stand as in New York and even Tokyo rush hours. Terminating BRT at these Metro stations would not ease BRT's commuters' experience.
- Double fares between the bus and train systems are a disincentive for commuters, both living in Montgomery County and in Howard and Frederick counties.
- Resurrection of the free transfer when Metro opened might in itself reduce enough peak car use to obviate expending a billion or more on BRT. Existing bus systems, including express and limited stop lines, might do the job, but at peak hours passengers would still need to squeeze in the crowded trains.
- Expensive Metro fares for commuters, especially in its perimeters, compound commuter disincentives to use mass transit. Somehow the proposal needs to fix this.
- Staff's suggestion to add a third track to the Brunswick MARC, reaching ultimately into northern Virginia, has one risk and one huge benefit.
- The risk: joining the track to the two CSX tracks in Bethesda. Surely Staff could not mean to add the track all the way to Union Station. An analogy with the nightmare of I-270 joining I-495 at peak is clear.
- The benefit: tacitly arguing what planners in most U.S. metro areas know, i.e., there is a regional problem that rail could solve. Staff's mention of ultimately considering P.G. County in a BRT underscores the truth that our congestion's a regional problem.
- Such a train solution here would be a Metrorail circle line somewhat configured to former County Executive Duncan's proposed original Purple Line, but now expanded to reflect current opportunities.
- Though MTA considered and rejected a circle line a decade ago, conditions in all the Metro suburbs have changed so that it could relieve north-south commuter traffic now and to come, serve the new employment areas like the Gaithersburg science campuses, White Oak FDA and proposed eastern county science center, National Harbor, North College Park and IKEA Center, FedEx Field and other points east and west.

- A Metro circle line could reduce BRAC auto traffic at the Mark Center in Alexandria and the new Walter Reed.
- It would join all Metrorail spokes, and it would be truly rapid transit.
- Unique geography and political-created entities along such a line propose that it could be funded more easily than any other mass transit proposal for the region.
- Such a line would benefit transit-oriented development many ways, including offering developers relatively inexpensive land and a good returns on their investment.
- It would reduce congestion both on the current bus systems and on Metrorail, permitting the entire Metro mass transit system to move passengers better at peak hours.
- Tied to an enlightened fare and bus-train transfer policy, such a line should facilitate all projected population increases for the entire Metro region, and do so with the existing bus system.

Thank you for hearing this testimony.

TESTIMONY OF TONY HAUSNER
INDIAN SPRING CITIZENS ASSOCIATION
BEFORE MONTGOMERY COUNTY PLANNING BOARD
ON BUS RAPID TRANSIT HEARING
MAY 16, 2013

I am Tony Hausner, a member of the Indian Spring Citizens Association Board. Our board supports the Bus Rapid Transit System proposals. Our highways are too congested and BRT will bring both transportation relief, be more cost-effective and better for the environment than our current dependence on automobiles and traditional buses.

We have the following thoughts on this proposal. First, we recommend that reversible lanes be used. This will reduce the number of lanes that are needed.

Second, please ensure that pedestrians can cross the roads where BRT operates. Many of our citizens have to cross several lanes of traffic in order to take buses on the other side of the highway, such as on Colesville Road. The median allows us to cross the highway. Thus, please ensure that the medians stay in our section of Colesville Road. Do not force pedestrians to travel great distances to be able to cross the highway as this would likely reduce their interest in using public transportation.

In adopting BRT, we want assurance that zoning changes will not be imposed near the various BRT stops. We do not want our single family neighborhoods changed anywhere near the various transit stops.

Testimony for public hearing: Countywide Transit Corridors Functional Master Plan
May 16, 2013
Jonathan H. Wellemeyer

Good evening. My name is Jonathan Wellemeyer and I am a life-long resident of Montgomery County. Having been born and raised in one of the most diverse, progressive and successful localities in the country my upbringing has instilled a number of values in me. I believe in inclusiveness, collectivity and planning for a brighter future. I also more or less grew up in a car.

Don't get me wrong: I love my car. It's clean, comfortable, quiet and gets me wherever I want to go. In fact, I can't live without it, and that's a problem.

Technically, I can get to work or downtown without it. I can walk a mile to pick up the Z2 or the C8, take it to a train station and get to downtown DC. In two hours. That's not much of a choice, and it's one I've only exercised when my car was out of commission.

Instead, if I want to get to work in DC or to points off the beltway—or for that matter, my favorite grocery store Trader Joes or my favorite bar the Quarry House—I have to slog down Rt. 29, where it often takes as much as 40 minutes to travel seven miles. Again: not much of a choice.

However, because I believe in progress and planning and because I hope for a better future, I believe in exploring innovative transportation solutions. BRT is not only innovative, it's a low-impact, low-cost solution that can make a big difference in people's lives.

The most stressful part of my already stressful commute is the five minutes it takes to cross divided University Boulevard. White knuckling my way through that intersection, paranoid that some careless driver is going to merge in front of me, leaving me stranded in the middle of the road when the light changes is something my blood pressure takes the rest of my drive to recover from.

If I and the other commuters on 29 had a real choice, we could all avoid that feeling. A real choice means BRT, and real BRT requires dedicated lanes.

This isn't just a selfish crusade to improve my commute, however. As a student of City Planning I know that connecting people to jobs and commerce is crucial to our economy. I know that young professionals like me are interested in choice and connectivity. And I know we can't realize our potential by doing nothing. I love my home. I love my county. And I love my car. But if I choose to raise a family here in Montgomery County, I want them to have freedom, choice, safety and connection. I want them to explore and thrive in my county. But I don't think they'll be able to do that growing up in the backseat of my car.

Please put your support behind BRT and dedicated lanes. Adopt the transit plan.

MONTGOMERY COUNTY PLANNING BOARD TESTIMONY MAY 16 2013

MARY ANN NYAMWEYA, testifying as individual

Good evening. I am a Silver Spring resident, a wife, a mother, a worker; as I speak today I represent a family with ties of more than 50 years in this area. I drive a car and I take Metro to work.

I support your vision of a vibrant, working future for this entire region. I do think we need a vision right now; and I do think that vision has to emphasize the word "collective," or the word "shared," because we have such a diverse, intertwined community – we share roads, restaurants, houses of worship, parks, shopping centers, hospitals.

It is the nature of this county to be forward-thinking, to be inclusive, to be conscious of each other, and of the environment, and of our responsibilities – and it is in this County's character to act on what we know. We know we need less congestion on our roads, less frustration for our drivers, better ways for people to move around. Our County has so much to offer, but traffic is such a hassle in so many places.

We use Route 29 to visit our daughter in Towson, so we know that corridor well. Another daughter lives in Crystal City, and hesitates to come to Silver Spring because the drive is unpredictable, or Metro has delays. We go to Four Corners often and to White Oak. We travel on Georgia Avenue to Philadelphia Avenue into Takoma Park. We travel across Kensington via back roads onto Route 355, to Rockville and Gaithersburg. We use Viers Mill Road. We cross East West Highway to Bethesda. Our drive can range from smooth to horrible, depending on the roads that day. We use University Boulevard to College Park, and Piney Branch Road and New Hampshire Avenue. This is all to say that we get around the region in many directions.

We love to drive, but are bothered by ever-present road congestion. Metro is decent, but rapid transit would be a good alternative. We don't want land encroachment in any neighborhoods. So we are willing to accept a Bus Rapid Transit system. It is an exciting idea, and a necessary option in such a busy, crowded, growing region. A fast-moving, reliable, safe Rapid Transit system that would not encroach on land because it uses existing lanes is a good idea. A Bus Rapid Transit system would lessen cars and thus carbon emissions, would create jobs, would allow car lanes to move freely, would allow transit lanes to move a lot of people around quickly, would let emergency vehicles through when needed, and really is the picture of the future. Why is this the future for our County? Because it gives everyone options, and it means we are responsible thinkers. A Bus Rapid Transit system accommodates everyone and gives a way to ease congestion and open and connect regions. Our family supports this forward-looking plan that will enable residents to thrive, and visitors to see a place worth visiting.

TESTIMONY BEFORE THE MONTGOMERY COUNTY PLANNING BOARD ON ITEM 11: PUBLIC HEARING ON COUNTYWIDE TRANSIT CORRIDOR FUNCTIONAL MASTER PLAN, THURSDAY, MAY 16, 2013, 6 P.M.

PRESENTED BY FREDA MITCHEM, PRESIDENT, CHEVY CHASE VALLEY CITIZENS ASSOCIATION, 3901 WOODLAWN ROAD, CHEVY CHASE, MD 20815, 301-654-8781, fmitchem@verizon.net

MY COMMENTS REPRESENT THE VIEWS OF THE CHEVY CHASE VALLEY CITIZENS ASSOCIATION BOARD. THE BOARD OF SEVEN PEOPLE IS ELECTED AT A COMMUNITY MEETING TO WHICH ALL HOMEOWNERS IN THE CHEVY CHASE VALLEY NEIGHBORHOOD ARE INVITED.

CHEVY CHASE VALLEY IS A NEIGHBORHOOD OF SOME 50 HOMES LOCATED BETWEEN CONNECTICUT AVENUE, JONES BRIDGE ROAD, AND NORTH CHEVY CHASE PARK. WE ARE JUST SOUTH OF BELTWAY EXIT RAMP 33 AND TWO BLOCKS NORTH OF CHEVY CHASE LAKE.

FOR THE PAST EIGHTEEN MONTHS OUR NEIGHBORHOOD HAS BEEN IMPACTED BY THE WIDENING OF CONNECTICUT AVENUE TO EIGHT LANES BETWEEN THE BELTWAY AND JONES BRIDGE ROAD IN ORDER TO ACCOMMODATE THE INCREASED TRAFFIC RESULTING FROM THE BRAC CHANGES AT THE WALTER REED NATIONAL MILITARY MEDICAL CENTER. THE SIGNIFICANT DISLOCATIONS THAT WE ARE STILL EXPERIENCING HAVE BEEN A CASE STUDY DEMONSTRATING THAT TRANSPORTATION IMPROVEMENT PROJECTS HAVE CONSEQUENCES FOR ADJACENT NEIGHBORHOODS.

CONNECTICUT AVENUE WAS NOT ONE OF THE TEN CORRIDORS SELECTED FOR INCLUSION IN THE "COUNTYWIDE TRANSIT CORRIDOR FUNCTIONAL MASTER PLAN" DUE TO LOW RIDERSHIP LEVELS ON EXISTING BUSES COMPARED TO THE SELECTED CORRIDORS. AFTER THE DISRUPTION WE HAVE EXPERIENCED FROM THE CONNECTICUT AVENUE/JONES BRIDGE ROAD BRAC PROJECT, WE ARE MORE THAN WILLING FOR BUS RAPID TRANSIT TO BE INSTALLED FIRST IN OTHER NEIGHBORHOODS WHILE OUR BUS RIDERS CONTINUE TO USE METRO-BUS AND THE COUNTY RIDE-ON BUSES. HOWEVER, WE ANTICIPATE THAT WITH THE BUILDING OF THE PURPLE LINE AND THE RE-DEVELOPMENT AT CHEVY CHASE LAKE WHICH WILL INCREASE THE DENSITY OF RESIDENTIAL AND COMMERCIAL PROPERTIES JUST TWO BLOCKS SOUTH OF OUR NEIGHBORHOOD, TRAFFIC IN OUR AREA WILL ALSO INCREASE. IN THE MORE DISTANT FUTURE CONNECTICUT AVENUE ALSO MAY BE CONSIDERED FOR BUS RAPID TRANSIT.

WE RECOGNIZE THAT TRAFFIC IS OUR ENEMY EVEN AS WE OURSELVES CONTRIBUTE TO IT. THEREFORE, WE APPLAUD MONTGOMERY COUNTY'S TRANSPORTATION PLANNERS FOR RECOGNIZING THAT WE CANNOT MANAGE THE FUTURE INEXORABLE GROWTH OF TRAFFIC ON OUR ROADS AS MONTGOMERY COUNTY'S POPULATION, EMPLOYMENT, AND COMMERCIAL ACTIVITIES CONTINUE TO EXPAND BY POURING MORE CONCRETE TO EXPAND OUR ROADWAYS. THIS IS ESPECIALLY TRUE IN DENSELY POPULATED, HIGHLY DEVELOPED RESIDENTIAL OR COMMERCIAL AREAS SUCH AS CHEVY CHASE, BETHESDA AND SILVER SPRING. WE BELIEVE THAT, IF IMPLEMENTED CORRECTLY, VARIOUS BUS RAPID TRANSIT (BRT) MODALITIES CAN HELP REDUCE THE RATE OF INCREASE OF CARS ON OUR ROADWAYS AND MITIGATE TRAFFIC CONGESTION.

HOWEVER, WE ARE CONCERNED ABOUT THE NEXUS BETWEEN BRT AND THE QUALITY OF LIFE IN ADJACENT NEIGHBORHOODS. FEW WOULD CONTEST THAT THE TREE-LINED RESIDENTIAL NEIGHBORHOODS IN MONTGOMERY COUNTY ARE ONE OF OUR FINEST ASSETS. ALONG WITH GOOD SCHOOLS, OUR ATTRACTIVE NEIGHBORHOODS ARE THE REASON MANY CHOOSE TO LIVE HERE. WE WISH TO RAISE LEGITIMATE CONCERNS ABOUT THE POTENTIAL NEGATIVE IMPACTS OF BUS RAPID TRANSIT ON RESIDENTIAL NEIGHBORHOODS ALONG THE SELECTED CORRIDORS. WE ARE CONCERNED THAT, IN REVIEWING THE PROPOSED MASTER PLAN CHANGES, WE COULD FIND ONLY ONE STATEMENT, LOCATED IN THE "GUIDING PRINCIPLES" SECTION ON PAGE 19, WHICH EVEN MENTIONS NEIGHBORHOODS: "MINIMIZING CONSTRUCTION OF ADDITIONAL PAVEMENT TO LIMIT IMPACTS ON THE ENVIRONMENT AND ADJACENT COMMUNITIES."

WHILE WE CONCUR WITH THAT STATEMENT, THERE SEEMS TO BE NO ACKNOWLEDGEMENT ELSEWHERE IN THE REVISED MASTER PLAN THAT IMPLEMENTATION OF BRT IN AND OF ITSELF MAY NEGATIVELY AFFECT RESIDENTIAL AREAS ALONG THE CORRIDORS. WE BELIEVE THAT THE MASTER PLAN SHOULD ACKNOWLEDGE THAT BUS RAPID TRANSIT ITSELF POTENTIALLY CAN HAVE NEGATIVE IMPACTS ON ADJACENT NEIGHBORHOODS, DEPENDING ON HOW IT IS PLANNED AND IMPLEMENTED, AND THAT THE PLAN SHOULD REQUIRE MITIGATION ACTIONS TO AVOID SUCH IMPACTS.

CCVCA THEREFORE RECOMMENDS THAT THE PLANNING BOARD SHOULD DIRECT PLANNERS TO ADD AN ADDITIONAL EXPLICIT GUIDING PRINCIPLE TO THIS PROPOSED MASTER PLAN WHICH REQUIRES BUS RAPID TRANSIT PLANNERS AND IMPLEMENTERS TO "ASSESS POTENTIAL NEGATIVE IMPACTS ON ADJACENT RESIDENTIAL NEIGHBORHOODS AND IMPLEMENT MITIGATING MEASURES TO PROTECT THE QUALITY OF LIFE AND PROPERTY VALUES OF NEIGHBORHOODS ADJACENT TO BUS RAPID TRANSIT CORRIDORS".

WITH SUCH A GUIDING PRINCIPLE IN PLACE IN THE MASTER PLAN, PLANNERS SHOULD BE REQUIRED TO CONDUCT AN "ADJACENT NEIGHBORHOOD ASSESSMENT AND IMPACT MITIGATION PLAN" AT THE PLANNING STAGES AND AS NEEDED DURING THE IMPLEMENTATION PROCESS. THE REQUESTS FOR PROPOSALS SHOULD REQUIRE CONTRACTORS TO PROPOSE MITIGATION MEASURES TO ADDRESS ISSUES IDENTIFIED. PLANNERS AND CONTRACTORS SHOULD BE REQUIRED TO ADDRESS SPECIFIC CRITERIA SUCH AS: (1) PURCHASE OF QUIET-RUNNING, LOW POLLUTING, LOW VIBRATION BUSES WHERE THEY WILL TRAVEL THROUGH RESIDENTIAL AREAS - EVEN IF THEY ARE MORE EXPENSIVE THAN ALTERNATIVES AVAILABLE; (2) CONDUCT OF SOUND AND VIBRATION STUDIES TO ASSESS DECIBEL LEVELS AND SEISMIC VIBRATIONS ON ADJACENT HOMES WHERE BUS RAPID TRANSIT TRAVELS THROUGH RESIDENTIAL AREAS, AND IMPLEMENT MITIGATING MEASURES WHERE THE SOUND OR VIBRATION LEVELS EXCEED ACCEPTABLE LEVELS. THIS SHOULD INCLUDE SUCH MEASURES AS SOUND WALLS APPROPRIATE FOR RESIDENTIAL AREAS, LANDSCAPING, RESURFACING OF ROADS, AND OTHER; (3) AT THE PLANNING STAGE, MINIMIZE RIGHT- OF- WAY ACQUISITION FROM PRIVATE HOMES ALONG BRT ROUTES; (4) SELECT APPROPRIATE, NON-INDUSTRIAL LOOKING BRT STATION AND VEHICLE DESIGNS THAT BLEND IN WITH NEIGHBORHOODS; (5) DEMONSTRATE THAT RE-PURPOSING OF EXISTING TRAFFIC LANES AND OTHER BRT OPTIONS WILL NOT ACTUALLY INCREASE CONGESTION ON OUR EXISTING TRAFFIC ARTERIES.

WE ALSO WOULD RECOMMEND THAT MONTGOMERY COUNTY AGGRESSIVELY PROMOTE AND INCENTIVIZE LOCAL BUSINESSES TO INCREASE WORK-FROM-HOME OPTIONS AND STAGGERED WORK HOURS TO ALLOW NON-RUSH HOUR COMMUTES FOR NON-DIRECT SERVICE PERSONNEL WHO PRIMARILY WORK VIA COMPUTERS AND PHONES.

IN CLOSING, WE HAVE CONCERNS THAT THE PROPOSED REPURPOSING OF TWO EXISTING REGULAR TRAFFIC LANES ON WISCONSIN AVENUE/ROCKVILLE PIKE FOR BRT MAY RESULT IN INCREASING THE ALREADY DIFFICULT CONGESTION ON THAT ARTERY. WE DO NOT THINK THAT IT IS APPROPRIATE TO MAKE TRAFFIC SO BAD BY REDUCING THE CURRENT NUMBER OF AVAILABLE LANES FOR CARS AND TRUCKS THAT PEOPLE WILL BE DRIVEN IN EXASPERATION TO UTILIZING MASS TRANSIT OPTIONS.

THANK YOU FOR TAKING OUR RECOMMENDATIONS INTO CONSIDERATION.

May 16, 2013

Livia M. Nicolescu
3221 Brooklawn Terrace
Chevy Chase, MD 20815
nicolescu@rcn.com

The Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Public Hearing - Countywide Transit Corridors Functional Master Plan

Dear Members of the Montgomery County Planning Board:

I am testifying today, as a resident of Montgomery County who is grateful to have been able to live here for over seven years. My three-generation household has been so very well-served by the local schools, job opportunities, hospitals and other health care services for the young, the middle-aged and the elderly. Our residential communities are woven together with these services by the formidable R.O.W. network that exists already in Montgomery County. Not only do the members of my family enjoy access to these services; we also enjoy numerous alternatives and a multiplicity of options in all sectors, be this for education or for work or for health care or for recreation.

I have put my time in "behind the wheel" in order to accomplish the daily, often mundane, tasks to help raise two school-aged children and to care for my mother in my home (all at the same time until recently). Imagine my joy when my two children took their first Ride-On bus last year, and got themselves from their school to downtown Bethesda, all by themselves! That joy was equal to my relief at seeing an ambulance pull into my driveway, minutes after a call to 911, when my mother needed an Emergency Room visit at our neighborhood hospital.

Recently, I have realized that the necessity of point-to-point driving (e.g. home to daycare/ school to work to daycare/school to supermarket to home) has a built-in

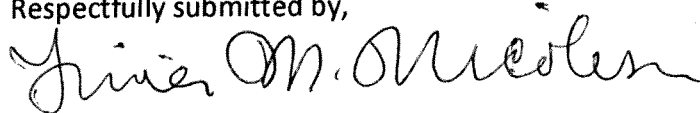
time limit: hip, hip, hurrah! My children are becoming young adults who need as many transit options as we can provide to them: with all of the wisdom and foresight that a county-wide transit corridor master plan offers. Likewise, as I contemplate "aging-in-place", or continuing to live in Montgomery County over the next few decades, I will need transit options which exclude the necessity of me being the driver of my own car, while at the same time, increasing the likelihood that my future caregivers will have access to me. In my neighborhood, I am acquainted with hale and hearty octogenarians!

The Countywide Transit Corridors Functional Master Plan, if approved and adopted, will update the Master Plan of Highways (created in 1955) and bring Montgomery County out of the mid-20th century and into the new millennium. My house and I, myself, are of similar vintage to the original Master Plan of Highways. Think of some of the maintenance and repairs needed, over the years, to a house that was originally built in the 1950's! I'm speaking about those simple home improvements which, when performed one at a time, over a period of years, add up together to improve the overall functioning of the house, even if the original structure is sixty years old. I care about my utility bills and, for my children's generation, I am concerned about the careful use of energy resources.

In conclusion, I joyfully support this plan which provides a county-wide strategy to move all of us in Montgomery County (including our children's generation) more efficiently, because we can collectively re-imagine at this moment in time how much better our existing R.O.W. network will function with dedicated transit corridors.

Thank you so much for all that you do for the residents of Montgomery County!

Respectfully submitted by,

A handwritten signature in black ink, appearing to read "Livia M. Nicolescu". The signature is fluid and cursive, with a small mark above the 'i' in "Nicolescu".

Livia M. Nicolescu

BRT Testimony

Travis Ballie
7911 Chicago Avenue
Silver Spring, MD 20910

My name is Travis Ballie and I am a proud resident of Silver Spring and a Montgomery County Young Democrat. My relationship with Montgomery County is very much like my dating life. I'm usually planning the wedding after the 2nd date. What I mean by that is, I find out very quickly in a relationship whether or not I see a future in it. I have only had the honor of being a Silver Spring, Montgomery County resident for 3 fantastic years, but I am already infatuated and planning a lifelong love affair with this county.

I feel so good about MoCo because our county has a forward looking vision about what a thriving community looks like. A core part of what keeps me here in MoCo is the knowledge that I can rely on my county government to make wise investments that can optimally integrate recent transplants like I and improve the lives of those lifelong residents who made this county so appealing in the first place.

Bus Rapid Transit with dedicated lanes is one of the wisest investments I have ever heard proposed by this Planning Board. As a young Montgomery County resident, I am already planning my future here that includes Bus Rapid Transit with dedicated lanes. This transportation project will determine whether or not I will want to raise a family, spend more time and money, and invest in a home right here in Montgomery County.

I am a proud patron of Round House Theatre both in Bethesda and Silver Spring. I love politics; this past year I even canvassed all over this county for marriage equality. I also appreciate so much events like the Gaithersburg Book Festival. I am able to enjoy this Moco venues, and participate in MoCo civic culture, primarily because I have a public transit system in my county to rely on, even if I frequently find myself delayed for hours every month trying to get to where I need to go.

I want to put down roots here in MoCo. I want to find the Gaithersburg equivalent of Zed's café. I want to patron even more theater in Montgomery County, like Olney theatre. Right now, I spend more money than I want in Washington DC, because I know that I can trust the public transit system to get me to where I need to go in DC. Reliable public transit determines where I spend my money. I urge the planning Board to support a comprehensive Bus Rapid Transit system with dedicated lanes.

I was never so passionate about buses before, but something happened this summer. My friend Tom married his longtime partner Matt in a beautiful ceremony that I will remember for the rest of my life. As a gay man, I for the first time witnessed with my own eyes that I can find happiness here in Montgomery County, because my friends who also live here found it. The moment Tom and Matt took their wedding vows is an irreplaceable moment in my life. I almost missed their wedding, which took place here in Montgomery County, because MoCo public transit could not be relied upon. I planned ahead and did everything right, and my bus got stuck in traffic. For me, this is just about a bus system, this is about whether or not Montgomery County can invest in the infrastructure needed for me and countless others to lives our lives to the fullest.

TESTIMONY IN SUPPORT OF INCREASED INVESTMENT IN RAPID TRANSIT FOR MONTGOMERY COUNTY

My name is Jim Russ. I live at 9915 Maple Leaf Dr. in Montgomery Village where I am served most directly by two Ride On buses – the #58 and the #64. I also am an automobile owner who is seriously and intentional committed to drastically reducing my use of that form of transportation. Currently about half of my transportation is done by the use of mass transit, walking, bicycling, and ride-sharing.

I am testifying tonight not for a particular component of the rapid transit plan for our county but to speak and to urge the county to make rapid transit development one of its central imperatives.

I will limit my discussion to 5 reasons why the county needs to develop more rapid transit:

- 1) beauty and a sense of spaciousness. We all flourish when we are surrounded by beauty. We think more gracious and harmonious thoughts when we see beauty. We are more friendly and neighborly when beauty is our inescapable companion. The words to one of the hymns that has influenced the thinking and living of Americans for at least a century and a half, “O beautiful for spacious skies, for amber waves of grain,” are not meant for a sorrowful recollection of a long, gone past, but as a present and future reality for the Montgomery County of the 21st century if we decide to take rapid transit seriously. There can't be much beauty is all we see are cars and all we breathe is exhaust-choked air.
- 2) Earth-care. Those who turn against their mothers, don't get very far in life. That earth is our mother is becoming more and more obvious even to the most wayward. Rapid transit uses the resources with which our mother supplies us far more judiciously and wisely.
- 3) The common good . That government which concerns itself with the common good and not with special interests, will long endure. Rapid Transit is available for all whereas the automobile is limited to those who have achieved a higher economic status.
- 4) Mental health. It is not good for our people to be stressed out, infuriated, enraged, assaulted and demeaned every time they try to get from one place to another. Going somewhere should be the occasion for renewal and refreshment not anguish and frustration. I rode the J9 yesterday from Lake Forest Mall to Bethesda. We were in the HOV lane on I-270 and were sailing along at 3 times the speed of the other 3

express and 2 local lanes of traffic. I could look around, breathe deeply and actually enjoy moving about.

Most addictions can only be broken with outside help. Since we are addicted to cars and oil, maybe you, the planning board, need to take seriously, the role of addiction counselor and find ways, such as rapid transit, of cutting through all our anger and denial.

5) Neighborhood development. I yearn for the day when I can know my neighbors better than I do their cars. I look forward to the time when I can drive down Maple Leaf Dr. and see more Maple trees than automobiles. I pray for a county where going somewhere is a neighborly gathering rather than a struggle for survival.

Hearing on Countywide Transit Corridors Functional Master Plan - May 16, 2013
Testimony by James Zepp

My name is James Zepp and I have lived at 10602 Lockridge Drive, Silver Spring for 23 years.

In considering this document, you must ask yourselves if these BRT routes were implemented tomorrow, would it be enough for you to switch from your cars to get to work, shop, and meet your daily commitments? Would it be enough to persuade your family, neighbors, and friends to change their travel choices and stop using their cars? Would the benefits justify the years of effort, billions of dollars in cost, and disruption to businesses, residents, and drivers? Rather than being a hypothetical question, it is the choice that other residents will make and will determine if there is sufficient ridership to support the BRT's construction and operations.

With all levels of governments continuing to face multi-million dollar budget deficits which are growing under mounting debt service for capital projects, the knowledge that the aging infrastructure of bridges, roadways, existing mass transit systems, water/sewer, and public buildings will need major repairs and replacements in the coming years, and that any success for the proposed BRT system will require an equal commitment to local bus service and other traffic congestion measures, are the gains made by approving this Master Plan enough to justify committing the County to what may be the BetaMax of transit/congestion solutions when there are less expensive and more immediate alternatives available and emerging transportation technologies may render BRT irrelevant. Finally as observed by others and happening in other jurisdictions, how will BRT avoid the fate of other transit systems, which have been continually cut back or fail to meet expectations because of shortcuts without being a drain on competing transportation systems or the local economy? As the County's planning body you cannot ignore these questions when committing our future so massively to one and only one transportation alternative.

Given my limited speaking time, I would like to shorthand some concerns for you. Please refer to the attached documents for more details.

1. Is BRT a viable alternative to other forms of mass transit?

A recent study by UC-Berkely researchers have identified through surveys the top 8 reasons that people give up on mass transit (Attachment 1). The proposed BRT system would offer little to attract potential riders that providing more frequent service and better information would not do with the existing transit services. This is borne out with the inability of many BRT systems to meet ridership expectations and the conversion of BRTs to light rail in Ottawa, Canada (Attachment 2); Edinburgh, Scotland; Pittsburgh, PA; and Los Angeles, CA. Even Arlington, VA which is starting operation of a BRT between Crystal City and Potomac Yards, considers it to be a transition step to light rail (Attachment 3). This opinion was echoed in the Greater Greater Washington blog when the current BRT proposal was first surfaced (Attachment 4).

Finally, there are options such as running express buses on the shoulders of interstates or managed lanes and HOV lanes. The Washington Council of Governments (WCOG) s currently conducting

such a study (Attachment 5). An express bus on an interstate will travel twice as fast as a BRT vehicle moving through an urbanized area with intersections, pedestrians, and cross-traffic to contend with, even with a restricted right-of-way. A recent regional map of managed/toll/HOV lanes shows that Northern Virginia is closer to achieving a network than Maryland is. These alternatives could provide less expensive and more immediate relief than waiting for the proposed BRT network to be built.

2. Are there other non-infrastructure options for reducing traffic congestion?

Yes, despite the popular perception that congestion has always increased, there is evidence of substantial nationwide reductions in congestion have occurred recently (Attachment 6). For example, between 2007-2008 congestion dropped by 30%. This happened in every hour and every day and in 99 of the 100 largest US cities. But travel volume only dropped by 3% on urban interstates. And there was no substantial increases in highway or transit capacities. It was concluded that,

Demand management can have sizeable impact on congestion, even if total volume changes are modest.

This was also found in a study of Minneapolis/St. Paul, MN Traffic Demand Management (TDM), where such measures “were found to reduce traffic generation rates by 27% to 37% and parking generation by 11% to 21%” (Attachment 7). The reason for this is the belief that adding a few cars can trigger congestion conditions at peak roadway times and this can be prevented or minimized with effective TDM plans and enforcement while using existing roadway and transit capacities.

3. What is the future for BRT as a transit alternative?

As previously mentioned, many jurisdictions are converting their BRT systems to light rail when they can. Emerging transit technologies such as automated transit networks (ATNs) are offering on-demand services that can eliminate the wastefulness of operating large and largely empty transit vehicles, substantially reduce labor costs which can be as much as 70 or 80% of operating costs, and provide faster travel times than BRT by cutting out intermediate stops (www.advancedtransit.org/advanced-transit/concept-description/). Self-piloting vehicles (SPVs) are being developed by Google and most car makers (Bill Ford: A future beyond traffic gridlock - www.ted.com/talks/bill_ford_a_future_beyond_traffic_gridlock.html) and elements of these capabilities such as self-parking are already offered in production models. Three states have adopted laws allowing these vehicles. So what may seem like science fiction could be common technology, e.g., smartphones, tablets, and large, flat screen TVs.

So within the time window that implementing a BRT network in Montgomery County will require, adopting this plan could be committing the County to the transit equivalent of CD players and libraries of disks, while the world is moving to MP3s and file downloads.

Attachment 1

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Jeff McMahon, Contributor

I cover green technology, energy, and the environment from Chicago.

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Top Eight Reasons People Give Up On Public Transit



3 comments, 2 called-out

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Commuters are more likely to stop using public transit when they experience delays they can blame on the transit agency, according to researchers at the University of California Berkeley.

They are more likely to forgive delays caused by traffic, emergencies or mechanical failures.

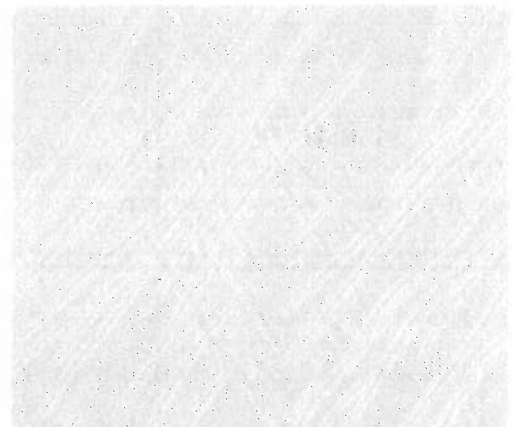
“The most significant negative experiences that drove a reduction in transit use were delays perceived to be the fault of the transit agency, long waits at transfer points, and being prevented from boarding due to crowding,” wrote the researchers: graduate student Andre Carrel, undergraduate Anne Halvorsen and Professor Joan L. Walker from Berkeley’s Department of Civil and Environmental Engineering.

The researchers surveyed users of San Francisco’s Muni transit system, as well as former users. They set out to learn not only how transit users adapt to unreliability, but also how experiences on buses and trains inform people’s long-term transportation choices.

They found that passengers care about much more than just when the bus arrives—a factor traditionally considered to influence perceptions of reliability. Passengers care about the types of delays they endure and when in the trip



A Muni streetcar on Market Street in San Francisco (Photo credit: Wikipedia)



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they occur.

For example, passengers are more likely to be angered by delays at a transfer stop than an origin stop, where they first board the bus or train.

At an origin stop passengers may be able to wait at home, Carrel said, if they have access to real-time arrival information, and they may be able to consider alternative ways to travel.

“If you get stuck at a transfer stop—you get off of one bus and you’re waiting for another—you’re pretty much screwed,” Carrel said in a Canadian Broadcasting Company [interview](#). “We found that was much worse.”

But it wasn’t the worst experience reported by bus riders.

“What’s even worse is when people get stuck inside the bus,” Carrel said. “When the vehicle is stuck, say backed up behind other transit vehicles, that is the most important event in people wanting to stop using transit.”

The study should give pause to transit agencies that require buses to idle at green lights or pull over to stick to a schedule or to prevent [bus bunching](#).

The top reasons people give up on public transit, according to the researchers:

- 1. Delayed on board due to transit vehicles backed up or problems on the transit route downstream.**
 - 2. Experienced long wait at a transfer stop.**
 - 3. Missed departure due to wrong real-time information.**
 - 4. Unable to board or denied boarding due to crowding.**
- Much less significant were events that riders do not perceive to be the fault of the transit agency. “People tend to be much more forgiving when they feel the problem is beyond the control of the agency,” Carrel said. “That would be, for example, when buses are stuck in traffic, where everybody’s stuck in traffic.”
- 5. Delayed on board due to emergency or mechanical failure.**
 - 6. Experienced long wait at origin stop.**
 - 7. Ran to stop but the bus or train pulled away.**
 - 8. Delayed on board due to traffic.**

The researchers found that comfort is the least important factor influencing decisions to stop using public transit. Riders don’t mind standing in crowded buses or trains as long as the vehicles move without delay and run frequently. Commuters are willing to wait 10.2 minutes, on average, before they consider a wait too long, the study found.

The researchers presented the study, “Passengers’ Perception of and Behavioral Adaptations to Unreliability in Public Transportation” in November at the Transportation Research Board annual meeting. Their findings have been generating discussion recently on [governing](#) and [planning](#)

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Jeff McMahon

Contributor

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I have covered the vexed relationship between humans and our natural environment since 1985, when I discovered my college was discarding radioactive waste in the dumpster out back. That story ran in the Arizona Republic, and I have worked the energy-and-environment beat ever since—for dailies in Arizona and

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The author is a Forbes contributor. The views expressed are those of the author.

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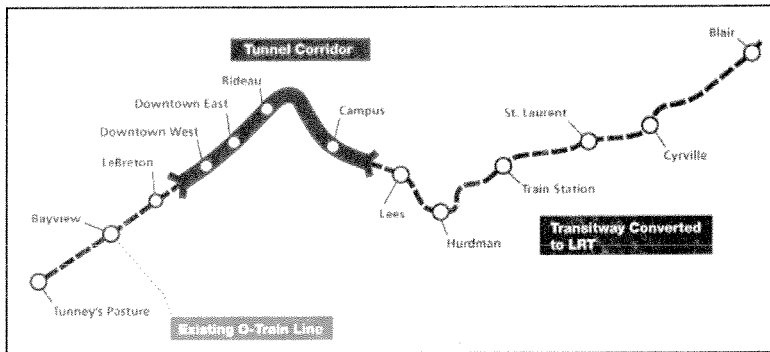
- When holding up buses for schedule reasons, hold up the empty buses, not the full

Attachment 2

Ottawa, Closer than Ever to Replacing Bus Rapid Transit with Light Rail

Yonah Freemark

May 17th, 2010 | 28 Comments



» Could the Ottawa model of instituting bus rapid transit, then converting to light rail, inspire other cities?

There was a time, a few years back, when talk of building bus rapid transit as a cheap precursor to train service was common. The theory was that cities could invest in new rights-of-way for rapid transit and design guideways specifically for future light rail implementation, but only fork up enough dough to pay for the buses.

After its voters agreed in 2003 to fund a series of new rail lines, Houston's elected officials realized by 2007 that they wouldn't be able to do so without a federal commitment — but they weren't able to get help because of obstacles put in the way by Congressional Republicans representing the city's suburbs. And so the city turned to buses, deciding to install BRT along its most promising corridors.

Though it was a second-choice solution, Houston — like many other American cities — may have looked to Ottawa as a model for BRT implementation. Canada's capital has become a gold standard for bus advocates, who point to the region's 240,000 bus riders and 23% transit share as proof that buses can work just as well as rail in encouraging people to choose public transportation to get to and from work. Ottawa's several busways transport passengers quickly and relatively comfortably. Unlike most "BRT" lines in North America, this city's are mostly grade-separated, producing actually high-speed buses.

But now Ottawa is planning to give up its primary transitway. Houston eventually got its act together on the federal level and has turned back to light rail, forgetting the bus plans entirely. Is the Ottawa model — raise ridership with buses, and then think about more expensive rail options — falling flat? What went wrong?

The quick answer is that Ottawa was too successful, encouraging the city's citizens to take an average of 125 trips by public transportation a year, more than any equivalently-sized North American city. The transitway has so many riders that it puts 2,600 daily buses onto two downtown streets, and by 2030, Ottawa would have to get a bus downtown every eighteen seconds to accommodate all of its riders — an impossible feat.

Thus for several years, the city has been considering light rail as a replacement; a 2006 plan fell apart because it would have done nothing to increase capacity and decrease commute times as it would have relied on street-running downtown. So Mayor Larry O'Brien and his staff have concocted what is now a C\$2.1 billion project to run light rail in a three-kilometer tunnel under downtown. The remainder of the 12.5-kilometer corridor would run from Tunney's Pasture to Blair Station along the existing transitway, completely displacing the bus service that's currently there. The 13-station system will be designed for very high capacity, up to 25,000 riders per direction during the peak hour (up from 10,000 today), thanks to platforms long enough to handle six-car trains and even platform screen doors in the underground stations.

The general plan for a downtown tunnel was approved last May by the city's council, and light rail was signed off as the technology in November. It has received a C\$600 million promise from Ontario province and is likely to receive a similar guarantee from the federal government later this year. The project could begin construction in 2013 and open by 2018 — as long as opponents of the rail line don't take the mayoral seat in this fall's election.

Though the existing bus transitway is already in place, light rail construction will be expensive, notably because of the tunnel, which will cost C\$735 million by itself. Even if bus service had been chosen as the preferred technology, this expense would have been required. But the C\$540 million cost to convert the remaining ten kilometers of right-of-way is more surprising; much of that will go towards the big new stations along the line, with the rest to pay for tracks and electrification. Vehicles and a new maintenance facility will cost C\$515 million.

With expenses like that — practically equivalent to building a new rail line from scratch — one wonders whether there was ever any fiscal advantage to using buses first along the rapidway. Did the city lose out by not choosing rail when the transitway first opened in 1983?

In terms of operations costs, it almost certainly did. Even with a nine percent increase in ridership in the first year alone, light rail is expected to allow the city to save up to C\$100 million annually on bus drivers' salaries, gas consumption, and right-of-way maintenance. By dramatically increasing the average number of passengers per vehicle thanks to long trains and by switching to clean and cheap electricity from diesel fuel, the city will find notable economies in rail. It will also produce far fewer greenhouse gases — saving 38,000 tons by 2031.

For passengers, though, the conversion to light rail means mixed outcomes. The downtown tunnel will decrease trip times by

fifteen minutes, principally by avoiding the congestion currently resulting from bus bunching. But the direct service now offered to many parts of the city will be lost, as many passengers coming from areas not immediately adjacent to the rail stations **will be shuttled** via bus to the stops, where they will have to transfer to get downtown. This will result in roughly 40% of Ottawa's transit trips using the rail line.

During rail line construction, bus service will be seriously affected.

Had buses been retained on the transitway and been sent through the tunnel, it would have required a far more extensive tunnel because of ventilation concerns — or it would have necessitated the electrification of the bus fleet, not necessarily a cheap choice either. So Ottawa had basically no choice but to switch to rail.

If the city gets its way, and finds the money, direct service will be extended; light rail will replace the 10,000 daily-rider **DMU O-Train** as well as a number of the other current transitway routes. A light rail loop across the river into Gatineau, Québec is **also being discussed**. With the downtown tunnel built, capacity won't be a problem.

But the underlying question about whether the city should have invested in BRT in the first place twenty-seven years ago returns. Though Ottawa was much smaller then, it was larger than Edmonton, which **had installed** a modern light rail line in 1978 — including a downtown tunnel. If Ottawa's politicians had known then that they would have to spend billions converting to rail just to keep up with capacity needs, would they have selected bus service?

For other cities considering investing in reserved-bus corridors before light rail, Ottawa's may be a cautionary tale. Savings in the short term may ultimately result in far greater expenses — especially when factoring in the high cost of bus operations.

Image above: Route map, from [Ottawa Light Rail](#)

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Peter Smith

[17 May 2010 at 04:52 · Reply](#)

the BRT line served its purpose admirably — it forestalled the development of clean-ish mass transit for 27 years so far. BP and Shell and Chevron are happy. and who knows? maybe they'll remain happy after the elections?

that's what BRT means — dependence on oil and cars and highways and buses for decades to come — that's it.

Berkeley is fighting off BRT as well as they can, but it's not a done deal yet.

this article, unfortunately, is not convincing in either direction. i think people deserve dignified transit, that's why i think buses should not exist, but we need a real cost comparison — including opportunity costs. i'm not gonna do it, but it'd be valuable! :)

Adam Parast

[17 May 2010 at 07:40 · Reply](#)

This is an interesting case study. I always says that true BRT should be built to rail standards but simply run buses instead. That is what BRT is in its truest sense, although this is almost never done. In the case of the running way (which is the major cost of LRT) this means the geometry should be built with trains in mind, and stations should be long and straight.

From looking at some of this plants it looks like this was not done in Ottawa (<http://www.ottawalightrail.ca/en/routes-stations/train>). This is probably why the costs of conversion are so high. In comparison although Seattle did have to shut down the transit tunnel for two years conversion from bus to rail cost around 100 million, most of which went to building an underground stub tunnel for trains to reverse direction in. The low costs was in large part due to the fact that the tunnel was "over designed" for buses so that it could easily handle trains with few modifications besides the stub tunnel.

Either way I think these examples show in a general sense that if you build a BRT system of the quickway type and it costs less to build than the equivalent LRT system you're going to incur heavy costs later to convert it. Quickways are cheap exactly because they allow you to cut corners, most of the time in way that would not be acceptable for LRT.

Tom West

[17 May 2010 at 09:50 · Reply](#)

The BRT system proved that the people of Ottawa would use transit if it was fast, frequent, and sensibly priced, which the BRT system is. If LRT had been built first, it would have been less extensive than what is proposed now, and would probably have not had the same ridership as the BRT system does now.

The Ottawa experience shows one major advantage of BRT over LRT, which is that it can one-seat rides to far more people. Buses can operate express along the BRT trunk, and then local along non-BRT branches. This will be lost with LRT. However, I think the journey time savings from LRT will outweigh the interchange wait time.

Anon256

[21 May 2010 at 14:35 · Reply](#)

Bus ridership in Ottawa was just as high before the busway was built, and actually fell after the first busway sections opened, bottoming out in 1996, and returning to pre-busway levels only recently. Whatever can be said about the busway, it definitely can't be given credit for Ottawa's high transit ridership.

Susan De Vos

17 May 2010 at 10:11 · Reply

This article raises some good questions but ignores others of equal value. Is it too much that one article acknowledge them all?

What is good is looking at the long term cost of various options for transit. What is missing are the social, political, and financial issues involved in using an incremental vs. long-range approach. The reason BRT-to-Light Rail makes sense is considering just those issues. So how can the article ignore them when assessing the relative merits of both?

Also, BRT is a term loosely used to refer to several different kinds of rapid buses, not just the purist fixed-guideway kind. There are examples of bus systems that may have signal preemption and infrequent stops but not dedicated lanes. Some rapid buses share lanes with right turns but require fares to be paid before boarding. And so on. What should these systems be called — BRT-lite?

An incremental approach idea is to make transit seen as a reasonable and economic way to get around by people who had driven autos everywhere before. Installing less expensive BRT-lite runs may help do that. Then, the public is much more willing to underwrite the expense of upgrading to a more expensive project that may involve acquiring land for Light Rail (a major expense of highway expansion as well).

Presumably, planners have a healthy dose of political, social, and economic acumen in addition to knowing about a lot of technical issues.

Wad

17 May 2010 at 18:55 · Reply

What should these systems be called — BRT-lite?

Buses.

Nathanael

18 May 2010 at 17:41 · Reply

"What should these systems be called — BRT-lite?"

"Buses."

No — Good buses.

BruceMcF

17 May 2010 at 11:43 · Reply

The "BRT as Pioneer" seems a lot more promising for sending out branch lines connecting to a rail line through the urban core.



Joseph E

17 May 2010 at 14:21 · Reply

If they are planning on running 6-car trains every 2 minutes at rush hour, that's 140 people per train car on average. It's more of a "light metro" or "premetro" than traditional light rail, considering the largely grade-separated right-of-way and long stations.

Eli Z

17 May 2010 at 14:27 · Reply

This might sound stupid, but on the subject of many areas losing direct service via BRT once the Light rail comes in, what about running buses and LRT in the same tunnel. Something akin to the Silver Line BRT in Boston, with buses using overhead wires while in the tunnel and diesel operation while above ground? Just a thought.

David

17 May 2010 at 16:46 · Reply

Good post, Yonah.

It's nice to see some wider analysis of Ottawa than the usual BRT cheerleader fare. By an odd coincidence, today the CUTA is meeting in Ottawa for its annual meeting and all the visitors will be taking a tour of the system — in the middle of the day of course when it actually works.

And that gets me to what you've missed and a common error that's frequently made in discussing Ottawa's Transitway.

Despite the widespread belief and claim, the Transitway has not increased ridership against where it was before the Transitway was constructed — which is the only way it can be measured if the point is to determine if it was a success in increasing ridership. During the entire dozen year build-out ending in 1996, absolute ridership fell year after year from the post-streetcar high of the mid 1980s. It was not until 2002 that absolute ridership finally got back to where it had been in 1984 — and by then the population was much larger. Annual rides per capita are still well below where they were in 1984, though

– and by then the population was much larger. Annual rides per capita are still well below where they were in 1984, though they have been increasing since 1996.

The system is already at failure. That began happening regularly in 2004, just two years after we got back to where we had been in 1984 (which of course suggests that if the Transitway actually had been successful, it would have failed almost immediately). During the peak hour, a bus goes through downtown on average every 20 seconds. Basically one can't increase the number of buses per hour much above 180 without incurring disproportionate time penalties, and even there inclement weather (which Ottawa as a snowy city gets a lot of) can be enough to tip the scales over to failure. The only room we have left is to continue replacing 40' buses with 60' articulated buses. Given the rate at which 40' are being replaced with 60' on all routes, 2018 does sound about right as to when we'll run out of time.

On Conversion, as it happens I did my Master's project on that subject. Basically my research found that little thought was given during the design of the Transitway as to how it would actually be converted, even though it was by and large designed to accommodate light rail standards. It would seem that the Transitway's promoters used convertibility more as a selling point as most seemed to have believed that it would and should never be converted. The stations in particular will prove to be pricey because the standard BRT station with 4-lane cross-section with side-loaded platforms is not well-suited to light rail. Gallingly, we're still building more of these busways exactly the same we always have. Another issue here is the massive hub stations (4 or even 5 of the 9 stations outside the tunnel) that are being built in this first phase, at least one of which will become redundant later on. As it stands, the conversion cost is running at C\$20M/km with stations at an average of C\$40M each, the lowest cost stations being C\$15M.

The tragedy of Ottawa is that we had enough ridership in the 1980s to justify light rail in the major corridors from the outset. Even 10 years' from now we'll only have a relatively short (though intensively used) system. Ottawa should be a warning to other cities.

Matt Fisher

26 May 2010 at 14:36 · Reply

David,

I read your thesis here:

http://homepages.ualgary.ca/~dpjames/mdp/david_james-mdp-final.pdf

And I posted the link here in an interesting discussion about BRT, having mentioned it:

<http://theoverheadwire.blogspot.com/2009/07/could-brt-carry-7-million-new-yorkers.html>

Here's a map, currently under construction, of what I believe light rail in Ottawa should be like:

<http://maps.google.ca/maps/ms?ie=UTF8&hl=en&msa=0&msid=101996212121253487336.00046eaae108ae222cb98&z=10>

I have accounted for many of your suggestions, as well as the suggestions of the 2007 "Moving Ottawa" report of

Mayor's Task Force on Transportation (MTFT) into the map. I believe my plan for a tunnel is better than the city's plan, with an alignment all under Queen Street to minimize disruption on Albert/Slater and four stations west of the Rideau Canal.

We both agree on many of the same points raised in your thesis. Yes, a busway can be built to accommodate light rail (or a metro/subway) in the future, but it appears to be more of a "selling point". However, I believe that ridership in Ottawa would never be as good as it is now if the Transitway had not been built.

We also both agree that a downtown transit tunnel in Ottawa should be a rail tunnel, not a bus tunnel or even a combined rail/bus tunnel (like Seattle's tunnel). The bus tunnels mentioned by other commenters re. Boston's "Silver Line" (as I call it myself) and Brisbane's busway would, I believe, be more appropriate as rail tunnels.

Finally, on January 28, 2010, in the Ottawa Citizen, I wrote a letter to the editor that got published under the headline "Bus rapid transit is no substitute for light rail". I talked about BRT vs. LRT in Ottawa, and about how the bus boosters' other favourite example, Curitiba, Brazil, is planning to replace BRT with a subway, just in time for the 2014 World Cup. Both Ottawa and Curitiba's experiences, I believe, should be an actual lesson to other cities that either have BRT projects underway (i.e. Winnipeg, Hartford – and both appear to be using rail lines for busways, something that we both agree should never be done, but it was anyway in Ottawa, Pittsburgh, and Los Angeles) or some discussions thereof, whether or not they have existing or planned rail transit at this time.

Thank you for your cooperation.

Best,

Matt J. Fisher

A current student in between his third year and his fourth year (2010-2011) at Carleton University, studying for a B.A. Honours in the Communication Studies (ex-Mass Communication) program

mjf87nl@yahoo.ca

(if you're willing to send a reply to my comment, I would be very interested to see it.)

Jarrett at Human Transit.org

18 May 2010 at 03:56 · Reply

Yonah. Your argument doesn't show that Ottawa should have built LRT rather than BRT. It shows that Ottawa should have invested earlier in the downtown tunnel. If this costly item had been brought forward, perhaps instead of some of the outer busway infrastructure Ottawa would have had a high-capacity transit system (bus or rail) for decades now.

I contend that we'll never know how BRT would have performed in Ottawa, because the capacity and reliability of a line is determined by the capacity and reliability through chokepoints, and the worst chokepoint of all, the CBD, was never addressed.

Granted, bus tunnels are harder than rail tunnels, but neither Seattle nor Brisbane seems to regret having gone that route. In Seattle, the bus tunnel led eventually to light rail. In Brisbane the idea of converting the busways to light rail rarely comes up, because the busway, with its crucial downtown tunnel, is working so well.

Yonah Enemark

**Yonah Freemark**

18 May 2010 at 05:53 - Reply

Right, it would have been possible to have built a bus tunnel instead of a rail tunnel. However, the political reality is that the bus tunnel would have never been constructed — because bus technology was *specifically picked* because of its supposedly lower costs. Had a tunnel been built for those buses, all of the cost savings would have been lost — so that wouldn't have happened. Like it or not, when you're discussing a rail investment, you're considering a much higher expenditure, which makes the tunnel possible now.

But the broader issue for Ottawa today is that the number of people riding transit on the primary corridor is probably too large for buses to handle, even if they were in a tunnel downtown. With peak-period loads of 10,000 people per hour per direction, the system is reaching a limit.

You could argue that there are possibilities for higher ridership — Bogota's BRT **reaches 45,000** passengers per hour per direction — but that's only possible because the buses are running in two to four-lane highways for themselves, not an option in Ottawa or basically any developed country. Land costs being what they are, there's no way that building that would ever cost less than equivalent rail.

And that's the crux of the issue for me: when you're talking high ridership and really expensive right-of-ways, there's no reason not to pick rail. It's smoother, more efficient, less noisy, and (unless compared to electric buses) better for the environment.

Nathanael

18 May 2010 at 17:50 - Reply

It's clear that a bus tunnel would never have been worth it in Ottawa, due to the ventilation requirements — bulking costs by a huge amount — and the extra space required. It always had to be an electrified, tracked tunnel.

Arguably trolleybuses could have kept a bus tunnel in the same price range as a train tunnel, and concrete tracks like, where was it, Adelaide ?, might have eliminated the extra width needed for buses.

However, it still wouldn't have provided the necessary capacity in the same amount of space. This was always a place where a rail tunnel was needed.

This means that *contra* Jarrett, this was in fact an argument that rail should have been built from the outset.

Fundamentally, it's hard to argue that a bus tunnel is ever a good idea. If you have the sheer volume such that a very expensive tunnel is actually worth it, you probably have the volume to justify multi-car trains, at which point the disadvantages of buses outweigh their advantages. If you can somehow come up with a special case where you have lots of volume but it's *very* diffuse, splitting in 10 directions on either end of the central tunnel, then maybe a bus tunnel is worth it.

It's not even clear that the road tunnels under the Hudson in NY were worth it. They probably should have been rail tunnels.

Mason Hicks

18 May 2010 at 05:51 - Reply

As Susan De Vos points out; and as I have alluded to in a response to an earlier topic; the problem with BRT is that there is no consensus as to its specific definition.

The definition supplied by the BRT industry reinforces this vagueness. It states that bus rapid transit is "a flexible, high performance rapid transit mode that combines a variety of physical, operating and system elements into a permanently integrated system with a quality image and unique identity."

We've seen BRT represented in many forms standard city buses operating on slightly modified freeway emergency service aprons, perhaps having signal override capability; to as something like Ottawa, where the buses run on dedicated, grade separated right-of-way as Yonah describes in the post. In the development phases of new lines and systems, transit agencies often start by selling the public on the latter, and then start progressive downgrading to the former. This type of bait-and-switch routine is very easy if you provide a vague definition in the first place. For this reason I and others will always be dubious when BRT is matched up against rail-based modes as an alternative transit mode.

The problem with the more elaborate systems is that the infrastructure cost of providing the dedicated, grade separated right of way approaches that of a light rail system. When the added capacity and lower operating cost of a rail-based system are figured in, the upgrade to light-rail is a no-brainer.

I hope that other cities will learn from Ottawa's experience.

Daniel

18 May 2010 at 07:53 - Reply

That's one of my problems with BRT; too often, it just means "Let's buy some old diesel buses and run them on the streets we have—it's cheaper (and therefore better) than rail".

That, and/or "actual" (grade-separated) BRT is used as a sop to impede actual rapid transit, and to keep municipalities dependent on highway infrastructure (roads, asphalt, tires, buses, bus parts, etc.), and to build 'busways' that can be converted to car use should political winds shift (stealth highway building).

**Matt**

18 May 2010 at 12:32 - Reply

With grade separation and 6 car trains, what's the difference between LRT and heavy rapid transit? Also, why not build it automated like Vancouver? Bogota's system seems like it would be expensive to operate (so many drivers).

**Yonah Freemark**

TP [18 May 2010 at 12:38](#) - Reply

The reason this system is being described as "light rail" is that it will be designed to allow future extensions along corridors that are not entirely grade separated. This means trains will be light rolling stock, not the kind of heavy rail we're used to in cities with metros.

Ottawa is planning eventual automation in the center-city station.

Wad

[18 May 2010 at 17:10](#) - Reply

Light rail and heavy rail have a hidden word in between: capacity. Light rail expects light ridership capacity at modestly frequent headways (10-20 minutes).

Heavy rail expects very heavy passenger traffic. This needs full grade-separation and often single-digit headways.

A Bogota system would be expensive to operate, but the bus saturation is needed for a completely different reason. Third World cities need to find work for their residents.

Alon Levy

[21 May 2010 at 16:41](#) - Reply

The successful light rail systems of recent decades – Lyon trams, Paris trams, the C-Train – all run at sub-5-minute headways at peak hour.

Pantheon

[24 May 2010 at 17:42](#) - Reply

Decisions regarding transit investments often don't make economic sense. This is because there is no incentive in the system to make rational economic decisions. With an adequate mercantile banking system, the private sector builds superior systems that can take decades to prove their financial viability (ex. aviation, satellite radio, biotech). The profit motive is a powerful incentive to make rational decisions, even when an investment is inherently speculative.

Public transit is designed to be monopolistic and unprofitable, therefore the incentive is of a political nature rather than an economic one. Political incentives are prone to expediency, interest-group manipulation, and short-term thinking. Transit users are not treated like customers because they are not, in fact, customers. A customer is someone who provides you with a profit. Transit users are the equivalent of people who live in subsidized housing projects, or of anyone who pays less than the cost of providing the service. Like the citizens of Soviet Russia, transit users' lives are in the hands of people who don't care about them.

A premium for-profit local transit system is not feasible because the price point required to provide such a service would approach or exceed the cost of owning an automobile. Therefore transit must be a social service in all but the densest urban areas.

Given these constraints, livability advocates should rethink what a livable community looks like, and the role of transit within it. There has been an unfortunate tendency to assume that transit is a necessary part of building the kind of communities we want to live in, when in fact the transit industry may be ambivalent about those goals. Just look at how the industry has colluded with the highway lobby to **build light rail along freeways**, and the **difficulty** this poses for its own usability.

[Catbus» Blog Archive » How a Bus is a Metro in Bogotá](#)

[14 June 2010 at 21:50](#) - Reply

[...] which have to be replaced much more frequently. This is one of the main reasons why Ottawa is going to replace its busway with a light rail that goes through downtown underground. Despite a 2.1\$ billion capital investment, the city hopes [...]

[O'Malley's Light Rail or Ehrlich's Bus Rapid Transit: Which One is Better for Us? « Baltimore-DC Traffic Frustration Blog](#)

[13 October 2010 at 15:20](#) - Reply

[...] As per usual, there are plenty of pros and cons on each side. Bus rapid transit would involve setting aside bus-only lanes (not sure if this means stealing existing lanes from automobile traffic or not) along portions of existing routes. The light rail would be built along an existing route and would not create additional traffic. [...]

Dan Wentzel

[9 August 2011 at 12:38](#) - Reply

The sooner we turn the so-called "Orange Line" in southern California into light-rail, the better. (Metro shouldn't be giving lesser BRT systems like the "Orange" Line and "Silver" Line official colors.)

Leroy W. Demery, Jr.

[12 August 2011 at 00:20](#) - Reply

There are two issues which – it would seem – few people wish to discuss regarding the performance of the Ottawa "Transitway" system.

First: The operator, OC Transpo, claimed prior to construction that the busways would provide large savings in operating and

First, the operator, OC Transpo, claimed prior to construction that the busways would provide large savings in operating and capital cost over "buses in mixed traffic."

This would occur as the result of the higher operating speeds permitted by the busways:

- a.) A smaller number of buses would be required to work peak schedules, because each bus could cover more km-age per peak period because of higher operating speed. Operating-cost savings would result from fewer buses (and drivers) in peak-period service.
- b.) A smaller total fleet would therefore be required, because the "average" number of buses in services during peak periods would be less. Capital-cost savings would result from the smaller fleet, garages and maintenance facilities scaled to a smaller fleet size, and so forth.

In order for a.) to occur, the ratio of bus km per platform (driver) hour would need to increase – significantly. This did not occur, as revealed by annual operating statistics published by OC Transpo.

In order for b.) to occur, the number of bus-km per scheduled peak-period bus (annual averages) would need to increase – significantly. Again, this did not occur. OC Transpo did not obtain the two major cost benefits anticipated prior to transitway construction.

a.) and b.) might be described today as "a theory that was not tested."

OC Transpo suffered significant productivity declines as the transitway system expanded. During the first 20 years of operation, real wages remained stable but operating cost (per revenue service hour) rose by nearly 60 percent. Maintenance costs, fuel consumption, non-revenue ("deadhead") km and road calls all increased while labor utilization became less efficient.

The negative productivity changes suggest "inherent" or "structural" inefficiencies associated with Ottawa's transitway program. The approximate annual cost is about USD 50 million, and the cumulative total over the first 20 years of operation is about USD 1 billion.

Why did these productivity declines take place? Are the implied "structural" inefficiencies characteristic of high-volume BRT as a mode, within the context of a developed economy, or are they unique to Ottawa?

One gets the idea that few people truly want answers to the questions above.

Second: For the past two decades, OC Transpo has claimed a "peak hour one-way passenger volume" of "10,000" – that is, a peak-hour passenger volume of 10,000 passengers per hour per direction (phd). The transportation literature contains many repetitions of this claim. It has become common currency among many transit professionals and advocates. However ...

If there is a location along the Ottawa busways where one may count 10,000 passengers being transported during a clock hour, in a single direction, then this location is a closely-guarded secret. Other key details are also closely-guarded secrets: season (e.g. winter, summer), time of day (e.g. a.m. or p.m. peak) and so forth.

Conclusion: Passenger volumes as high as 10,000 phd do not occur at any location on the Ottawa transitways, and have not occurred since opening.

The actual maximum falls in the range of 3,000 – 5,000 phd. That's impressive but well below the level claimed. Moreover, passenger volumes approaching 10,000 phd have been carried aboard light rail (LRT) trains in Calgary.

Eric Doherty

19 April 2013 at 18:09 · Reply

There were several reasonable choices to increase transit capacity in Ottawa, including light rail on the surface through the downtown core. The tunnel is 'necessary' to maintain road space and signal timing for cars – not for transit capacity. My video shows some of the unnecessary limitations of the section through downtown (Passengers fumbling for change to pay drivers and delaying a whole line of buses behind etc) <http://youtu.be/AmE1YLdTv38>

The tunnel will make transit trips through downtown faster, but will add time for passengers to descend to the platform level. Maybe that is worth \$700 million?

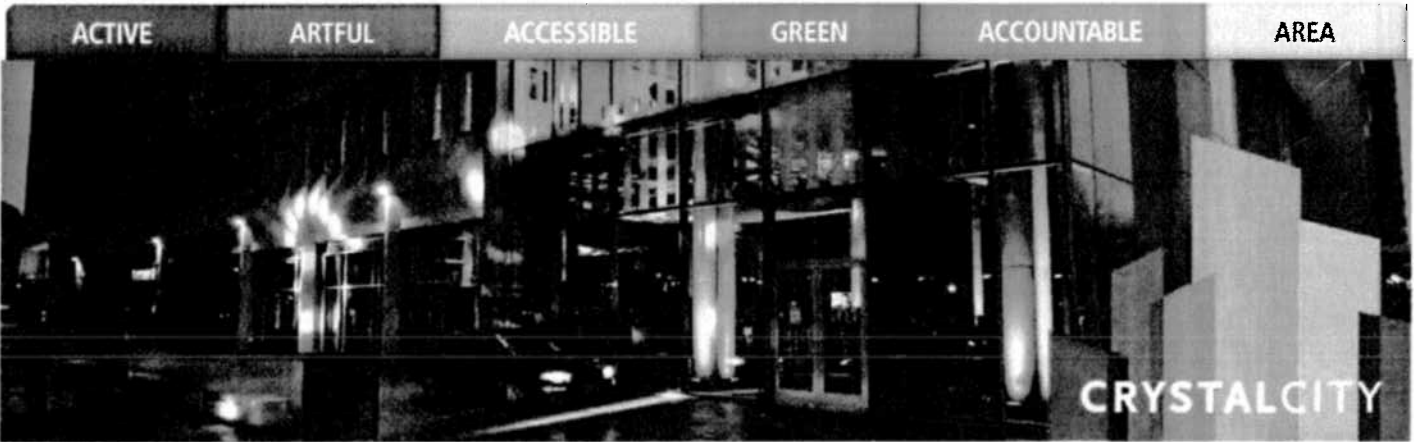
Another choice would have been to establish a parallel rapid transit line of whatever type to create a more resilient network while increasing capacity. Ottawa is ready for a rapid transit grid; but single corridor rapid transit systems with branches are the only solution usually considered here. When the one big pipe gets to capacity the only option usually considered is to make that one pipe bigger.

Richard Gunn

20 April 2013 at 09:36 · Reply

The Ottawa Transitway was implemented as a second choice to light rail. Once in place it started to change certain aspects of OC Transit operations. One of them was express bus routes that could take passengers from one end of the city to the other without requiring a transfer. Selected express routes ran every 15 minutes 7 days a week. This attracted more passengers. As the system traffic grew the original sections were not updated to handle the capacity. The objective was placed more on expansion. Several of the transfer stations became bottle necks during peak periods. Several bus stops remained one lane roadways; therefore backing up bus traffic for buses that did not stop at these bus stops. It comes as no surprise that the bus to bus accident rate is high during the peak periods. In downtown Ottawa the transitway shares the roadway with cars. During the peak periods the buses have a problem with cars blocking intersections. The capacity of the downtown one way streets to safely and efficiently carry the peak bus traffic was exceeded several years ago. OC Transpo won the most efficient North American Transit award in the 1980s. In the 1990s there was a change in management direction

that has led to inefficiencies. OC Transpo turned to 60-ft articulated buses to handle the passenger capacity. The articulated joint is a high maintenance system. No passenger carrying system is perfect. Its success depends on the ability of its personnel.



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HOME > AREA > TRANSFORMATION > ARLINGTON STREET CAR

ARLINGTON STREET CAR

Though the Crystal City/Potomac Yard Transit Way will initially operate as bus rapid transit, the Arlington County Board has expressed its support for the conversion to a streetcar system that would connect with the Columbia Pike Streetcar. Ultimately, the two lines would unite to form the Arlington Street car connecting Alexandria, Crystal City, Pentagon City, Columbia Pike, and Fairfax County. Learn more [here](#).



HIGHLIGHTS

- Provides a seamless transit connection between the neighborhoods of South Arlington and beyond
- Added transit capacity in the Braddock Road/Crystal City/Pentagon City/Pentagon/Columbia Pike corridor
- Relieves capacity constraints on VRE and Metro
- Provides a more reliable transit option for traveling within Crystal City
- Streetcar investment has a greater capacity to incentivize redevelopment than traditional bus routing

SCHEDULE

- TBD – the Arlington Streetcar system, which will likely begin with the Columbia Pike portion, is still in the planning stages. Service is not expected to come on line before 2019.

OTHER INFO

- Learn more about the Arlington Streetcar project at [Arlington County's Streetcar website](#).

Greater Greater Washington

The Washington, DC area is great. But it could be greater.

TRANSIT

Buses and BRT: some facts

by [Cavan Wilk](#) • December 9, 2008 10:05 am

Montgomery County Councilmember Marc Elrich [has a plan](#) for "rapid bus" corridors around the county. While I applaud Councilman Elrich's vision, he's not the first person to [articulate such an idea](#).

In fact, the Action Committee for Transit [sent BeyondDC](#) some excellent recommendations to immediately improve existing bus service on major routes in Montgomery County for no cost, or the very small cost of painting stripes on asphalt. I hope that Mr. Elrich and County Executive Leggett embrace these suggestions.

We don't have true Bus Rapid Transit in our region. We have some limited stop "express" bus routes. These routes have fewer stops, and can therefore run a tighter schedule. However, they operate in mixed lanes with automobile traffic. Anyone who rides a bus during rush hour can attest that there's nothing "rapid" about that. True Bus Rapid Transit is defined by the presence of a completely separate roadway that is only for the bus. No pesky automobiles. In theory, no traffic jams.

While everyone has heard about the BRT wonder that is Curitiba, Brazil, looking at existing BRT in other American transportation systems sheds more light on the transportation possibilities in the Washington, D.C. region. Other cities in the United States do have true BRT: Maryland Delegate Al Carr, whose district includes anti-Purple Line centers Kensington and Chevy Chase, recently [visited Cleveland](#) and wrote about the new BRT line there. Carr feels that Maryland should choose BRT instead of light rail for the Purple Line:

I came away convinced that BRT is a practical, efficient and cost effective transit option. Giving buses priority at traffic signals seems to be a key factor in achieving its full potential for fast trip times.

Here in Maryland it would be unwise to rule out BRT for the any of the new transit lines being considered. In a time of fiscal constraints, we need to keep all options open.

But Edson Tennyson, P.E., a transportation planner and former official of the Pennsylvania State DOT, sent Purple Line NOW [some more sobering statistics](#) on the true effectiveness of BRT:

We have lots of official data on Bus Rapid Transit. I funded the state share of the first Pittsburgh BusWay [The BusWay is true BRT]. It was not cheap. They promised me 32,000 weekday passengers, up from 18,750 with no added buses, just improved efficiency.

Well, in 1981, we had the Second Energy Crisis, and the South BusWay peaked at 20,750 weekday passengers. No efficiencies. It has been all down hill from there, down to 10,000 weekday passengers now.

Pittsburgh has suffered economically like Cleveland but not as bad. Nevertheless, the Light Rail Lines parallel to the South BusWay gained 50 % in ridership when it was converted to include a short subway downtown. When one branch of the Light Rail line was shut down in 1993 to avoid bridge repair, the 8,000 displaced riders showed up with only 1,600 on the replacement BusWay bus. After 11 years, they put the Light Rail Line back and ridership on the Light Rail system gained 10%.

Pittsburgh then built an East BusWay. I refused to fund it, so my new boss, the Secretary of Transportation, funded it over my objection. This one planned for 90,000 weekday passengers but they thought better of it and cut the estimate to 80,000. It peaked at 30,000 and is at 28,000 now, but [aggregate] bus ridership in Pittsburgh declined 26% at the same time. The East BusWay disrupted existing routes and split up travel with fewer buses on each line with longer waits.

Finally, Pittsburgh built the West BusWay using an abandoned railroad bed like the Georgetown branch [Purple Line ROW] except it had a short tunnel. It was to be eight miles long and was to cost \$325 million in 1998. It was to carry 50,000 people. The bids hit \$525 million. [The local] Congressmen got an earmark to disregard the Full Funding Agreement that required the County to pay the cost overrun. They cut it back to only 5 miles to stay within the \$325 million, but lost access to downtown, other than by the old way on the congested streets. Only 18% of the 50,000 passengers have shown up so far. It cost more to build than Light Rail, but attracts far fewer passengers.

Mr. Tennyson also compares the long-term cost-effectiveness between BRT and light rail:

Los Angeles has three Light Rail Lines and several BRT projects but Light Rail is the low cost operation. 48 cents per passenger-mile vs. 55 cents by bus BUT the accounting is distorted. They assign General Administration cost by passenger, so empty buses get no such cost, but busy Light Rail lines carry the bus overhead costs.

Bus Rapid Transit has its place in diversified transportation systems. However, it is in no way a direct substitute for light rail (and even farther from the capacity of



BRT being tested in Cleveland. Photo by jeffschuler on Flickr.

heavy rail). There is no BRT line in the United States that has an average daily ridership of 68,000 per day, which the the Purple Line DEIS projects for High Investment LRT, even under conservative FTA metrics.

21 comments

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Tags: Al Carr, BRT, Cleveland, Mark Elrich, Maryland, Montgomery, Purple Line

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Cavan Wilk became interested in the physical layout and economic systems of modern human settlements while working on his Master's in Financial Economics. His writing often focuses on the interactions between a place's form, its economic systems, and the experiences of those who live in them. He lives in downtown Silver Spring. [Twitter](#) [Email](#)

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To an out-of-towner, like Carr, BRT may seem like a great product, but I suspect that Cleveland is going to find it a tough sell to locals. True, the RTA Healthline is a wonderful improvement over the former #6 bus route the Healthline is spacious, runs frequently and 24 hours a day... but the perception is that it is still nothing more than a glorified bus line; and in Cleveland (and elsewhere) buses are psychologically less popular than trains. Nevertheless, transit advocates in Cleveland can't really complain. For a city that has lost over 50% of its population since its peak, and for a greater region that is not particularly dense to begin with, any transit improvement is worth cheering about. In general, however, Cleveland's Healthline represents [a slew of missed opportunities](#) and I suspect will be taken advantage of by anti-transit critics looking for a case study of a BRT system that failed to live up to its potential.

by [Rob](#) on Dec 9, 2008 10:34 am • [link](#) • [report](#)

Carr saw what he wanted to see. It's that simple. He's sucking up to one part of his constituency (Town of Chevy Chase) at the expense of another part (Woodside and North Woodside) who are in favor. Not to mention the other parts of his district that are not in organized civic associations.

Look for a fight in the House of Delegates. Prince George's County's delegation is starting to get upset about this. They want rail and they want it ASAP. Montgomery does, too, except for this narrow constituency that gets way more attention than it deserves.

by [Cavan](#) on Dec 9, 2008 10:47 am • [link](#) • [report](#)

I'm from Pittsburgh, and my experience 100% confirms Mr. Tennyson's report. The two light rails in the south get huge ridership, even though they have to share the street for parts of their route. Something that Mr. Tennyson omitted, also, is that the rail runs through some of the wealthiest parts of Pittsburgh, while all of the BRT lines go to the poor parts. It's the people who can least afford to keep their cars who are losing out from the poor service that the Busways offer.

by [tom veil](#) on Dec 9, 2008 10:58 am • [link](#) • [report](#)

Tom, your last sentence is a big part about why Prince George's County is starting to get heated. The Purple Line Corridor in PG County is not poor by any stretch of the imagination, on average. However, it does have couple of poorer enclaves.

by [Cavan](#) on Dec 9, 2008 11:03 am • [link](#) • [report](#)

Existential question: As I recall, the Paris metro runs on rubber wheels. Does that make it a BRT?

by [Reid](#) on Dec 9, 2008 11:26 am • [link](#) • [report](#)

Reid,

No, that does not make it a bus. The Paris Metro (and the Montreal Metro too, as well as other rubber-tired systems) are still trains. They have steel guide wheels, track, etc.

Rubber tire metros have advantages in terms of acceptable grades and acceleration over steel rail and steel wheel, but the guideway can be more expensive.

Furthermore, they can and do operate with the same kinds of automated train control that you see in DC's metro. They have far more in common with trains than buses.

by [Alex B.](#) on Dec 9, 2008 11:38 am • [link](#) • [report](#)

The issue of BRT capacity was discussed last evening at the Mont. Co. Planning Board meeting. MTA is estimating that in 2030 the peak eastbound demand in the Bethesda to Silver Spring section will be at the maximum design capacity for the BRT. The ability to add more capacity by adding more buses will be severely compromised, serious problems

National Capital Region Transportation Planning Board

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M E M O R A N D U M

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Proposed Task Force and Work Plan for an Assessment of Bus On Shoulder (BOS) Feasibility in the Washington Metropolitan Region

DATE: September 12, 2012

At the July 18, 2012 meeting of the Transportation Planning Board (TPB), it was requested that a task force be established to identify promising locations in the region to operate buses on the shoulders of highways. This memo proposes the membership for the task force and a work plan and schedule for coordinating an assessment of the experience and potential for Bus On Shoulder (BOS) operations on the region's freeways and major arterials. As requested by the TPB, this task force will bring together the stakeholder agencies, including transit operators, departments of transportation, and local jurisdictions, to review local and national experience with BOS and discuss the potential for near-term applicability in the region. The task force will oversee a scoping of potential locations for BOS, including a high-level benefit-cost analysis of implementing BOS along select corridors and bus routes.

Proposed Task Force Membership

The regional assessment of BOS feasibility will be coordinated through a series of meetings, with necessary work assigned through discussion.

The meeting co-Chairs will be Ms. Carol Krimm, of the City of Frederick Board of Aldermen, and Mr. Chris Zimmerman, of the Arlington County Council. Other prospective members will be invited from the following:

- | <i>Departments of Transportation</i> | <i>Transit Operators</i> | <i>Jurisdictions</i> |
|---|--|--|
| <ul style="list-style-type: none"> • District of Columbia (DDOT) • Maryland (MDOT) • Virginia (VDOT) | <ul style="list-style-type: none"> • WMATA • PRTC • MTA Commuter Bus • Loudoun Transit | <ul style="list-style-type: none"> • Fairfax County • Frederick County • Montgomery County • Prince George's County • Others... |

The first meeting of the task force would be held at 10:00 AM on Wednesday, October 17, 2012, prior to that day's TPB meeting.

Background on the Bus On Shoulders (BOS) Concept and Experience

BOS is an arrangement by which buses providing public transportation service operate on designated highway shoulders, when safe and practical to do so, in order to circumvent peak traffic congestion. As described in the just published Transit Cooperative Research Program (TCRP) Report 151: A Guide for Implementing Bus On Shoulder (BOS) Systems:

“Typically, the BOS projects limit buses using the shoulder to times when traffic on the highway is congested and moving very slowly, and they cap the speed buses are allowed to operate on the shoulder.” (Page 1-1). http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_151.pdf

Current local experience with BOS includes bus operation along a short section (1.3 mi) of VA-267 (the Dulles Toll Road), for bus access to the West Falls Church Metrorail Station, and along the shoulders of MD-29 near Burtonsville. Previously, bus service operated along the Maryland portion of the Capital Beltway in the vicinity of the American Legion Bridge was permitted to operate on shoulders; however, this service was discontinued in 2003. Looking ahead, VDOT is conducting an assessment of the potential of BOS along I-66. In addition, as described in the TCRP report, several other cities across the United States also have BOS service; of these, Minneapolis has the most-developed network with over 270 miles of BOS corridors.

A review of the BOS concept and experience will reinforce current work by the TPB. The TPB is in the second year of the Regional Transportation Priorities Plan (RTPP) study, with the purpose of identifying those transportation strategies that best promote the TPB’s goals for economic opportunity, transportation choices, system safety and efficiency, quality of life and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges faced in meeting the TPB’s goals.

One of the RTPP strategies now being refined is that of increasing the application of bus priority measures across the region, specifically: *“Apply operational management strategies including roadway treatments that speed up buses, traffic signal coordination, and low-cost improvements that alleviate choke points.”* Bus On Shoulders is one concept that falls under this strategy, and also reinforces the TPB’s previous efforts in bus priority, including the WMATA Priority Corridor Network Plan Study, the publication of the *Priority Bus Treatments Guidelines*, and the Multimodal Coordination and Bus Hot Spots study, as well as the ongoing TIGER Grant for Priority Bus Transit. As this region considers current and future travel needs, including expanded public transportation, the BOS concept may offer opportunity for relatively cost-effective improvements in bus service.

Proposed Work Plan

The task force will hold at least three meetings and review technical research, transportation data analysis, and benefit-cost analysis of selected locations. TPB staff will coordinate the collection of information and the development of supporting analyses with input and assistance from stakeholder agency staff.

Task 1 – Summary of Local and National Experience with Bus On Shoulders

Experience with current and previous BOS experience in the region will be summarized, to include an overview of the safety, roadway engineering, and bus service operations aspects. In addition, a summary of national experience and its applicability and use in this region will be prepared and

reviewed, including federal regulations, requirements for requesting design exceptions, and supporting state legislation. This information will be used as a resource for discussion and development of the assessment.

Task 2 – Assessment of the Feasibility of BOS at Specific Locations

Stakeholder agencies will identify potential corridors for BOS operation on the region’s highway network, based on 1) existing highway congestion locations, 2) current bus service, and 3) highway shoulder conditions. This information will be used to screen out infeasible locations and to identify potential corridors and bus routes for further analysis.

Task 3 – Analysis of Select Corridors/Routes in the Region

Using the results of Tasks 1 and 2, the TPB staff, with assistance from the respective highway and transit agencies, will conduct an analysis of the feasibility of BOS on the potential corridors/routes in the region. The analysis will:

1. Identify issues and challenges with safe operation,
2. Develop capital cost and operating cost inputs, as provided by the stakeholder agencies.
3. Determine potential travel time savings for bus routes based on highway congestion,
4. Present a benefit-cost analysis of the prospective benefits to riders and traffic relative to the projected costs of implementation of BOS service, on the selected corridors/routes.

For each task, technical memoranda summarizing the results will be prepared, with supporting presentations for the task force. In addition, periodic updates will be provided to the TPB, the TPB Technical Committee, the TPB Management, Operations and Intelligent Transportation Systems (MOITS) Subcommittee, and the TPB Regional Bus Subcommittee. A final presentation to the TPB is proposed for its May 2013 meeting.

The proposed schedule of work is shown below:

Proposed Schedule

| Tasks | 2012 | | | | 2013 | | | | | |
|--|------|-----|-----|-----|------|-----|-----|-----|-----|-----|
| | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |
| Task 1 | | | | | | | | | | |
| Summary of Local and National Experience with Bus On Shoulders | | | | | | | | | | |
| Task 2 | | | | | | | | | | |
| Assessment of the Feasibility of BOS at Specific Locations | | | | | | | | | | |
| Task 3 | | | | | | | | | | |
| Analysis of Selected Locations in the Region | | | | | | | | | | |
| Meetings | | ▲ | | | | ▲ | | | ▲ | |
| Technical Memoranda | | | ■ | | | ■ | | | ■ | |

Draft 08/31/12

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The Tipping Point

Posted by Carol Coletta on March 03, 2009

As we consider the shovel ready road and bridge projects of the stimulus package, consider this important analysis by our colleague Joe Cortright of the impact modest declines in auto travel have on congestion. And how that could save us big, big money...

Last year, the US made more progress in reducing traffic congestion than any other time in history. New data show that in 2008 the amount of traffic congestion in the nation's cities declined by 30 percent, and that congestion was lower in every hour of every day in 2008 than it had been the year previously. How did we make these big gains? Not by adding more highway lanes or transit -- the physical infrastructure barely changed -- we did it with a very modest decline in car travel. On urban interstate highways, total vehicle miles traveled in the US declined by about 3 percent in 2008.

The decline in congestion -- which analysts have labeled 'startling' -- was almost universal. Traffic congestion actually declined in 99 of the nation's 100 largest metro areas, according to Inrix, which monitors traffic around the nation. The company's data come from tens of billions of reports from GPS-equipped vehicles traveling the nation's roads, the same data that provides real-time traffic information to commercial users and web-services like Mapquest, Garmin and On-Star.

Their key conclusions: "peak hour congestion on the major roads in urban America decreased nearly 30 percent in 2008 versus 2007*", "*and* *nationally, "congestion was lower every hour of every day in 2008 versus 2007 -- between 15 percent and 60 percent lower depending on the hour and day." See the full report [here \(http://scorecard.inrix.com/scorecard/\)](http://scorecard.inrix.com/scorecard/).

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How did such a small decline in travel produce such a big drop in congestion? It's well known that traffic congestion is subject to a tipping point--what economists call non-linearities. Add an additional car to a crowded road at rush hour, and traffic slows down a bit, and then the "carrying capacity" of the road declines. Traffic engineers estimate that most roads carry their maximum throughput -- number of vehicles per hour at about 40 miles per hour -- so as traffic slows below that speed, the road actually loses capacity and goes slower and slower, producing a traffic jam.

But the same is true in reverse. Take a few cars off the road at rush hour, and traffic moves faster, and highways can actually carry more vehicles. And in every large American city, that's exactly what has happened in the past year.

As the Inrix study concludes:

Demand management can have sizeable impact on congestion, even if total volume changes are modest. Massive increases in fuel prices had effects similar to policy initiatives under consideration such as variable pricing, managed lane strategies and better travel information. When a road network is at capacity, adding or subtracting even a single vehicle has disproportionate effects for the network. This phenomenon has been well known for a long time, but this data illustrates it in real-world terms on a nationwide basis.

This natural experiment has an important implication for transportation policy. Policies that reduce car trips at the peak hour -- transportation demand management -- can cut congestion and make travel faster for everyone else. In effect, over the past 12 months, we've implemented demand management through the combination of higher gas prices and a weaker economy. But we could just as effectively--and more efficiently -- accomplish the same purpose with other policies, especially variable road pricing.

It's worth thinking about how much less expensive a solution this would be than building additional capacity. Imagine how many tens or hundreds of billions it would cost to reduce congestion by 30 percent by building new roads.

There's a huge free lunch of additional carrying capacity in our road system that could be used if we managed demand slightly better. Currently, we ration traffic capacity the same way the old Soviet Union rationed bread -- by having everyone wait in line. It's a wasteful way to allocate bread, and it's a wasteful way to

allocate scarce road space at rush hour. Pricing the roads to reduce peak volumes slightly -- by encouraging those with flexible schedules to take the trip at some other time, go by another mode, or forego the trip altogether -- makes the system work better for everyone else and actually increases its capacity.

The technology for implementing road pricing is already in hand and has been implemented around the country through "fast pass" electronic tolling. Large scale demonstrations of road pricing have had a significant affect on congestion in London and Stockholm.

If we truly want to have a smart transportation system for the 21st Century, we'll see the lessons of the "tipping point."

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Minnesota GreenStep Cities


GreenStep City Best Practices **Transportation**

Demand-Side Travel Planning

no. 14



Implement Travel Demand Management and Transit-Oriented Design.

 **Best Practice Actions** [See action tools, guidance, city reports]

1. **Right-size or eliminate parking** minimum development standards and add parking maximums in pedestrian-friendly or transit-served areas.
2. For cities with regular transit service, require or provide incentives for the **siting of retail services** at transit/density nodes.
3. For cities with regular transit service, require or provide incentives for the **siting of higher density housing** at transit/density nodes.
4. Adopt a travel demand management plan for **city employees** or **incorporate into development regulations** TDM or transit-oriented development standards.
5. Document that a development project certifies under the **LEED for Neighborhood Development** program and is awarded at least one of the following credits:
 - a. Transportation Demand Management.
 - b. Housing and Jobs Proximity.

BENEFITS

- TDM plans in the Minneapolis-St. Paul area were found to reduce traffic generation rates by 27% to 37% and parking generation by 11% to 21%. These reductions can be the difference between needing to install a traffic signal or not, typically a \$200,000 expenditure. And in Minnesota, a surface parking stall costs between \$3,000 and \$4,000 to build while a stall in a parking ramp costs between \$15,000 and \$20,000. From a [2009 Spack Consulting report: An Analysis of the Effectiveness of TDM Plans in Reducing Traffic and Parking in the Minneapolis-St. Paul Metropolitan Area](#).
- In 2004, a metaanalysis of dozens of previous **induced demand** studies found that "on average, a 10% increase in lane miles induces an immediate 4% increase in vehicle miles traveled, which climbs to 10% — the entire new capacity — in a few years." (from *Walkable City*: 2012.)
- [Transportation Cost and Benefit Analysis: Techniques, Estimates and Implications](#) (Victoria Transportation Institute: 2009).
- [The Housing Affordability Analysis Spreadsheet](#) (Victoria Transport Policy Institute: 2010) provides default values (that can be adjusted to reflect specific circumstances) for factors such as land costs, density, building size, parking supply, financing and operating costs, that allow a city to evaluate the housing and transport cost impacts of various policy changes.
- Detailed vehicle miles traveled savings, and fuel and emissions savings, in [Transportation Emissions Guidebook, Part One: Land Use, Transit, Travel Demand Management](#) (Center for Clean Air Policy).
- Vehicle traffic from cars and trucks is a large source of greenhouse gas emissions in cities, accounting for between 20% and 50% of the total, depending upon the city, its land use patterns and its relation to other cities.
- The benefits of TOD include:

[MAJOR BENEFIT]
**Long-term
cost savings****OPTIONAL FOR ALL CITIES**Category C cities that choose to implement this best practice must complete at least one action.Category A and B cities that choose to implement this best practice must complete at least two actions.**SUMMARY**

Rather than respond to increasing population and driving by only building more road and parking infrastructure, cities and developers can invest in infrastructure changes shaped by transit-oriented design (TOD), and can shift car-oriented incentives and infrastructure through travel demand management (TDM). Both result in more cost-effective use of existing transportation infrastructure and change the overall transportation mode mix from single occupancy vehicle use to other modes - such as carpooling and transit - that deliver multiple public and private benefits.

TOD brings moderate to higher-density development within easy walking distance of a transit stops, generally with a mix of residential, employment and shopping opportunities oriented toward pedestrians without excluding the auto. TDM strategies are incentives and infrastructure that lessen the demand for more/bigger roads by shifting an area's mode share away from solo drivers. Both TOD and TDM decrease parking lot acreage, allowing more people and businesses per acre and thus higher property tax collection per acre.

**GREENSTEP ADVISOR**

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<http://www.tcmnnesota.org/dave.html>

CONNECTION TO STATE POLICY

Established by the 2008 Legislature, [Transit Improvement Areas](#) (TIAs) can be used to designate land parcels in proximity to bus rapid transit, light rail transit and commuter rail stations. Upon designation, TIAs would be eligible to receive loan dollars to help fund projects that increase the effectiveness of transit by incorporating commercial, residential, or mixed-use development and provide for safe, pedestrian friendly use.



- Enhanced transit ridership.
- Reduced reliance on cars and reduced need to travel beyond walking distances.
- Decreased congestion, energy use, greenhouse gas emissions, improved air quality and health.
- Preserved public infrastructure and historic assets.
- Public infrastructure cost savings: efficient and diverse land use.
- Open space preservation.
- Greater choice of living arrangements and community lifestyles.
- Inherent safety due to increased eyes on the street.
- Market advantages and cost savings for residential development and commercial development.



Testimony on Countywide Transit Corridors Functional Master Plan
Peter A Gray, Washington Area Bicyclist Association

I am Peter Gray, a member of the Board of Directors of the Washington area Bicyclist Association, a member organization that has around 2000 Montgomery County residents who are members. We represent those members and the tens of thousands of other County residents who use their bicycles for transportation on County roads and State Highways on a daily or weekly basis.

WABA applauds the County's effort, through this Functional Master Plan, to increase the options County residents have for getting themselves around the County that are not auto-centric. In endorsing BRT and also including the recommendation to build in increased opportunities for bikes and pedestrians to access BRT vehicles, the County is taking a positive step towards reducing our dependence on cars, and allowing for residents to move around a less car congested County.

In particular, WABA applauds the setting of new Bicycle-Pedestrian Priority Areas. These BPPAs appear to provide for additional on road accommodations for bicycles, but the Appendix 5 shows the limits of the thinking of the Master Plan. In particular, the designation of 21.5 miles of Signed Shared Roadway, or over 36% of the miles set out in the Appendix, usually do not add to the accommodations cyclists require. The mere posting of signs along the road do not make a road safer or actually enhance the useability of a road for cyclists. Cycle tracks, which actually are the best form of on road accommodations for bikes, only account for .9 miles in the Plan. An increase of the number of miles of cycle tracks, bike lanes and the addition of miles of on road sharrows would help show the bicycling community and others how the goal of increased on road accommodations can be achieved. The Plan should also insist on MCDOT not backtracking from the current local Master Plans objectives and specifics in increasing these on road bike accommodations.

Overall, WABA fully endorses the BRT concept and the goal of redcing our dependence on car travel. The Master Plan should more strongly support the increase of on road accommodations for bicycles and push MCDOT to get behind such accommodations for bicycles.

**Comments by Francine Waters, Executive Director of the White Flint Partnership,
on the
Planning Staff's Draft of the Countywide Transit Corridors Functional Master Plan**

May 16, 2013

On behalf of the White Flint Partnership (WFP), we would like to convey our appreciation for the hard work of the Planning Board staff in preparing the Public Hearing Draft of the Countywide Transit Corridors Functional Master Plan.

The WFP is comprised of Saul Centers, Inc., Federal Realty Investment Trust, Gables Residential, The JBG Companies, Lerner Enterprises and The Tower Companies. The Partnership has been working with the entire community: governmental, residential and commercial in the implementation of the recently approved White Flint Sector Plan.

Key to the success of that Plan is the proposed Rapid Transit System (RTS) along Rockville Pike creating a true 21st Century Boulevard. The WFP has been an active promoter of a surface Rapid Transit System through White Flint, within a dual dedicated center median connecting with our neighbors to the south NIH and Walter Reed Medical Center in Bethesda, and to the north through the City of Rockville and onto the Corridor Cities Transitway, part of a much larger system.

We applaud the Public Hearing Draft of the treatment suggested for "Corridor 4: MD 355 South" as it encompasses the vision of the transformation of the White Flint Sector with a focus on increasing people-moving capacity rather than focusing only on moving cars. It is an embodiment of the WFP Alignment Study in the January 2011 document "Rockville Pike Boulevard - - Alignment Study" (a copy of which is provided with this statement).

We believe, however, that a system is necessary for the County to meet its goals for encouraging economic development, enhancing mobility, improving environmental quality, and improving our general quality of life. To maintain the effectiveness of this system we believe that full-time dedicated bus lanes should be implemented in the first step in locations where it can be accommodated and not as suggested in the Public Hearing Draft, as a mix of different treatments including a high portion of operation of the system within mixed general traffic. We must retain the necessary flexibility to allow for the implementation of the highest quality system possible using whatever public right-of-way is available as determined by the Planning Board and County Council.

The Rockville Pike White Flint RTS segment is an important part of the White Flint transit and pedestrian urban design and only enhances the Transit Oriented Development as envisioned by the County and the State. But we believe that there will be an adverse impact on system performance of RTS vehicles operating in mixed general traffic which will directly impact the positive effects of a the White Flint segment. The RTS network should be built to a level of quality that achieves high performance objectives throughout.

With an ultimate 50% Non-Auto Driver Mode Share Goal in White Flint, our challenge will be to encourage “riders of choice” to shift from single occupancy vehicles to transit vehicles. If we fail to invest in needed high quality transit we will prevent the modal shift we need from occurring. A decision by the Planning Board to develop anything less than a high performance approach to the physical characteristics of the designated corridors will have a ripple effect on the performance of the network and will prevent the success of achieving the NADMS goals of White Flint. The goal should be to plan for and build the highest performing system possible within those corridors selected for development so that the RTS as-built can maximize people-moving capacity and prove its value at the earliest possible time. If ridership growth is restrained because the initial rapid transit system lacks many of the features needed to entice riders of choice, then we will never get the ridership numbers that support an upgraded system.

The White Flint Partnership participated as an active member of the County Executive's Transit Task Force, and we are supportive of their recommendations and comments concerning the Transit Corridor Functional Master Plan. We firmly believe that the best ridership model for the RTS Phase One in Montgomery County is reflected in the White Flint Sector Plan's rapid transit vision. We congratulate you for your efforts to date, and the White Flint Partnership is ready to make rapid transit a reality in the near term in Montgomery County, Maryland.

Testimony before the Planning Board, Thursday, 5-16

Good Evening. My name is Beth Daly and I live in Dickerson. For the past 14 years I have been commuting to work and running errands along Route 355 from Comus Road south thru Clarksburg to Germantown and have seen first-hand the impact development without infrastructure improvements has had on our local roads. And I am concerned. The Master Plan envisions a Clarksburg of 40,000 residents located squarely between two 2-lane roads—Routes 355 and 27—with no plans for widening either one in the next few years. These roads are already bumper to bumper during a broad rush hour period. And 2/3 of the Clarksburg homes have yet to be built. Add a destination mall with 2,100 parking spaces and I fear absolute traffic gridlock will ensue.

We need transit options to get Upcounty residents (and thru commuters from growing Frederick County and beyond) off the roads and to their work centers, social destinations and back home. For that reason, I support the 355 North corridor of the BRT and urge that the line be extended in the CTC FMP to Clarksburg —and not end at Germantown’s Milestone. In fact, on page 22 of the Clarksburg Master Plan it states: “Transit is an essential feature of this plan; without it, the Plan’s vision cannot be realized.”

In order to be embraced by the Upcounty community, the BRT system needs to get residents to Metro, work centers, and other places as quickly (if not faster than) driving in a car. That means the system needs to have:

- Dedicated bus ways that don’t add to the congestion on local roads
- Express BRT routes to Shady Grove with the hopes of extending routes north to Frederick County to get “thru commuters” off the congested roads
- Traffic light control options to keep lights green for oncoming buses
- Platforms for safety, ease of use, and our neighbors who are physically challenged

I also fully support the idea of a third track of the Brunswick MARC line which serves the Ag Reserve and points north as well as high density areas throughout Montgomery County.

Montgomery County's Upcounty is the fastest growing region in the County and is home to its 2nd largest community—Germantown-- with nearly 90,000 residents. Yet hundreds of thousands of Upcounty residents are not served by a nearby Metro station or any comprehensive transit system. It is time for that to change. The CCT/BRT system—if done right—and a third track on the MARC Brunswick line could ease the traffic congestion and make the region more attractive to businesses.

Many thanks for your time and work on behalf of Montgomery County citizens.

11111 Jolly Way
Kensington, MD 20895
May 16, 2012

Chairman Carrier, Members of the Planning Board, I am Natalie Goldberg, Thank you for the opportunity to testify on the Countywide Transit Corridors Functional Master Plan

Tonight I wish to focus on two aspects of the BRT development
Corridor 4: MD 355 South
Corridor 6: North Bethesda Transitway

I choose these corridors having been actively involved in the evolution of the White Flint Sector Plan, and recognizing the necessity of planning for public transportation that is reasonable in cost, flexible in design, and accessible to a variety of users in the County.

Implementing BRT on Route 355 south is a vital component in the White Flint Sector Plan. My concern is the area south of Cedar Lane on Route 355 where this functional plan proposes to replace two vehicular traffic lanes with two lanes for BRT. The reduction of existing lanes sets up conditions for permanent gridlock. I suggest that it would be more prudent to begin with a mixed traffic transitway south of Cedar Lane, and only after ridership on BRT has reached a significant level, mitigating the existing vehicular traffic, should the plan consider reuse of existing lanes.

My real motivation for coming tonight is to support Corridor 6, the North Bethesda Transitway. I am especially pleased with the proposed routing to the White Flint Metro. Moving the terminus from Grosvenor to White Flint will increase ridership and provide a more direct link to an upcoming center of activity.

I have one suggestion for improvement on this corridor. I believe there should be a BRT stop at the corner of Nicholson Lane and Old Georgetown Road adjacent to Wall Park. As you know, the Wall Park site is scheduled for major changes under the Sector Plan, becoming a focal point for recreation and green space. With additional planned activities for this green space, expanded use of the Shriver Aquatic Center, and development of a Recreation Center on the same site, this park is designed to become a major community and countywide focal point. The planned stops on the North Bethesda Transitway corridor require riders from the west to either walk from Edson Lane or travel to the White Flint Metro Station, and then walk back to the Wall Park complex. While this is doable, a direct stop at Wall Park would encourage more transit ridership, publicize the amenities at the site, and benefit the general public.

This plan does not address funding but I would urge that as you endorse the plan, you also stress the necessity of implementation timed to mesh with development along both of these corridors.

Thank you for the opportunity to participate in this process.

Comments of the Montgomery County Executive's Transit Task Force on the Planning Staff's Draft of the Countywide Transit Corridors Functional Master Plan

The Montgomery County Executive's Transit Task Force ("Task Force") applauds the work of the Planning Board's staff on the Public Hearing Draft of the Countywide Transit Corridors Functional Master Plan ("Public Hearing Draft"). The Staff's efforts to breathe life into the County's long standing commitment to transit as an important element in our overall transportation system are evident in the Public Hearing Draft. Furthermore, the Public Hearing Draft's focus on increasing people-moving capacity rather than focusing only on moving the most cars possible is an essential precondition for the County to meet its goals for encouraging economic development, enhancing mobility, improving environmental quality, and improving our general quality of life in the coming decades.¹

The Task Force remains committed to the more than 160 mile comprehensive network that it recommended in its Report dated May, 2012 ("Task Force Report"). However, the Task Force recognizes that the corridors proposed in the Public Hearing Draft represent a realistic and meaningful step in the process of building such a system, and we enthusiastically support the scope of the network reflected in the Public Hearing Draft as a reasonable first step. The Task Force is confident that if this first phase is implemented at the appropriate level of quality, the first phase will prove the concept of the rapid transit system ("RTS"), which will result in an enhanced corridor network in the near future.

¹ Ironically, the development of an effective rapid transit system with greater "person-throughput" capability would actually result in **less** overall automobile congestion as well as **less** overall need to take property for future right-of-way needs in order to allow roadways to be built to meet the demands of single occupancy vehicles as congestion increases.

While the Task Force appreciates the effort reflected in the Public Hearing Draft, the Task Force nonetheless believes that the Public Hearing Draft falls short in a number of material respects. During its deliberations, the Task Force concluded that the RTS would require specific high performance treatments in order to fulfill its potential as a high quality, efficient and cost-effective transportation alternative.² The Task Force believes that when some version of the Public Hearing Draft is ultimately adopted as the Countywide Transit Corridor Functional Master Plan (“Functional Plan”) it must retain the necessary flexibility to allow for the implementation of the highest quality system possible using whatever public right-of-way is available as determined by the Planning Board and County Council.

The Task Force recommends that the operative language of any recommended Functional Plan and associated maps and appendices that identify real property for acquisition of additional right-of-way for an RTS provide as follow:

1. The designation of the corridors reflected in the Public Hearing Draft, without specifying treatments³. In other words, the Planning Board should recommend right-of-way sufficient to provide the treatments assumed by the Public Hearing Draft but avoid suggesting that these treatments represent a ceiling on the treatment or service level to be implemented when the relevant routes are designed, engineered, and begin operation. Every effort should be made to allow for the acquisition

² The phrase “high performance treatments” means those development treatments which include physical configuration and treatments within the roadway that will allow for at least one dedicated lane for RTS vehicles to travel in the peak direction during peak periods, with station stops of appropriate location, quality and size serving such corridors within the RTS Network.

³ This means that maps adopted as a part of the Functional Plan would reflect the corridors to be included within the RTS Network and explicitly not include suggested or recommended design treatments to be implemented within any corridor.

of right of way to enable development of dedicated lanes to at least the minimal level of premium or high performance service, unless absolutely infeasible in a specific location. Stated another way, treatments indicated, if any, should be a floor, and not a ceiling. The Functional Plan should not dictate or limit the treatments to be built and level of service to be applied when implementation decisions are being made, and should not foreclose the possibility of implementing a higher quality treatment when implementation decisions are made.

2. The short Cherry Hill segment in the Randolph Road corridor should be included so that the corridor extends from Rockville Pike to FDA Boulevard⁴;

3. The recognition that the number and specific location of stations, intersection modifications, and ancillary facilities is approximate and can be modified during implementation based upon additional studies, including a study dealing with the integration of existing bus services with the RTS service. Specific decisions relating to the design, engineering, station location and other operational issues should be left for later decision;

4. The recognition that reconfiguration of the County's Ride-On bus system to serve as a feeder of the RTS system may result in changes to the Ride-On route network in order to bring access to transit closer to more County residents. This is very likely to have significant impact on ridership projections;

⁴ This proposed segment extension is based upon the view that it will improve network connectivity and ultimately increase the number of productive routes that can be operated within the corridor network proposed in the first stage of build-out under the Staff Draft of the Functional Plan, and is not based on ridership forecasts. In addition, this modification becomes warranted if significant new development were to be approved through the ongoing White Oak Sciences Gateway master plan process, which is also before the Planning Board at this time.

5. The recognition that a simple process needs to be promptly put in place to allow coordination between the County's planning agencies and those municipalities with planning authority to ensure a seamless outcome in implementing the RTS network; and

6. The recognition that due to the dynamic nature of the needs being addressed by the RTS the Functional Plan should be updated on a shorter time horizon than similar plans to allow for: (a) adjustments necessitated by detailed design, engineering and construction of the RTS; (b) improvement of existing corridors; and (c) inclusion of additional corridors in the future. The Task Force also urges that the process for consideration of technical amendments to the Functional Plan should be expeditious and simple.

The essence of the Task Force's differences with the Public Hearing Draft can be found in the section of the Public Hearing Draft under the heading "Planning Context", in the last paragraph on page 9. It states in material part as follows:

"This Plan does not envision that full-time dedicated bus lanes will be implemented as a first step in most locations. Since a large part of the initial ridership for BRT service will come from existing transit riders whose numbers do not warrant a high level of treatment at this time, it is likely that there will be an incremental introduction of priority treatments and features that, with actual operating and ridership experience, ultimately lead to the maximum level of treatment appropriate for the specific corridor in question."

The recommendations contained in the Public Hearing Draft flow from this basic perspective and that perspective leads to assumptions about the kind of treatments that should be developed in each and all corridors included in the proposed network, as well as the merits of incremental improvements in quality. As suggested in the Public Hearing

Draft, there is a hodgepodge of different treatments including a high portion of operation of the system within mixed general traffic.

The Task Force cannot overstate the adverse impact on system performance of RTS vehicles operating in mixed general traffic. While there may be exceptional circumstances in which such mixed traffic operation will not compromise performance, they are very rare. Task Force members toured several operating BRT corridors in the United States and studied treatments within constructed corridors. Operation in mixed general traffic is a serious impediment to optimal performance. While there are numerous factors which affect customer satisfaction in a BRT system, comparable or improved speed compared to single occupancy vehicle (“SOV”) use, predictability of schedules and reliability of service are at the top of the list. Each of these is adversely impacted by substantial operation in mixed general traffic. Furthermore, while use of transit signal technology can overcome problems in localized situations, such techniques cannot and will not compensate for the fundamental problems created by substantial operation in mixed traffic. We should also point out that one of the reasons that some people are skeptical about the proposed RTS network is that they fear this might be a big investment in something that turns out to be just another express bus network which really does not rise to the level of a rapid transit system.

The Public Hearing Draft identifies the corridors in which an RTS network should operate. It then describes what it believes is the nature of the treatments that are justified by ridership data and takes the same corridors and divides the treatments into two phases, based on current land use and ridership and possible future land use. Both phases have a material portion operating in mixed general traffic.

The Task Force submits that whatever corridors are developed as part of the RTS network they should be built to a level of quality that achieves high performance objectives⁵. Phasing development is necessary. Phasing implementation of corridor treatments is problematic. In fact it is more dangerous to build a compromised corridor in the hope that treatments can be improved later than to build the smaller network recommended by the Public Hearing Draft, and enlarge the network later. Focus on system performance is critical for several reasons. Our challenge as a community is to encourage “riders of choice” to shift from single occupancy vehicles to transit vehicles. If the County does not accomplish this by investing in the infrastructure required to do so then it will be impossible to realize the full and intended benefits of the land use decisions that this Planning Board and the County Council have already made in the Great Seneca Science Center and White Flint Sector plans, and that could be adopted in future master plans. A decision by the Planning Board to develop anything less than a high performance approach to the physical characteristics of the designated corridors is incompatible with its recent master plan decisions – at least if we assume that those master plans are intended to become a reality. Incremental improvement in the quality of the network is not the method best calculated to achieve the overriding policy goals of the County – not to mention its need to reduce congestion and unleash future economic opportunities.

In looking back over the last 50 years since the initial adoption of the General Plan, and subsequent amendments which address the desirability of transit oriented

⁵ It should be noted that proof of the paramount importance of high performance standards is found in analyzing the experience of changing the locally preferred alternative for the CCT from light rail to high performance bus rapid transit. In projecting ridership for the changed locally preferred alternative, planners concluded that ridership would be substantially the same as that projected for light rail in the corridor. This is because of the manner in which the corridor is to be built, which allows for high performance.

development one thing is clear. One of our major mistakes as a community is not to have made significant enough investments in transit that could serve our County as we allowed development to move forward. We are playing catch-up. If the Functional Plan is structured in such a way as to impede the development of a high performance surface transit network we will fall further behind in being able to meet our efforts to reduce congestion, create mobility, improve our environment and achieve the balanced and sustainable economic development that will lead to jobs and business activity that will sustain the public revenues needed to enable government to meet its other responsibilities.

To be even more pointed, for example, in adopting the Great Seneca Science Center plan, the Planning Board and Council set in motion the possible development of an area that, if completed, could create approximately 60,000 of the more than 160,000 new jobs projected for Montgomery County in the next 20 years. How are the people who will be working in those new jobs to get to and from work? While the CCT provides the immediate corridor, it must connect to a surface transit system that is rapid for Montgomery County users. The goal should not be to simply move people along the route of the CCT to the Shady Grove Metro Station. Rather, it should be to move people from various parts of the County to other parts of the County to reach where they live and work. We certainly know that a majority of these new employees within these master plan areas are not going to be able to live in close proximity to their places of employment, since not enough residential units are being built in such close proximity. The same point can be made for other transit nodes being created in developing master plan areas.

The Planning Staff has used ridership metrics in connection with its study and recommendations. The Task Force understands why and respects the problem faced by planners. In some respects we rely on these metrics because that is the customary way in which these kinds of evaluations are made. While we understand that the controversy over ridership will not be resolved now, it must be understood that to allow these metrics to control the decision will result in the development of a compromised system, especially if those metrics are based on current ridership alone and do not account realistically for the effects of the reconfiguration of the Ride-On bus system and the performance standards the Task Force envisions. It is likely to cause the development of a network that will not be high performance, will not attract riders of choice over the long run, and will not allow us to reduce congestion and achieve our other most desired public policy objectives. The quote cited above from page 9 of the Public Hearing Draft suggests that the ridership data is based predominantly on existing transit use. The contention of the draft is that current use does not justify dedicated lanes in a high percentage of the network. The problem is that by not creating dedicated lanes the resulting compromised network is far less likely to attract and retain a significant enough number of riders of choice.

We also cannot lose sight of the fact that if the forecasts of the Center for Regional Analysis for increasing employment and increasing automobile trips in and through the region and our County are correct, we need to encourage more use of transit. Some of the people we want to attract to our community (e.g., young singles and young families) do not need much encouragement. Others do. However, if we fail to invest in needed high quality transit we will prevent the modal shift we need from occurring.

Instead, the goal should be to plan for and build the highest performing system possible within those corridors selected for development so that the RTS as-built can maximize people-moving capacity and prove its value at the earliest possible time. The overriding needs and policy objectives of the County should trump the compromised corridor treatments that flow from modeling, especially where that modeling fails to take a reconfigured Ride-On bus system into account. The Task Force also urges the Planning Board to recognize the need for connections that may not be supported on a stand-alone basis using ridership modeling but nonetheless may be justified because they add significant value to the RTS network, an approach that the Public Hearing Draft appears to embrace.

The Task Force believes that the foregoing recommendations are consistent with the intent and purpose of the Functional Plan, and are in the public interest. The Task Force appreciates the consideration and courtesy of the Planning Board in allowing the Task Force to present these views.

May 16, 2013

Good evening.

My name is Cherian Eapen and I am a 9-year resident of Clarksburg, a town that the page 1 Overview of the Clarksburg Master Plan describes as a “transit- and pedestrian-oriented community”, ultimately to be served by the Corridor Cities Transitway.

Now, even after over 10 years of development activity, there is no prospect of CCT ever coming to Clarksburg. The current MTA plans and federal funding requests are expected to construct CCT only to Metropolitan Grove, which is the Phase 1 of the project. The funding possibilities for Phases 2 and 3 of CCT are currently unknown. Additionally, MTA plans for CCT since 2005 do not include the Phase 3 section, the east spur of CCT in Germantown.

The Countywide Transit Corridors Functional Master Plan, in terminating the MD 355 North Corridor or Corridor 3, in Germantown at the Milestone Shopping Center next to Wegmans, and assuming continued connection between Germantown and Clarksburg via a transfer to Phases 3 and 2 of CCT, is therefore limiting transit options for 40,000-plus future residents of Clarksburg. As I noted, Phases 2 and 3 of CCT has no immediate prospect of obtaining funding and becoming a reality, and the Phase 3 section of CCT has not been in MTA plans for the last 8 years or so. While I understand staff rationale to terminate Corridor 3 in the vicinity of Wegmans as a way to “boost the viability of CCT Phase 3”, that rationale does not lend itself as a viable option given reasons noted.

With no transportation staging restrictions to limit development in Clarksburg, and local, state, and federal transportation funding shortfalls, Clarksburg must have alternative transit options to CCT to fulfill its vision in the master plan as a transit-oriented community.

Terminating Corridor 3 in Germantown will be short-sighted especially when considering the fact that the public policy document that we are discussing today is a functional master plan, which by definition is a master plan to address a system or a policy. Why then would a functional master plan, instead of supporting a transportation delivery function to identified transit-oriented communities, attempt to limit travel alternatives for these communities, whose residents could benefit tremendously from the transitway?

Corridor 3, instead of turning to Shakespeare Boulevard from MD 355, must continue north along MD 355, MD 27, Snowden Farm Parkway, and Stringtown Road, and terminate either at the Clarksburg Town Center or in the vicinity of I-270 Exit 18 at Cabin Branch, from where, if needed, it could be extended to Frederick County. This almost mirrors a route that was supported by the Transit Task Force.

Though I recognize that it may not be viable to extend Corridor 3 to Clarksburg within the Phase 1 timeframe, not having the transitway terminate in Clarksburg in the Functional Master Plan will forever take away the prospect of the transitway extending to Clarksburg in the future. I therefore urge the Planning Board to revise the Corridor 3 recommendation in the draft Functional Master Plan and have it terminate in Clarksburg.

Thank you.

Cherian Eapen, 23118 Birch Mead Road, Clarksburg, MD 20871

Garcia, Joyce

From: tunis.catherine@erols.com
Sent: Wednesday, May 15, 2013 11:32 PM
To: MCP-Chair
Cc: tymetraveller@verizon.net; sfilippi@verizon.net; torrestakoma@netscape.net; erkino@takomagov.org; Fred Schultz
Subject: Comments on Planning Board Agenda Item

907 Larch Avenue
Takoma Park, MD20912
May 15, 2013

MCP-Chair@mncppc-mc.org
Planning Board
M-NCPPC
8787 Georgia Ave.
Silver Spring, MD20910

Dear Planning Board:

I am writing on behalf of the South of Sligo Citizen's Association (SOSCA), which covers an area on both sides of New Hampshire Avenue in Takoma Park, from Sligo Creek Parkway to Conway Avenue, and from the eastern border of Takoma Park west to Jackson Avenue.

This message is in regard to the Planning Board consideration of rapid transit in Takoma Park. As I understand it, the Planning Board is considering running rapid transit down the middle of New Hampshire Avenue. I urge the Planning Board to not go forward with that option.

Transit is very important to SOSCA residents. Many of us take public transportation daily to work and other events. Some residents are dependent on public transit. SOSCA residents are also very concerned about our quality of life and the amenities in our neighborhoods. We do not want you to view New Hampshire Avenue as merely a transportation corridor.

Several years ago, the City sponsored an intensive charette for residents to contribute ideas and develop a plan for efficient transportation and a good ambience along New Hampshire Avenue. The plan called for a reconfiguration of New Hampshire Avenue to have through traffic in the center four lanes with the lane closest to the sides of the road structurally separate from the center four lanes by a planted strip with trees and flowers. This planting would be echoed in the sidewalk areas, which would be pedestrian friendly and with retail that serves the neighborhood needs and recreation. People waiting for buses would wait safely on the sidewalk in a pleasant environment. Your plan for transit in the middle of New Hampshire Avenue is inconsistent with our community goals.

I urge you to work with the City of Takoma Park and SOSCA to look for ways to incorporate rapid transit if/as appropriate in the City's current plan for New Hampshire Avenue.

Thank you.

Catherine Tunis

SOSCA President

Garcia, Joyce

From: Sebastian Smoot <sebsmoot@gmail.com>
Sent: Wednesday, May 15, 2013 8:06 PM
To: MCP-Chair
Subject: Please support transit

Dear Planning Board Chair Françoise Carrier,

Maryland has some of the worst traffic in the country. Expanding highway capacity and building new streets only results in more traffic, more pollution, more land consumption, and more lost time, because more roads beget more cars and sprawl. The social costs of commuting by car are often not accounted for, resulting in a unsustainable market failures. I support investing in a rapid transit system because it makes transit more accessible, encourages smart growth, and reduces air pollution. I hope you support investing in transit as well.

Sebastian Smoot
1200 Rainbow Drive
Silver Spring, MD 20905
mobile: 240 308 1006

Garcia, Joyce

From: Jonathan J. Green <jayesgreenjon@gmail.com>
Sent: Thursday, May 16, 2013 5:53 PM
To: MCP-Chair
Subject: BRT Testimony
Attachments: BRT Testimony.docx

Hello,

Please see my testimony in regards the BRT Network attached.

Thanks,

Jonathan Jayes-Green

Dear Members of the Montgomery County Planning Board:

I write to express my strong support for the county's proposed BRT network.

As I finish my junior year at Goucher College in Baltimore, I am setting my sights on what and where will I go after graduation. As someone who was raised in Montgomery County and graduated from both MCPS and Montgomery College, I absolutely love my county and hope to move back home after graduation.

While there is no other place in the country I'd rather be, there are challenges that make Montgomery County a hard sell students like myself. Besides the shortage of affordable housing, transportation is a key priority in our minds as we try to get our careers started. Congested roads and the lack of effective, reliable and innovative transportation system make the county unattractive to recent college grads. What people like myself are and will continue to look for is a community with a system that provides reliable, fast and thorough public transit ways so that we can get to our destinations with ease and decrease our impact on the environment.

As someone who commuted from White Oak to Rockville for a little over 2 years for an internship and then Montgomery College, I can attest that our system needs improvement. It is unreasonable for a commute on the bus to take over 2 hours, which would otherwise take 25 minutes driving. How can we expect younger individuals to move to Montgomery County when our transportation system is broken? This is why we need the BRT network.

I understand we are in tough economic times, but we can no longer use this as an excuse to shy away from investing in our future.

Please support the BRT Network to start de-clogging our roads and create a greener future for all of us.

Thanks,
Jonathan Jayes-Green

Garcia, Joyce

From: Drayne, Michael D. <Michael_D_Drayne@mcpsmd.org>
Sent: Thursday, May 16, 2013 1:42 PM
To: MCP-Chair
Cc: 'county.council@montgomerycountymd.gov'
Subject: My full support of the Bus Rapid Plan

I am a resident of North Woodside, a neighborhood that would be directly impacted by the planned deployment of the Bus Rapid route that would run down Georgia Avenue to the Silver Spring Transit Center. Due to the current volume of traffic running along Georgia Avenue during peak rush hour, I believe commuters need an alternative to sitting in traffic. Our traffic ranks as among the worst in the nation and it's clear we need to implement solutions to supplement the already overburdened roads and Metro rail and bus systems. I feel the proposal as it stands will offer an attractive alternative to many commuters who find the distance to the nearest Metro Station makes using the system less attractive. With more frequent stops than what are available to Red Line users, the Bus rapid would provide a practical alternative for many commuters who find the distance to the nearest Metro station adding more time to their already long commute. Many potential users of this system will be drawn by the short walk to the nearest station. With a dedicated right of way that is not shared with automobiles, preticketing at stations to expedite boarding and lights timed to move the buses more quickly through traffic, I feel many commuters will find this system very appealing.

I realize some very vocal opponents from my neighborhood are opposed because it will undercut their efforts to have a median strip added to the section of Georgia that runs through our neighborhood. I would counter this by suggesting that the number of people who will use Georgia because of this median strip is dwarfed by the number of people who will choose to use this new bus system rather than drive. I think the common good of our area is much better served by a bus rapid that is fast, convenient and reliable. Please consider all of the users of the potential system and not the handful who raise objections based on their own parochial interest.

Thank you,

Michael Drayne
2019 Luzerne Avenue,
Silver Spring

Garcia, Joyce

From: Woody Brosnan <woodybrosnan@verizon.net>
Sent: Thursday, May 16, 2013 9:10 AM
To: MCP-Chair
Cc: county.council
Subject: Testimony on BRT plan
Attachments: BRT Testimony of Woody Brosnan.docx

Woody Brosnan

9101 Louis Avenue

Silver Spring, Md. 20910

301-588-0025

woodybrosnan@verizon.net

Dear members of the Montgomery County Planning Board,

Unfortunately, I cannot attend today's hearing on the Bus Rapid Transit Plan, so I am submitting my comments in writing.

While I generally support the concept of Bus Rapid Transit to supplement existing Metro and future Purple Line Service, I strongly oppose the duplicative and unnecessary South Georgia Avenue BRT.

Overall, the corridors plan before the board is flawed and needs to be subjected to a more rigorous analysis. The authors used a standard of 1,000 passengers per peak hour in the peak direction even though they acknowledge the national standard is 1,200 PPHPD. And even for segments that do not meet this standard, such as the route north of the Silver Spring Transit Center because it duplicates Red Line service, the planners claim retention of the segment "is important to maintain its integrity."

In short, the study is a self-justifying wish list.

Just as Metro started with proven routes and expanded over time I believe BRT should begin where there is clearly a need to fill in the gaps of the Metro system, like an Olney to Wheaton or Glenmont route and/or a Rockville to Wheaton route. The county should not embark on an expensive, untested and duplicative new BRT service for the entire county.

I would especially ask that the county defer any consideration of a South Georgia Bus Rapid Transit route at this time.

My neighborhood, North Woodside, has long been victimized by the decisions of state and county officials to put the interests of road users ahead of the livability of down-county neighborhoods. The state does not allow left turns off Georgia Avenue during rush hour, causing many northbound commuters to use Second Avenue, a residential street, as a cut-through route. Residents of Woodside Forest and Woodside Park are forced to use circuitous routes through parking lots just to get home. Northbound drivers wanting to reach the Forest Glen Metro station resort to u-turns on Georgia.

The State Highway Department is now in the midst of a county-funded study on changes to the segment of Georgia Avenue between 16th St. and Forest Glen. I represent North Woodside on the Stakeholders Group for this study. From comments I have received it is clear that our priorities are for left turn lanes to allow left turns off Georgia during rush hour, adherence to the North Silver Spring master plan that calls for a median on Georgia Avenue to allow safe pedestrian crossings and preservation of retail areas on both sides of Georgia.

The addition of BRT lanes would eliminate any chance for a median and potentially eliminate businesses on one or both sides of this segment of Georgia. And far from alleviating traffic on Georgia, BRT could simply make more drivers choose cut-through routes through the surrounding neighborhoods.

No one from my neighborhood has expressed any interest to me in using BRT. We now have an abundance of bus service, including Ride-On buses that reach the Silver Spring Metro station about every seven minutes during rush hour.

Again, I call on the county to defer any action on a South Georgia BRT route.

Sincerely,

Woody Brosnan

Garcia, Joyce

From: Miti Figueredo <mtf@cclandco.com>
Sent: Friday, May 17, 2013 11:06 AM
To: MCP-Chair
Subject: BRT letter
Attachments: Carrier - Planning Board ltr.pdf

Dear Chair Carrier:

I have attached a letter from the Land Company regarding Bus Rapid Transit.

Thank you,

Miti Figueredo

Vice President, Public Affairs

The Chevy Chase Land Company

8401 Connecticut Avenue, Penthouse Suite

Chevy Chase, Maryland 20815

301-654-2690 work 301-652-3137 fax

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THE CHEVY CHASE LAND COMPANY
OF MONTGOMERY COUNTY, MARYLAND
ESTABLISHED 1890

DAVID M. SMITH
PRESIDENT
dms@cclandco.com

May 15, 2013

The Honorable Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Chair Carrier and Members of the Planning Board:

I am writing in support of a Countywide Rapid Transit System that complements our planned and existing transit options to enhance mobility, reduce traffic and encourage economic growth.

In order to reduce reliance on automobiles and limit traffic impacts, I strongly support long-range planning that encourages mixed-use development and focuses most growth near urban areas, existing Metro stations, and future Purple Line stops. Bus rapid transit will complement both Metro and the Purple Line, decreasing overall travel times and boosting ridership on these modes. In order to maximize efficiency, a well-designed bus rapid transit system should definitely include dedicated lanes as much as possible.

Planning and funding a Rapid Transit System in a large county that was originally built on a suburban model will undoubtedly present many challenges. However, I urge the Planning Board to take a bold and forward-thinking approach, and plan for a Rapid Transit System that will serve our children and grandchildren for many decades to come.

Sincerely,



David M. Smith, President

8401 CONNECTICUT AVENUE, PENTHOUSE, CHEVY CHASE, MARYLAND 20815
TELEPHONE: (301) 654-2690 TELECOPIER: (301) 654-9121
www.cclandco.com

MCP-CTRACK

From: Diana M. Simon <dmaxant@yahoo.com>
Sent: Wednesday, May 22, 2013 11:37 PM
To: MCP-Chair
Subject: Plans for BRT on MD355 South Corridor

RECEIVED
0427
MAY 23 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

There also seems to be no recognition in the plan that the existing grassy median between Bradley Blvd. and Dorset Ave. is not simply a pretty but discretionary amenity, but rather serves as a vital center turn lane for cars turning left in and out of Chevy Chase West. I ask that you each please drive to our neighborhood from DC during rush hour and turn left from MD355 North onto Hunt Ave. or Langdrum Lane, then turn right onto Stratford Rd., then right onto my street, Chevy Chase Blvd. and make a left back onto MD355 North. Now imagine attempting to access my neighborhood with BRT lanes down the median.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Your estimates indicate that approximately 1,500 people per hour during peak hours will pass through the Friendship Heights Metro Station from BRT. This station's facilities are woefully inadequate to handle this surge in riders. The station has no "kiss-n-ride," no parking garage, and no room for expansion. It seems likely that BRT buses will displace other buses from the limited spots in the bus station and I doubt your ridership

estimates account for displacement of other bus routes. The Bethesda Metro station, slated for a \$10M makeover, is much better equipped to serve as the connection between BRT and the Red Line.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Diana M. Simon
4610 Chevy Chase Blvd.

MCP-CTRACK

From: pharmdrugs@comcast.net
Sent: Thursday, May 23, 2013 12:46 PM
To: MCP-Chair
Subject: BRT-Chevy Chase West

RECEIVED

MAY 23 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair and members of the Planning Board:

As a resident of Chevy Chase West (CCW) for 38 years, I am extremely concerned about the Countrywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights and on communities like mine. I do not believe that planners have given adequate consideration to the local communities that will receive NO benefits from a BRT system, but will face more danger in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment or a full implementation.

MD355/Wisconsin Avenue in CCW is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch of road has real implications for accessibility, usually for the worse. Buses speeding down a curb lane are not contributory to vehicle safety for those cars wishing to enter traffic or to enter our streets especially during rush hours. There will also be a safety concern for bicycles and riders in BRT lanes including pedestrians who walk on the Wisconsin Avenue sidewalk and must now contend with bicycle traffic. Crossing MD355/Wisconsin Avenue will be hazardous also because it is dangerous now.

Others have cited danger to children and pedestrians in our neighborhood as we will see increased traffic in our dead end streets when Wisconsin Avenue traffic is backed up (which occurs quite often during rush hours) using three lanes in each direction. It will be much worse if 2 lanes are only available. Many of our streets do not have sidewalks thus forcing children going to and coming from school to walk in these streets.

When the Metro subway system was built, the need for more bus lanes along the MD355 corridor was negated because of the capacity of the rail line to handle commuters. Having ridden this system for many years, I can predict that adding more rail cars to trains or adding more trains to run with closer schedules during rush hours is a practical way to handle increases in commuter traffic. The BRT will not have the capacity and will not perform at a lower operating cost to handle projected increases in commuter traffic as can Metro. I believe that enhancing Metro is a more efficient way to handle increased commuter needs while reducing numbers of buses and cars on the MD355. A benefit to be derived from this activity will be less pollution from diesel and gasoline exhausts, perhaps fewer cars using MD355, faster commuting times and chances for better public health especially from respiratory diseases. There might even be a reduction in MD355's need for road repair. Let us not forget that Metro is all electric and with all of the concerns of a "greenhouse effect", innovations that are on going to reduce fossil fuel use and subsequent pollution can make our areas in Maryland a safer place to live.

I thank you for all of the difficult work that your tasks entail and I wish you all the patience, luck and insight you require in completing your tasks.

Best regards,

Robert E. Osterberg, R.Ph., Ph.D., Fellow-ATS
4617 Morgan Drive, Chevy Chase, MD 20815

Enjoy the little things for one day you may look back and realize they were big things! Robert Brault

MCP-CTRACK

From: Joan Barron <jimbarron479@gmail.com>
Sent: Thursday, May 23, 2013 10:32 AM
To: MCP-Chair
Subject: BRT

RECEIVED
MAY 23 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

There also seems to be no recognition in the plan that the existing grassy median between Bradley Blvd. and Dorset Ave. is not simply a pretty but discretionary amenity, but rather serves as a vital center turn lane for cars turning left in and out of Chevy Chase West. I ask that you each please drive to our neighborhood from DC during rush hour and turn left from MD355 North onto Hunt Ave. or Langdrum Lane, then turn right onto Stratford Rd., then right onto my street, Chevy Chase Blvd. and make a left back onto MD355 North. Now imagine attempting to access my neighborhood with BRT lanes down the median.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Your estimates indicate that approximately 1,500 people per hour during peak hours will pass through the Friendship Heights Metro Station from BRT. This station's facilities are woefully inadequate to handle this surge in riders. The station has no "kiss-n-ride," no parking garage, and no room for expansion. It seems likely that BRT buses will displace other buses from the

limited spots in the bus station and I doubt your ridership estimates account for displacement of other bus routes. The Bethesda Metro station, slated for a \$10M makeover, is much better equipped to serve as the connection between BRT and the Red Line.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,
Joan Barron
4704 Morgan Drive
Chevy Chase, MD 20815
jmbarron479@gmail.com

Comments on BRT, public meeting July 12, 2012, County Council meeting.

County Executive Leggett,

This is in response to your request for comment on the session

Community impacts are not represented.

An apparent objective of the Committee's was to determine feasibility of the Bus Rapid Rail (BRT) project. The Committee appears to have agreed on the project's benefits, but determination of feasibility is also dependent on costs and community impacts. It is not clear that an evaluation of community impacts was even considered as a factor in determining feasibility, and a definition of the community impact costs has not yet been attempted. Therefore, the evaluation of feasibility is incomplete.

This is not the first committee on a BRT solution for Route 29. County Executive Duncan appointed a committee focused on Route 29- Colesville Road that examined both benefits and costs to the community. At the conclusion of the study, the committee rejected the BRT largely on the basis of adverse impacts to the community south of New Hampshire Boulevard. Mitigation is possible, but will require additional planning and resources. The members of that committee are not represented in this new effort so that the findings gathered in that exercise was not passed on. It is likely, however, that the Four Corners community will not forget.

Complex investment requires metrics

What are the objectives of the project? How will we know whether the project is a success? A real deficiency of the assessment is that the exercise of demonstrating a mission need has not included the process of defining measures of success. Investments of this size, and this is truly an acquisition of transportation capability, require that relevant performance metrics be established at the beginning to evaluate the success or failure of the project. The BRT solution would be only one component of a complex multi-modal transportation system. Establishing performance metrics for both transportation and community impact measures is essential to represent the public investment account and the success of the integration of the project's capability into the county's existing transportation assets.

Choice of investment projects has financial implications

We should not be surprised that many of those testifying were concerned that projects not related to this project would be deferred if the BRT project proceeds. Budgets are tight, the opportunity costs high. Capital project selection and execution requires that risks of non-productive investments be minimized. Montgomery County's financial management is rated not only on its ability to pay its bills, but also the ability to choose and execute its investment acquisitions to ensure that the original need has been addressed. Otherwise, the acquisition process itself represents a material risk that financial raters cannot ignore.

Mike Pfetsch

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May 13, 2013

Françoise M. Carrier, Chair
and Members of the Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Countywide Transit Corridors Functional Master Plan

Dear Chair Carrier and Members of the Planning Board:

Thank you for the opportunity to review and provide comments on the Public Hearing Draft Countywide Transit Corridors Functional Master Plan ("Transit Corridors Plan"). As you may recall, the College is located on 46 acres at 10000 New Hampshire Avenue in the northwest quadrant of the intersection of New Hampshire Avenue and I-495 ("Property"). The Property is located along Recommended Transit Corridor No. 5.

As we previously notified the Board, the College is actively marketing the Property. The sale of the Property will determine how and to what extent the College will operate in the future. It is therefore critical in our view that conditions be created to facilitate the sale of the Property and its successful redevelopment.

We support the Transit Corridors Plan and the creation of a transit corridor along New Hampshire Avenue (Corridor No.5). Corridor No. 5 will provide an opportunity for increased transit service for the Property/Hillandale Center, the Federal Research Center/FDA and new development at White Oak. In addition, considering what we understand are serious right-of-way challenges associated with the Four Corners area, Corridor No.5 might also provide the most economical and efficient initial service to the North White Oak/Cherry Hill Road Center. Finally, Corridor No. 5 also provides an opportunity to link with proposed Purple Line service at the Takoma-Langley Transit Center and to existing Metrorail service at the Ft. Totten station, thus providing convenient connections from the White Oak area to Silver Spring, Bethesda, the University of Maryland and DC.

Regarding the Transit Corridor Plan's implementation priorities, we encourage the Board to include Corridor No. 5 as far north as the Federal Research Center/FDA, and preferably the White Oak Transit Center, as a designated priority. Existing heavy bus ridership on New Hampshire Avenue south of University Boulevard can be complemented and additional ridership facilitated by prioritizing Corridor No. 5 to the north. Planned additional development, including redevelopment of the Property, will benefit significantly from a prioritized Corridor No. 5, and its prioritization has the potential to stimulate further revitalization within the Hillandale Center.

In closing, the Property and the remainder of the Hillandale Center are strategically located at New Hampshire Avenue and the Beltway, the gateway to Montgomery County from the east and a southern gateway to the White Oak Science Corridor. In our view, every effort should be made to facilitate the revitalization of this region of the County. Prioritizing transit service can be a significant part of that effort.

Thank you again for the opportunity to provide these comments.

Sincerely,



Paula E. Peinovich, PhD
President

cc: James Gentile, Esq.
Beth Shannon
Todd Brown, Esq.

Cole, Larry

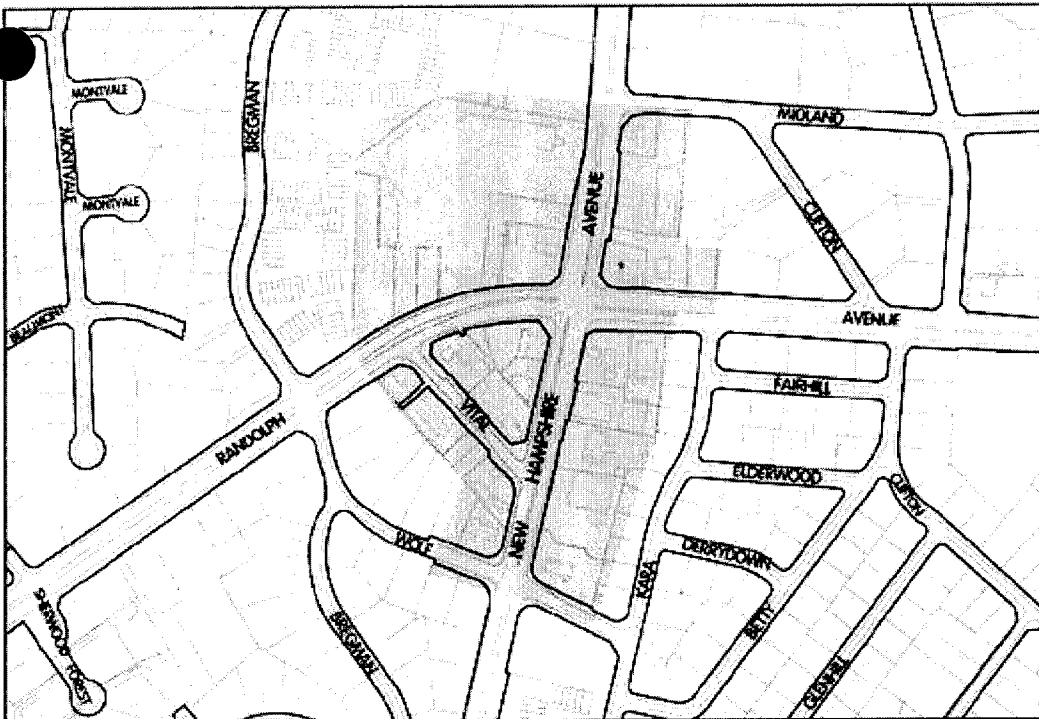
From: Janousek, Daniel
Sent: Thursday, May 23, 2013 12:18 PM
To: Cole, Larry; Foster, Eric
Cc: Berlage, Derick; Masog, Tom; 'Weissberg Victor (DPW&T) (E-mail)'; Hedgepeth, Tanya; Shaffer, Fred
Subject: RE: Countywide Transit Corridors Functional Master Plan Public Hearing Draft - and BPPAs

BPPAs Bicycle and Pedestrian Priority Areas - Sec. 2-604

The "Countywide Transit Corridors Functional Master Plan" prepared by Montgomery County Planning Department staff establishes the BPPA's (Bicycle and Pedestrian Priority Areas) that were established by the state (Sec. 2-604). These BPPAs are based on land use and proximity to rail transit. MDOT is looking for support mechanisms for the BPPAs, so their inclusion and functional designation is important. MDOT presented draft goals at the MWCOG subcommittee meeting this week that are addressing issues we brought up at our focus group meeting a few weeks ago. We may also look to update our plans and establish BPPA's in the plans as a matter of practice. The BPPAs support the additional right of way needs to accommodate the BRT, but also the entire multi-modal network. We might consider updating our own MPOT with the BPPAs.

<http://www.sha.maryland.gov/oots/Appendix%20C%20-%20PedBikeCode.pdf>

Map 20 Colesville BPPA



New Hampshire Avenue Phase I and II

Coordinate with the City of Takoma Park's Multi-Way Boulevard design effort for the "New Ave." for the two-way median transitway on New Hampshire Avenue.

We will amend own MPOT at some future date to mesh with your recommendations for the 6+1 reversible on-lane median in Phase 2 and to be up to date with Takoma Park's project (or as it turns out).

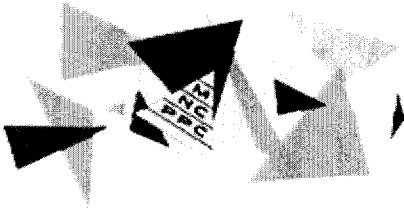
Station Locations

I agree with the placement of the Oakview Drive and Northhampton Drive stops as they will service the extensive amount of multi-family housing that is there. It looks like they put the station points in the best locations for ridership maximization.

We will take a look at the rest of the document for other access and traffic issues. I am glad to see that you put a succinct plan process in the plan itself (last page).

DRJ/

*Daniel Janousek, Senior Transportation Planner
Maryland National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
Ph: 301-780-8116*



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From: Cole, Larry
Sent: Thursday, May 23, 2013 9:54 AM
To: Foster, Eric
Cc: Janousek, Daniel; Berlage, Derick; Weissberg Victor (DPW&T) (vweissberg@co.pg.md.us)
Subject: RE: Countywide Transit Corridors Functional Master Plan Public Hearing Draft

Eric, That works for me. Thanks. - Larry

From: Foster, Eric
Sent: Thursday, May 23, 2013 9:50 AM
To: Cole, Larry
Cc: Janousek, Daniel; Berlage, Derick; Weissberg Victor (DPW&T) (vweissberg@co.pg.md.us)
Subject: RE: Countywide Transit Corridors Functional Master Plan Public Hearing Draft

Larry

We will not be in a position to comment officially on behalf of the Planning Board or the County. However, Dan will review the draft and I will forward comments from the Transportation Planning staff for technical coordination purposes. Thanks for forwarding the draft.

Eric J. Foster
Supervisor, Transportation Planning Section
Countywide Planning Division
Prince George's County Planning Department
M-NCPPC
County Administration Building
Upper Marlboro, MD 20772-3037
(301) 952-3117
Fax (301) 952-3799

From: Cole, Larry
Sent: Wednesday, May 22, 2013 4:16 PM
To: Foster, Eric
Cc: Janousek, Daniel
Subject: Countywide Transit Corridors Functional Master Plan Public Hearing Draft
Importance: High

Hi Eric, We held the public hearing for this master plan last week and the public record closes on May 30th (next Thursday). I was curious whether Prince George's was going to comment on the plan, in particular the segment of the New Hampshire Avenue corridor that is in PGCo and is shown in your BRT study map as being part of our study. The draft was e-mailed to you on 4/22:

<http://www.montgomeryplanning.org/transportation/highways/documents/CountywideTransitCorridorspublichearingdraftApr13.pdf>

To address our Board's direction for an aspirational BRT plan that looks beyond the 2040 forecast year and even beyond current planned land use, our Plan recommends a two-phase approach: Phase 1 includes those improvements that would serve current planned land use and has recommendations that are truly "in" the Plan; Phase 2 provides guidance for future master plan changes, including areas that are outside our jurisdiction: Rockville, Gaithersburg and PGCo. We've recommended only mixed traffic operations for the latter so essentially there's no change in the master plan for the time being (Phase 1). The change on your segment of NH Ave would come only when you enact a change.

Can you give me a heads up as to whether you'll be submitting comments? We're compiling the comments and doing the responses now. Thanks. - Larry

Lawrence Cole, P.E.
Master Planner/Highway Coordinator
Functional Planning & Policy Division, Multi-Modal Networks Unit
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue, Silver Spring MD 20910

301-495-4528
301-495-1302 (fax)
larry.cole@montgomeryplanning.org
<http://www.MontgomeryPlanning.org>

Cole, Larry

From: Cole, Larry
Sent: Tuesday, May 28, 2013 12:46 PM
To: 'McDougall, Harold'
Subject: RE: BRT Impact on minorities and immigrants

Harold, I'm not sure I have a graphic showing all the corridors with the names on them because the map would get a bit messy. Here are some slides of the individual corridors if that helps. - Larry The Transit Corridor Network Map on the webpage has a key: <http://www.montgomeryplanning.org/transportation/highways/brt.shtm> and the individual corridors are shown in this Powerpoint presentation, beginning on page 43: <http://www.montgomeryplanning.org/viewer.shtm#http://www.montgomeryplanning.org/transportation/highways/documents/BRTpresentationofStaffDrafttoBoard3-18-13.pdf>

Larry

-----Original Message-----

From: McDougall, Harold [<mailto:harold.mcdougall@Howard.edu>]
Sent: Tuesday, May 28, 2013 12:38 PM
To: Cole, Larry
Subject: RE: BRT Impact on minorities and immigrants

Larry, can you send me a map with the BRT corridors named?

Thanks

Professor Harold McDougall
School of Law
Howard University

From: Cole, Larry [larry.cole@montgomeryplanning.org]
Sent: Tuesday, May 28, 2013 11:32 AM
To: McDougall, Harold
Subject: RE: BRT Impact on minorities and immigrants

Good morning, Harold

Does sometime between 10:30a-2p on Thursday or 8a-2p on Friday work? If not, I'm pretty flexible next Monday or Tuesday.

Our mapping folks have put together three maps to help address your question/concern about impacts of the recommended BRT network on minority communities, which are attached for your info.

Larry

-----Original Message-----

From: McDougall, Harold [<mailto:harold.mcdougall@Howard.edu>]
Sent: Saturday, May 25, 2013 10:09 AM
To: Cole, Larry

Subject: BRT Impact on minorities and immigrants

To: Larry Cole, Functional Planning & Policy Division, 301-495-4528

Dear Larry,

As you will recall, the Planning Board Chair directed me to consult with you regarding the impact of the proposed BRT on minorities and immigrants. I would like to set up an appointment to do so, at your earliest.

I should also point out that the chair erred in denying me five minutes to speak. See your own website:
http://www.montgomeryapps.org/planning_board/testify.asp

Professor Harold McDougall
School of Law
Howard University

RECEIVED

Garcia, Joyce

From: Joe Fritsch <joe.fritsch@verizon.net>
Sent: Tuesday, May 28, 2013 11:37 AM
To: MCP-Chair; county.council@montgomerycountymd.gov
Subject: RE: Proposed Bus Rapid Transit System Related to Multi-Use Trails & Bike Lanes

MAY 28 2013
1013-0432
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

RE: Proposed Bus Rapid Transit System Related to Multi-Use Trails & Bike Lanes

Dear Members of the Planning Board & County Council,

As the plans for the possible Bus Rapid Transit system (BRT) shift into high gear I want to ensure that this project will not overshadow or remove multi-use trails/sidewalks and bicycle lanes that are also in the master plan. One project in particular is the multi-use trail parallel to the BRT from Olney down to Glenmont. This trail is in the master plan to be built with the BRT.

Locally this trail will provide easy bicycle and pedestrian access from the center of Olney to the Olney Manor Park, indoor pool and the ICC multi-use trail. It will also provide access from Leisure World to these amenities along with shops and restaurants in Olney. These are just a few benefits this trail will provide along with providing a safe bicycle route to the Metro station in Glenmont. These benefits are greatly multiplied when taking into account the numerous residential, retail and recreational areas that will also be linked by this multi-use trail.

During the planning process of the BRT system I ask that planners keep an open mind and look for solutions instead of just removing multi-use trails and bike lanes, if space or logistical challenges arise. For example, there may not be enough room for both the BRT and multi-use trail in the median of Georgia Ave. as called for in the master plan. A solution would be to replace the sidewalk along the east side of Georgia Ave between Olney and Leisure World with a 12 foot wide multi-use trail.

My concern is this this multi-use trail and others will only be used as a carrot to gain support for the BRT. My fear is that once support and funding is gained for the BRT these much needed amenities will once again be greatly reduced or completely discarded as done with the ICC, Purple Line and other projects.

The answer to our growing transportation issues is not to just introduce or improve just one method of transportation. As Montgomery County continues to grow people will need all methods possible to move around the County and achieve the high quality of life we strive for.

Sincerely,

Joe Fritsch
17717 Buehler Rd
Olney, MD 20832

Garcia, Joyce

From: Veneeta Acson <acson79@aol.com>
Sent: Tuesday, May 28, 2013 2:46 PM
To: MCP-Chair
Subject: no BRT

TO: MCP-Chairman@mncppc-mc.org

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Veneeta Acson
4630 Hunt Avenue
Chevy Chase, MD 20815

Garcia, Joyce

From: Celesta Jurkovich <cjurkovich@verizon.net>
Sent: Tuesday, May 28, 2013 2:51 PM
To: MCP-Chair
Subject: May 16 public hearing - Item 11 - revision of already submitted testimony
Attachments: 5-28-13 resubmission of CCW-CCCFH testimony.docx

On May 14, 2013, I submitted written testimony to be presented by Chevy Chase West Neighborhood Association (CCW) Transportation Co-Chair Elaine Akst. It was submitted on that date to meet the deadline for inclusion in the record and be distributed to the Board. Subsequent to that submission, on May 15 the Citizens Coordinating Committee on Friendship Heights (CCCFH) at its regular monthly meeting requested that CCW, one of its 18 member organizations, testify on behalf of this umbrella organization as well. CCW agreed and Ms. Akst announced in her testimony on May 16 that she represented the broader organization as well. The official record for comments was also extended through May 30, 2013.

Chevy Chase West would like to substitute the revised testimony to be made part of the Planning Board's record. It reflects the actions described above. It is attached. The exhibits which accompanied the May 14 submission have not changed, however. Thank you for making this change. We appreciate the opportunity to express our views and accurately reflect the organizations involved.

Celesta Jurkovich
President

Chevy Chase West Neighborhood Association

Celesta Jurkovich
4603 Morgan Drive
Chevy Chase, MD 20815
301-657-8134 (home)
301-325-1865 (cell)

Chevy Chase West Neighborhood Association

Testimony on BRT

May 16, 2013 Public Hearing Agenda Item 11

I am Elaine Akst, co-chair of the Transportation Committee in Chevy Chase West, a community of 500 homes just west of MD355 between Bradley Boulevard and Drummond Avenue. I am representing the Citizens Coordinating Committee on Friendship Heights as well as my community association which is one of its 18 members. I've included a map that illustrates that the only access to our community is via Wisconsin Avenue whose curb lane would be repurposed as a BRT lane in the Countywide Transit Corridors Functional Master Plan being discussed today. No parallel streets exist that can be used as an alternative to Wisconsin Avenue.

My testimony should not be taken as a rejection of the concept of bus rapid transit. CCW supports efforts to improve mass transit, and has been working steadily with local and state officials to enhance transit options for our residents, including more frequent, more accessible, and more reliable local bus service, and improved pedestrian and bike facilities.

This master plan, as it relates to the Bethesda-Friendship Heights segment of MD355, raises many concerns for us.

It complicates our efforts to get better local mass transit. We are currently working to see improvements to four bus stops, and, we hope, delineated crosswalks with appropriate traffic controls as part of the State Highway Administration plan for a sidewalk/bikeway on the east side of Wisconsin. These are safety enhancements CCW and nearby communities need now.

It ignores real traffic issues on this stretch – first, vehicular access to Norwood Park, available only from Wisconsin Avenue, for the BCC preschoolers in the park plus the athletes and coaching staff – both adults and youths - involved in soccer, football, softball, baseball, and lacrosse on weekday afternoons. Secondly it ignores areas that are already effectively only two driving lanes since the southbound curb lane of MD 355 between Somerset Terrace and Western Avenue is essentially a parking lane for delivery vehicles and vehicles dropping off patients to the medical buildings there (Pictures are also attached); and the curb lane is already a designated right turn lane between Willard and Western Avenue.

We believe restricting a curb lane to buses presents significant access and safety issues for our residents and guests. We expect more congestion in the remaining two lanes; difficulty in nosing into traffic to exit CCW; difficulty enforcing a bus-only lane; difficulty in cutting through traffic to make a left turn to northbound Wisconsin; and frustrated drivers seeking a shortcut through our neighborhood, especially in morning rush hour when our children are walking to Somerset Elementary school and students are being dropped off at Concord Hill school on Wisconsin.

The plan's Phase 2 proposes to use the median on the Green Mile for BRT. Mr. Cole said this was based on possible development of the Chevy Chase Club property, which is highly unlikely for the well-financed, century old club. Our community opposes use of the Green Mile's median and requests that this plan be removed from Phase 2.

An earlier version of the plan suggested that a one-lane reversible busway in the median would require an additional 9' of right of way, to come from private property. Why is this data not published in the latest version? This option must be detailed publicly for any affected residents.

Planning staff predictions look at the entire MD355 corridor. We believe that ridership will be considerably less than the 1440 predicted between Bradley and Friendship Heights, in light of the lack of connectivity between Montgomery County bus service and DC bus service. Current RideOn volume here is small, partly because of infrequent service and unsafe bus stops. An advantage of BRT is supposed to be quicker boarding and access, but this won't happen if travelers must transfer from Montgomery county buses to either the Red Line or DC buses. There is currently no plan to extend service from either jurisdiction to the other.

This points up the problem in developing a one-size-fits all proposal, wherein standards and goals that are fine for one segment may not be appropriate for another. The standards laid out by the consultant IDTP for BRT should be carefully applied so that our residential neighborhoods can share wherever possible in the benefits of BRT, can be protected from deleterious effects, and can have local mass transit alternatives, if endorsed by the community, developed simultaneously with BRT efforts.

To do this, communities along proposed BRT routes MUST be consulted and heard throughout the planning and implementation process. We – local residents – know some things that planners don't about traffic patterns and needs.

Accordingly, we have the following suggestions for any BRT planning:

- any MD355 BRT first phase should go only to the Bethesda metro stop as its southernmost point.
- extension southward from Bethesda should be dependent on and developed in conjunction with extension of WMATA bus lines between DC and MD.
- dropoff issues between Somerset Terrace and Willard Avenue should be dealt with before designating a curb bus lane.
- local bus service between Bethesda and Friendship Heights should be improved to enhance eventual BRT use on this stretch.
- crosswalks and appropriate traffic controls must be instituted before designating a bus lane, to improve safe local bus and BRT access.
- if and when bus lines are extended between Maryland and DC, two stops between Bradley and Western should be part of any BRT plan, in accord with general practice of stops every half mile to mile.
- use of the median south of Bethesda/Bradley for BRT should be rejected.

Cole, Larry

From: Elizabeth Brenner-Leifer <ebrenner@rothwellfigg.com>
Sent: Wednesday, May 29, 2013 2:34 PM
To: 'thomas.autry@montgomeryplanning.org'; Cole, Larry
Cc: 'citizenscommittee@villageofdrummond.com'
Subject: BRT 355/Wisconsin Ave.

Messrs. Cole and Autry,

Thank you for talking last night at the Concord Hill School.

I want to make sure that the Village of Drummond is on all of your mailing and emailing lists.

I have been on the Citizen's Committee for over two years, and the April 17, 2013 letter from Ms. Carrier to notify us about the public hearing on May 16, 2013 was the first letter we received about BRT in the time I've served.

Could you please make sure we are on your letter and email lists for all relevant Planning Board communications in the future?

Citizen's Committee
Village of Drummond
PO Box 70642
Chevy Chase, MD 20815

Citizenscommittee@villageofdrummond.com

Also can you please let me know if the date for public comments will be extended?

Thank you and best regards,

R. Elizabeth Brenner-Leifer
Mayor
Village of Drummond

RECEIVED
0435
MAY 29 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Marie Park <doublepark@verizon.net>
Sent: Wednesday, May 29, 2013 11:10 AM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov
Cc: Chong Park; Cindy Gibson; Ken Hartman
Subject: Petition to Extend Comment Period on BRT until June 7th
Attachments: winmail.dat

Please see the attached letter and signatures to extend the public comment period to June 7th. Please email my husband, Chong Park, if you have trouble opening the attachment. Thank you, Marie Park (parent of Kindergartner at Somerset Elementary School and 7th grader at Westland Middle School).

Begin forwarded message:

From: "Park, Chong" <Cpark@steptoe.com>
Subject: BRT Petition
Date: May 29, 2013 9:43:02 AM EDT
To: "Marie Park (doublepark@verizon.net)" <doublepark@verizon.net>

Chong S. Park
Partner
Cpark@steptoe.com <<mailto:Cpark@steptoe.com>>
Steptoe

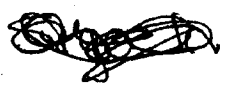
+1 202 429 6275 direct
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Dear Planning Board Chair Françoise Carrier and Chair of the Transportation Committee, Councilmember Roger Berliner:

We only recently learned about the County's plan for a Bus Rapid Transit (BRT) Corridor for 355/Wisconsin Avenue. Our schools and neighborhoods are directly impacted by this plan yet we were unaware of the public hearing process, which is now closed. I am signing onto this letter because I believe the Planning Board should extend the May 30th deadline by 8 days to Friday, June 7th for e-mailed comments by the public. At a minimum, we believe this is required to ensure openness and transparency as the Planning Board and County Council moves forward on the Countywide Transit Corridors Functional Master Plan.

| Name | School (optional) | email address (required) |
|---------------------------|-------------------------|-----------------------------------|
| Diana Simon | Somerset | dmaxant@yahoo.com |
| D. P. DUGGAN | Somerset | dpduggan@HOG.mail. |
| B. Marblestone | TE/A | |
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| | | |
|---------------------|------------------------------------|--------------------------------|
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| Julie Mannes | Drummond Ave. | Julie@Mannes.com |
| Stuart Barr | Leah Early & Brewer | sbarr@leachearly.com |
| Elizabeth Bausch | CHS board chair | epibausch@yahoo.com |
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| Ellie Globokar | Somerset | eglobokar@gmail.com |
| Ted Andrews | CCW | ttelandrews@aol.com |
| Colin Warren | CCW | cshop@OakAndApple.org |

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 Steve Seidel stephenseid@verizon.net CCS ^{(at) VERIZON}
 Julia Kpass julialichtman@hotmail.com CCW

Cindy Flannery cindy@flannery.org Stone Ridge
 Joyce Gomer Pachyan joycelantigua@gmail.com Somerset/BC
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 Ellen Glubokov glubokov@gmail.com Somers
 Ted Andrews tlandrews@uol.com
 Alexandra Acosta alexandra.acosta@proton.net Somerset
 Terri Lukas terri.lukas@gmail.com NA
 Elizaveta Glubokov elizaveta@verizon.net 4th City of Langhorne

BRT

May 28, 2013

| | | |
|--------------|----------|----------------------------------|
| Lloyd Guerci | CCW | LGJREG@hotmail.com |
| Alex Acosta | Somerset | alexandra.acosta@ verizon.net |

| | | |
|----------------|----------|-------------------|
| Thomas Stecher | CCW | rbhcets@gmail.com |
| MORRIS PANNER | Somerset | mpanner@gmail.com |

Cole, Larry

From: Daniel Wallace <daniel.wallace@gallaudet.edu>
Sent: Wednesday, May 29, 2013 2:48 PM
To: Cole, Larry
Subject: Re: BRT presentation to Burnt Mill citizens

Hi, Larry,

Thanks, I appreciate your consideration. We don't have a date for September, but I'll be in touch as soon as we have our schedule set.

Best regards,
Dan

On Wed, May 29, 2013 at 2:38 PM, Cole, Larry <larry.cole@montgomeryplanning.org> wrote:

Dan, I think we just have too crammed a schedule to fit a presentation in on June 10th. I think you said that you have quarterly meetings. If that's true and you'll be having a meeting in September, we can probably arrange to do a presentation then so that if your folks have comments or concerns, they can express them to the County Council as part of their public hearing, which should occur right after that.

If that works, give me a heads up as soon as you know your next meeting date. Thanks. – Larry

Lawrence Cole, P.E.

Master Planner/Highway Coordinator

Functional Planning & Policy Division, Multi-Modal Networks Unit

Maryland-National Capital Park and Planning Commission

8787 Georgia Avenue, Silver Spring MD 20910

301-495-4528

301-495-1302 (fax)

larry.cole@montgomeryplanning.org

<http://www.MontgomeryPlanning.org>



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Dan Wallace
Assistant Director
Gallaudet University Press
800 Florida Avenue, NE
Washington, DC 20002-3695
Tel 202-651-5661
Fax 202-651-5489
email: daniel.wallace@gallaudet.edu



Cole, Larry

From: MCP-CTRACK on behalf of MCP-Chair
Sent: Thursday, May 30, 2013 10:47 AM
To: Marie Park
Cc: Carrier, Françoise; Dolan, Mary; Cole, Larry
Subject: RE: Petition to Extend Comment Period on BRT until June 7th

Importance: High

Dear Ms. Park,

Due to the complexity of the draft Countywide Transit Corridors Functional Master Plan, I am willing to grant your request to extend the deadline for written comments by one week, until June 7, 2013. I will be unable to grant any further extensions due to our deadline to get the plan to the Council. We look forward to seeing your written testimony and thank you for your interest in this important undertaking.

Françoise M. Carrier
Chair, Montgomery County Planning Board and Vice-Chair, Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

From: Marie Park [<mailto:doublepark@verizon.net>]
Sent: Wednesday, May 29, 2013 11:10 AM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov
Cc: Chong Park; Cindy Gibson; Ken Hartman
Subject: Petition to Extend Comment Period on BRT until June 7th

Please see the attached letter and signatures to extend the public comment period to June 7th. Please email my husband, Chong Park, if you have trouble opening the attachment. Thank you, Marie Park (parent of Kindergartner at Somerset Elementary School and 7th grader at Westland Middle School).

Begin forwarded message:

From: "Park, Chong" <Cpark@steptoe.com>
Subject: BRT Petition
Date: May 29, 2013 9:43:02 AM EDT
To: "'Marie Park (doublepark@verizon.net)'" <doublepark@verizon.net>

Chong S. Park
Partner
Cpark@steptoe.com<<mailto:Cpark@steptoe.com>>
Steptoe

+1 202 429 6275 direct
+1 202 429 3902 fax

Step toe & Johnson LLP
1330 Connecticut Avenue, NW
Washington, DC 20036
www.step toe.com<<http://www.step toe.com>>

This message and any attached documents contain information from the law firm Step toe & Johnson LLP that may be confidential and/or privileged. If you are not the intended recipient, please do not read, copy, distribute, or use this information. If you have received this transmission in error, please notify the sender immediately by reply e-mail and then delete this message.

Cole, Larry

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Thursday, May 30, 2013 10:00 AM
To: Cole, Larry
Subject: Re: BRT public hearing record

Thanks Larry--

I did not realize how the "public hearing" file was kept. When I spoke with Tom, I had just been to the Chair's office to see the incoming on both the BRT and WOSG plans.

Eileen

From: "Cole, Larry" <larry.cole@montgomeryplanning.org>
To: "Eileen Finnegan (finnegan20903@yahoo.com)" <finnegan20903@yahoo.com>
Cc: "Autrey, Thomas" <thomas.autrey@montgomeryplanning.org>; "Anspacher, David" <david.anspacher@montgomeryplanning.org>; "Dolan, Mary" <mary.dolan@montgomeryplanning.org>
Sent: Thursday, May 30, 2013 9:50 AM
Subject: BRT public hearing record

Hi, Eileen

Tom Autrey told me that you asked yesterday about the public hearing record and specifically about e-mails and other written testimony that staff other than the Chair receive. I hold the official public record file in a binder at my desk that includes any e-mails. All the testimony that we've received as of last Friday (5/24) is included in the staff packet that we'll be posting later today. Anything that we receive up until the close of the record will be included in subsequent worksession memo(s). - Larry

Lawrence Cole, P.E.
Master Planner/Highway Coordinator
Functional Planning & Policy Division, Multi-Modal Networks Unit
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue, Silver Spring MD 20910

301-495-4528
301-495-1302 (fax)
larry.cole@montgomeryplanning.org<mailto:larry.cole@mncppc-mc.org>
<http://www.MontgomeryPlanning.org>

MCP-CTRACK

From: Smirniotopoulos, James <james.smirnio@usuhs.edu>
Sent: Thursday, May 30, 2013 11:35 AM
To: MCP-Chair
Subject: Support Public/Rapid Transit

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MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

The DC metro area - especially Montgomery County - is in the top ten year after year for "worst traffic in the USA".

We should all work together to improve our road congestion and lower our ranking, so that we may "lose" this particular contest!

Public transportation provides many opportunities for complaints - and it won't fix everyone's problems all at once.

But a thoughtful approach - especially continued support and funding for the Purple Line - will go miles to improve our quality of life!

Kind regards,

JGS

--

P.S. Go Green! Please do not print this e-mail unless it is completely necessary.

James G. Smirniotopoulos, M.D.

President, USUHS Faculty Assembly, 2012-2013

Chief Editor, MedPix® - <http://medpix.usuhs.edu/medpix>

Program Leader, Diagnostics and Imaging - <http://www.usuhs.mil/cnrm/leadership.html>

Center for Neuroscience and Regenerative Medicine

Professor of Radiology, Neurology, and Biomedical Informatics

Uniformed Services University of the Health Sciences

4301 Jones Bridge Road

Bethesda, MD 20814

Voice: 301.295.3145

FAX: 301-295-4165

"Success is not measured by who gets credit. Success is measured by getting things done." Connie Morella, former Congresswoman from Montgomery Cty, MD

"May we never confuse honest dissent with disloyal subversion." Dwight D. Eisenhower

MCP-CTRACK

From: MelaneKHoffmann@aol.com
Sent: Thursday, May 30, 2013 11:43 AM
To: MCP-Chair
Subject: Rapid Transit for the future of MoCo

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MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman Carrier and Members of the Planning Board:

I'd like to add my voice to the thousands of others, neighbors in the grocery store, people I see at sports events, civic meetings, and school activities --- let's get serious about expanding rapid transit in Montgomery County. It is the ONLY way to get us out of traffic nightmares. Building more roads won't help -- just take a look at northern Virginia for a prime example -- they are wasting BILLIONS of dollars to dig themselves deeper into a car-driven mess.

We have a chance now, with new "lockbox" transportation funding, to make rapid transit work. We need visionary LEADERSHIP from the Planning Board on this issue, not tiny fixes here and there as a fig leaf. We need CCT built ALL THE WAY TO CLARKSBURG, we need expansion of Metro, we desperately need the PURPLE LINE, and we need express buses in the meantime while all that infrastructure is in the works.

Let's face reality: if we don't do something serious now, it will just get harder and harder to do. Let's build a comprehensive, workable transit system for the future in Montgomery County.

Sincerely,

Melane Kinney Hoffmann
23801 Peach Tree Road
Clarksburg, MD 20871
melanekhoffmann@aol.com

MCP-CTRACK

From: Alan L. Seifert <alanseifert@comcast.net>
Sent: Thursday, May 30, 2013 11:57 AM
To: MCP-Chair
Subject: BRT

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MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Alan Seifert
4700 Hunt Avenue
Chevy Chase, MD 20815

MCP-CTRACK

From: Tony Vernon <tonyvernon4@gmail.com>
Sent: Thursday, May 30, 2013 12:01 PM
To: MCP-Chair
Subject: Rapid Transit System

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MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hello,

I am very much in favor of the county investing in the Rapid Transit System. Our existing road infrastructure is simply incapable of handling the growth that is occurring in the county. Rockville, near where I live, is experiencing a construction boom that will overburden Rockville Pike. Giving people an affordable, more environmentally-friendly, option over cars will reduce congestion and make for more walkable neighborhoods. Rockville Pike is a snarled mess now even on the weekends. Without change, it will only get worse. Mass transit will ease that burden, and should be given priority over adding more lanes - something that never keeps up with development in our region. We have the worst commutes in the country already. Mass transit can ease that burden.

I am glad that the transportation and gas tax passed the General Assembly this year. The Purple Line and the Rapid Transit System will help our county become more livable, improving the commutes and also leisure travel for thousands. Instead of disruptive, polluting car traffic, mass transit can provide a higher-density solution to moving a lot of people around a dense area. We can become a model for suburban transit, if proper planning and funding is provided. Please support the Rapid Transit System, and other public transportation initiatives.

Best regards,
Tony Vernon
10005 Portland Rd
Silver Spring, MD 20901

MCP-CTRACK

From: Amy Fried, Ph.D. <amy.speechwriter@gmail.com>
Sent: Thursday, May 30, 2013 12:02 PM
To: MCP-Chair
Subject: In support of Rapid Transit

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Montgomery County Planning Board Chair;

I am a Montgomery County resident writing in support of Rapid Transit for the county for all the reasons specified here:

<http://www.smartergrowth.net/wp-content/uploads/2013/05/MoCo-RTS-How-to-testify-fact-sheet.pdf>

However, I have a additional concern. I have a disabled relative who lives in Silver Spring. She is not able to drive, and would benefit greatly from expanded transit options, in order to get to her doctor appointments and other needs. She is trying to be as independent as possible, and hastening the development of the purple line, as well as more frequent bus routes, would help her greatly towards that goal. Thank you for your time.

Sincerely,
Amy Fried
15-year North Bethesda resident

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MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jim Mercurio <jpm.4612@gmail.com>
Sent: Thursday, May 30, 2013 12:07 PM
To: MCP-Chair
Cc: Nancy
Subject: Countywide Transit Corridors Functional Master Plan - 335/Wisconsin Corridor
Attachments: PB.ltr 053013.pdf

Chair Francoise Carrier

Attached is letter submitted on behalf of my wife and me providing our comments on the proposed Countywide Transit Corridors Functional Master Plan.

Please have the attachment distributed to the Planning Board members and appropriate members of the Planning Department.

If more information is needed for filing the attached letter, please advise me by reply email (mercurij@verizon.net), telephone at 301 351-3321 or mail addressed me at 4612 Hunt Avenue, Chevy Chase, MD 20815.

Thank you.

James P. Mercurio

**James P. Mercurio
Nancy C. Mercurio
4612 Hunt Avenue
Chevy Chase, MD 20815**

May 30, 2013

SENT AS AN ATTACHMENT
TO AN EMAIL ADDRESSED TO:
mcp-Chairman@mncppc-mc.org

Hon. Francoise Carrier
Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Proposed Designation of Two of the Six Traffic Lanes on Wisconsin Avenue South of Bethesda Metro Station as Dedicated BRT Lanes

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

We live in Chevy Chase West, a community of nearly 500 households located on the west side of Wisconsin Avenue. After much study and thought, we have concluded that –

(1) the Planning Department has not demonstrated that designating two of the six traffic lanes on Wisconsin Avenue south of the Bethesda Metro Station as exclusive or dedicated BRT lanes would improve the overall traffic flow over that stretch of MD 355 and

(2) designation of two lanes of Wisconsin Avenue south of the Bethesda Metro Station is likely to have highly detrimental impacts on the residents of Chevy Chase West, as well as in close-by neighborhoods in the Town of Somerset, the Town of Drummond and the Village of Chevy Chase.

We thank you for the opportunity to present the reasons for our conclusions.

Dedicated BRT Lanes South of the Bethesda Metro Station

The hearing draft of the Countywide Transit Corridors Functional Master Plan (“proposed plan”), on page 19, states “Guiding Principles” that the Planning Department presumably followed in making the recommendations contained in the proposed plan. With regard to “exclusive or dedicated bus lanes,” the proposed plan draft states that

designating such lanes would be recommended “wherever there is sufficient forecast demand to support their use, to promote optimal transit speed in urban areas and surrounding suburban areas.” Elaborating on that test on page 20 of the draft, the Planning Department explains that “the ridership used to determine when a dedicated bus lane is warranted can vary nationally,” but it is “typically around 1,200 passengers per peak hour in the peak direction.” The recommendations in the proposed plan nonetheless “are based on a lower threshold of 1,000 riders pphpd.” And “[w]here forecast BRT ridership was less than the 1,000 pphpd threshold,” the Planning Department then combined forecast BRT ridership “with forecast local bus ridership to identify corridor segments where dedicated lanes could improve bus travel for all transit users.” The forecast year is identified as the year 2040.

In sum, the Planning Department’s recommendations that traffic lanes be dedicated for BRT use rest largely, if not entirely, on forecasts that the combined ridership on BRT and local buses will exceed 1,000 pphpd in 2040. As for “optimal transit speed in urban and surrounding areas,” the Department appears simply to assume, without supporting evidence, that on any stretch of road for which its 2040 forecast of BRT and local bus ridership exceeds 1,000 riders pphpd, “optimal transit speed” will be promoted. That assumption ignores the very real possibility, perhaps the likelihood, that BRT and local bus riders might meet that threshold on dedicated lanes cleared of trucks and automobiles for their use, while the traffic crowded into the lanes left for use by trucks and automobiles are more congested than before.

Under the proposed plan, dedicated BRT lanes would run approximately 20 miles along MD 355.¹ The focus of our concerns is the last two-mile stretch of that 20-mile route. The BRT and local bus riders pphpd in segments of those 20 miles vary depending upon which of the “Build” options is selected, but in segments of Wisconsin Avenue to the north -- between the Bethesda Metro Station and White Flint Metro Station -- the pphpd for ridership of BRT and local buses in 2040 is at least 1,700. In most segments on that stretch of Wisconsin Avenue, the pphpd exceeds 2,000, no matter which “Build” is selected.

By contrast, 2040 riderships forecast for BRT and local buses on Wisconsin Avenue south of the Bethesda Metro Station, which the Planning Department has measured in two road segments, are as follows:

(a) Between the Bethesda Metro Station and Bradley Boulevard (about half the distance between the Bethesda station and the District of Columbia line), Build 1 - 1,675 pphpd, Build 2 - 1,400 pphpd and Build 2A - 1,125 pphpd.

¹ MD 355 is variously named “Frederick Road” north of Rockville, “Rockville Pike” from Rockville south to a point just north of the Bethesda business district and “Wisconsin Avenue” south of that point and through the Bethesda business district to the Maryland-District of Columbia boundary line. Our concern relates entirely on portion of MD 355 where it is called “Wisconsin Avenue.” We thus use that name generally to refer to MD 355 in this letter.

(b) Between Bradley Boulevard and the Friendship Heights Metro (on the District of Columbia line), Build 1 - 1,550 pphpd, Build 2 - 1,450 pphpd and Build 2A - 1,175 pphpd.²

Recommendations that two of Wisconsin Avenue's six traffic lanes on the portions of the road south of Bethesda Metro Station be dedicated BRT lanes has no sound basis in the hearing draft. Forecasts of the combined BRT and local bus ridership in 2040 - whatever the accuracy of such forecasts - tell us nothing about the traffic in the remaining four lanes. Overall traffic is not reduced by dedicating lanes to serve 1,500 BRT and local bus riders pphpd, if automobile traffic is not substantially reduced. In fact, it could simply force automobile traffic that now fills six traffic lanes into four lanes, thus adding to the very congestion that dedicated BRT lanes are supposed to address. But whether a significant number of county residents who today choose to drive their cars on a crowded Rockville Pike and Wisconsin Avenue, even though other means of public transportation are available, will patronize a Rapid Transit Buses in 2040 in any significant numbers is, at best, an open question. The proposed plan draft provides no basis for addressing that question, because it has no forecast of the 2040 automobile traffic (or for that matter, bicycle traffic) on Wisconsin Avenue south of the Bethesda Metro Station. It therefore has no sound basis to measure the impact of exclusive or dedicated BRT lanes on the overall traffic in that stretch of Wisconsin Avenue.

Another important aspect of its proposed plan that the Planning Department ignores is the number of cars and bikes that will be entering the dedicated right lane and impeding the BRTs and local buses from providing public transportation on a clear, dedicated lane. Eight streets in Chevy Chase West open onto Wisconsin Avenue. No way other than those eight streets exists for going out of or into the Chevy Chase West neighborhood by automobile. Thus, every morning, residents of Chevy Chase West drive out of their neighborhood and make turns onto Wisconsin Avenue during peak driving hours. At the corner of Hunt Avenue and Wisconsin, moreover, Concord Hill School operates a day school for approximately 100 children in kindergarten through third grade. Every morning, during peak hours, parents bring these children to the school in their cars, making turns from Wisconsin Avenue onto Hunt Avenue. After dropping their children off, they leave by making turns from Hunt onto Wisconsin.

Because of these exits by Chevy Chase West residents and the entrances and exits of Concord Hill parents, a dedicated lane on the west side of Wisconsin Avenue cannot provide an unimpeded thoroughfare for BRTs to speed their passengers from Bradley to Friendship Heights. In addition, drivers in the two lanes going south will also be tempted to cross over onto the dedicated BRT lane, if they are stopped in traffic or are not moving as quickly as they would like. The Planning Department has provided no

² The proposed plan draft does not reveal whether the forecast ridership is BRT, local bus or a combination of both BRT and local bus ridership. That information seems important. If the 2040 forecast is that most of the riders in dedicated lanes south of Bethesda Metro Station are local bus riders, it would make little sense to send BRTs past the Bethesda Metro Station to carry the few BRT passengers forecast. This is especially the case here, where riders from Bethesda to Friendship Heights, and places in between, have both the Red Line Metro and regularly operating local buses and ride-on buses to serve them.

forecast of the frequency and total number of these and other possible encroachments on the dedicated lane during peak hours in in 2040, which could well reduce the number of 2040 BRT and local bus riders to a number below the Planning Department's threshold of 1,000 riders pphpd.

We know that the Planning Department wants to provide the county with a workable transit system. With regard to the last 2 miles of the 20-mile BRT route that the proposed plan recommends along MD 355, however, critical forecasts have not been presented. Without that information, we can have no confidence that running BRTs on Wisconsin Avenue past the Bethesda Metro Station and down to Friendship Heights would do anything to alleviate traffic congestion on that stretch of road. In fact, it could well make today's problems worse.

Detrimental Impacts of Dedicated Bus Rapid Transit Lanes

Representatives of Chevy Chase West Neighborhood Association have testified at the Planning Board hearing held on May 16, 2013 and sent letters to the Planning Board. In addition, individual members of our community have sent emails and letters to the Planning Board. Although we do not, in this letter, address the concerns about safety and access to our neighborhood that our neighbors have expressed, we certainly share those concerns, and we endorse their expression in the testimony given by Elaine Akst, co-chair of the Chevy Chase West Transportation Committee.

The forecasts that we deem needed before further proceeding on the proposed plan also bear on the likelihood that the injuries we and our neighbor have warned against will occur. As Ms. Akst summarized in her testimony –

We believe restricting a curb lane to buses presents significant access and safety issues for our residents and guests. We expect more congestion in the remaining two lanes; difficulty in nosing into traffic to exit CCW; difficulty enforcing a bus-only lane; difficulty in cutting through traffic to make a left turn to northbound Wisconsin; and frustrated drivers seeking a shortcut through our neighborhood, especially in morning rush hour when our children are walking to Somerset Elementary school and students are being dropped off at Concord Hill school on Wisconsin.

The Planning Department summarizes its recommendations as based on, among other things, "corridors and treatments warranted by current zoning and related 2040 forecast base ridership that can be accomplished without major impacts on existing development." The impacts described by Ms. Akst are certainly major, and while the quote refers to "existing *development*," we believe that existing *neighborhoods* deserve no less protection against major impacts and that the burden lies with the Planning Department to present convincing evidence that we would have that protection under any traffic plan it proposes.

Conclusion

Continuing the long BRT route over MD 355 past the Bethesda Metro Station for two more miles to Friendship Heights offers little incremental benefit to the 79-mile BRT system the Planning Department has recommended, if it offers any benefit at all. The record as it now stands provide no reliable basis for concluding that any benefits would result. We urge that the BRT route proposed along MD 355 end at the Bethesda Metro Station and continue no farther.

Sincerely,


James P. Mercurio


Nancy C. Mercurio

MCP-CTRACK

From: richard mallen <rickdmallen@gmail.com>
Sent: Thursday, May 30, 2013 12:20 PM
To: MCP-Chair
Subject: Comments on BRT Proposal
Attachments: Mallen BRT Comments.pdf

RECEIVED

MAY 30 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

Please find attached my comments on the County's proposal for a BRT system.
Regards,
Rick Mallen

Dear Chair Carrier, President Navarro, and members of the Planning Board,

I am a resident of the Chevy Chase West neighborhood, which sits on the west side of Wisconsin Avenue between Bethesda and Friendship Heights. My neighborhood has many virtues. For instance, it provides a safe environment for kids to walk, play, and bike; it has a strong sense of community; and it is close enough to DC to afford residents a reasonable commute via car, bicycle, or Metro.

Unfortunately, these virtues have been placed in serious jeopardy by one aspect of the Countywide Transit Corridors Functional Master Plan: the proposed use of a Bus Rapid Transit (BRT) system on Wisconsin Avenue, between Bethesda and Friendship Heights. As explained below, implementing this aspect of the Plan will make traffic worse, not better, on Wisconsin Avenue; will endanger children, pedestrians, and bikers; and will degrade the quality of life and sense of neighborhood in affected areas. The Plan does not account for these harms, nor does it assess whether any alternatives to a BRT system would relieve congestion without endangering life or eroding neighborhoods. In light of these flaws, the County should reject the proposed BRT lanes between Bethesda and Friendship Heights, or, at a minimum, undertake a new analysis that more accurately assesses the impact of these lanes.

BRT Will Make Traffic Worse on Wisconsin Avenue

The Bethesda-Friendship Heights stretch of Wisconsin Avenue already strains under heavy traffic, even though vehicles have six lanes in which to navigate (three northbound and three southbound). During morning rush hour, for instance, southbound traffic is often backed up almost a mile from Western Avenue, and it can take 15 minutes or more to just to travel the short distance from Morgan Drive (where I live) to the D.C. border. Similar congestion occurs going northbound during evening rush hour.

The Plan will greatly exacerbate these problems by reducing the number of lanes by one-third, to four. It does not take a study to know that when the diameter of an already clogged artery is reduced by 33 percent, the patient's health will not improve. Here, the loss of two lanes will make a bad situation worse. Traffic could easily back up for miles, inflicting misery on rush-hour commuters who have no choice but to drive to and from work. Chevy Chase and Bethesda will become unattractive places to visit; residents will find it more difficult to perform simple tasks, such as shopping or picking up kids; area businesses will lose customers; and ambulances, fire fighters, and other first responders will struggle to reach those in need.

Perhaps the Plan is predicated on the assumption that many individuals who currently commute via car will switch to BRT once it is in place. This assumption is dubious at best. Individuals who prefer to use public transportation already have the option of taking the numerous Metro stations, located along the proposed BRT route, from White Flint, to NIH, to Bethesda and Friendship Heights. In other words, Metro already covers the very route that is under consideration for BRT. There is no reason to believe that the addition of a second, entirely redundant public transportation route to

Friendship Heights will cause drivers to abandon their cars when these same drivers did not find Metro to be an attractive option. Indeed, only a small minority of those commuting along the Wisconsin Avenue corridor work in Friendship Heights; if a Metro line to their ultimate destination farther downtown in the District has not been enough to induce them to abandon their cars, surely it defies common sense to think that a bus line that ends far short of their workplace will do so.

BRT Will Endanger Lives and Harm Neighborhoods

Although the benefit of this plan to the many Montgomery County citizens who live alongside the proposed new route is indiscernible, the almost inevitable harm is simple to envision. Those who have already chosen an environmentally sound alternative to driving – the many bike commuters who use Wisconsin Avenue – will find it impossible to use that thoroughfare as part of their route. The many children and teenagers who walk, bicycle, or scooter to and from schools located on or near Wisconsin Avenue between Bethesda and Friendship Heights will face great danger from the combination of high-speed buses and frustrated drivers struck in BRT-induced traffic. Changed traffic patterns resulting from BRT also may impede school bus and parent vehicle drop off to and pick-up from neighborhood schools.

Kids who use routes other than Wisconsin Avenue to walk or bicycle to school will not be exempt from these problems. That is because dedicated BRT lanes will make it impossible for drivers who live on the West side of Wisconsin Avenue to make left turns out of their neighborhoods. These motorists will have no choice but to drive to a limited number of side streets that have traffic lights, resulting in more traffic – and more danger – to neighborhood kids using those side streets.

At the same time, frustrated drivers commuting south on Wisconsin Avenue will increasingly use our neighborhood as a shortcut, turning west into our side streets and traveling south on Stratford Road for its approximately half-mile length, in the hopes of shaving a few minutes off their drive time. This is a phenomenon we already experience periodically, when Wisconsin Avenue backs up towards Bethesda. It is a harrowing experience, as our elementary-school age children walking to school seek to share the often unsidewalked streets with cars traveling much too fast for neighborhood roads with which they are unfamiliar.

The resulting concentration of traffic on a few side streets will make it more dangerous for anyone to walk, cycle, or play on or near these streets. Such dangers for our kids, combined with longer commutes for parents, will also harm quality of life in affected neighborhoods. It is hard to imagine a plan that would justify such a radical change in the character and safety of our neighborhood. It is even harder to accept that the County would consider inflicting these harms on its residents in order create a duplicative transit system that won't even serve County residents as well as the one that already exists.

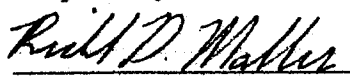
The Plan Has a Number of Flaws

The Plan suffers from a number of flaws that create a bias in favor of BRT on the Bethesda-Friendship Heights route. A few examples are listed below:

- The Plan generally examines BRT on a countywide level, ignoring the impact on particular neighborhoods such as those between Bethesda and Friendship Heights.
- The Plan does not weigh the alleged benefits of BRT against the various harms it will cause, such as increased congestion where lanes are reduced from six to four and greater danger to neighborhood kids, pedestrians, and cyclists.
- The Plan does not assess the impact of BRT on the environment. For instance, if thousands of cars are forced to spend more time each day idling in rush-hour traffic, will the increased tailpipe emissions be greater than the reduction in such emissions resulting from persons using BRT instead of driving?
- The Plan proposes to eliminate the median on Wisconsin Avenue, but fails to examine the consequences of this step. For instance, northbound drivers currently are able to use cutouts in the median to make left turns between Dorset Ave. and Bradley Blvd. As a result, cars using these cutouts do not currently block northbound traffic. Will the proposed elimination of these cutouts under the Plan make traffic worse – *i.e.*, will left-turning cars cause backups on Wisconsin if the median is eliminated?
- The Plan fails to examine non-BRT approaches to determine if they would be more effective, safer, and less costly. For instance, much of the congestion on Wisconsin Avenue is currently caused by poorly timed traffic lights in Friendship Heights and the County's failure to enforce no-parking restrictions during rush hour. These problems could be fixed for a small fraction of the cost and effort of the BRT proposal.

For the foregoing reasons, the County should reject the proposed use of BRT between Bethesda and Friendship Heights, or at a minimum undertake an analysis that seriously examines the impact of BRT on affected neighborhoods.

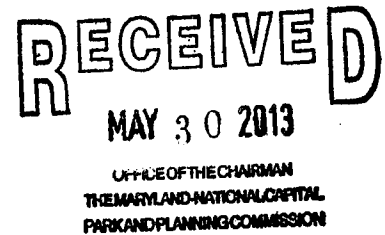
Respectfully submitted,



Richard D. Mallen
4613 Morgan Drive
Chevy Chase, MD 20815

MCP-CTRACK

From: Ted Glickman <tsgman@gmail.com>
Sent: Thursday, May 30, 2013 12:46 PM
To: MCP-Chair
Subject: BRT on the MD355 Corridor



Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT southward past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

As a former operations consultant to the MBTA in Boston, I also have to wonder whether the fixed and variable costs of adding a BRT system on the same route followed by the Red Line makes sense from a cost-benefit standpoint. Shouldn't the underground alternative of increasing the capacity of the Red Line by introducing additional cars be considered before investing in an above-ground alternative that would have a higher incremental cost and would undoubtedly be more disruptive?

Theodore S. Glickman, Ph.D.
Professor of Decision Sciences
George Washington University
Washington, DC 20052
(202) 994-4791

MCP-CTRACK

From: Lauren Fernandez <laurenfernandez@msn.com>
Sent: Thursday, May 30, 2013 12:55 PM
To: MCP-Chair
Subject: MD355 BRT - Concerned resident of CCW

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

TO: MCP-Chairman@mncppc-mc.org

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

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In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Lauren Fernandez
4709 DeRussey Parkway
Chevy Chase, MD 20815

MCP-CTRACK

From: Susannah Budington <susannahbudington@gmail.com>
Sent: Thursday, May 30, 2013 1:16 PM
To: MCP-Chair
Subject: Opposition to BRT south of Bradley Blvd

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

>>
>> I am a resident of Chevy Chase West who is concerned about the
> Countywide Transit Corridors Functional Master Plan and the impact that BRT
> will have between Bethesda and Friendship Heights. Planners have not given
> adequate consideration to local communities that will not only receive no
> benefits from a BRT system, but will face more danger navigating in their
> own areas. MD355 between Bethesda and Friendship Heights is not the place
> for a pilot project or experiment.

>>
>> MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our
> internal streets are dead ends. Any change on this stretch has real
> implications for accessibility, usually for the worse. Buses speeding down
> a BRT curb lane are not conducive to cars nosing out into traffic. In fact, it will be downright impossible to exit our
neighborhood turning left during rush hour without the curb lane.

>>
>> It will remain more practical for most of us to walk to Metro than to
> rely on bus service, whether BRT or local. We believe that BRT will reduce
> pedestrian safety. Whether using a fast-moving designated lane or a median
> transitway that must be accessed on foot by riders, BRT-related pedestrian
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>>
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>>
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>>
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> offset the loss of a car lane.

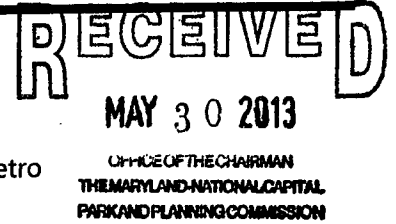
>>
>> Sincerely,

Susannah and Jon Budington
4620 DeRussey Parkway
Chevy Chase, MD 20815

>>

MCP-CTRACK

From: Jeffrey L Blackman <jlb@debruceblackman.com>
Sent: Thursday, May 30, 2013 1:31 PM
To: MCP-Chair
Subject: Proposed BRT an especially bad idea south of Bethesda Metro



Dear Chairman Carrier and members of the Planning Board,

I live in Chevy Chase West and am distressed at what we learned at the recent meeting regarding the proposed BRT corridor adjacent to our neighborhood. This clearly has not been given sufficient consideration by people knowledgeable about traffic, bike, and foot patterns in and around our neighborhood.

Wisconsin Avenue is our only point of access into and out of our neighborhood. It is already extremely difficult to turn left onto Northbound Wisconsin, particularly for our younger drivers, and is usually possible only by nosing forward and pausing briefly in the median. How are we supposed to turn left onto Northbound Wisconsin across a bus lane, with no median?

And what happens to traffic on Wisconsin in Friendship Heights, where the third lane is effectively a kiss-and-ride and delivery lane for people, many of them convalescent, visiting the high rises filled with medical offices? Traffic is already a mess there when it must squeeze down to two lanes. Will the No Parking rules there finally be enforced strictly -- something that would require a full-time traffic officer to enforce? Or will the buses continue to need to maneuver around the parked vehicles, negating the "rapid" in rapid transit?

As it is, very few of us use the bus service when it is a short walk to the Friendship Heights Metro, from which one may catch the subway or a D.C. bus. There's little point in taking the bus a short hop and then to transfer to another bus. There is no apparent benefit to our neighborhood of having a lane dedicated to buses speeding down Wisconsin when so few of us who live here use the existing bus service. Put the bus service in a median and even fewer will use it. It's nearly impossible to cross Wisconsin on foot in the stretch between Bradley and Dorset Avenue. It makes no sense to run this lane any further south than the Bethesda Metro station.

The dedicated bus lane will just crowd out existing drivers, and what will happen is that a few of them will cut into our neighborhood and try to speed through to beat the jams (something that already happens on occasion). With two elementary schools in our neighborhood, one preschool in Norwood Park, and an active community of bikers and dog-walkers heading toward the Capital Crescent Trail, that is a danger we do not want.

So we're being asked to make sacrifices for a service that none of us use and which will make our neighborhood less safe.

Thanks. Let us know whom we can vote against when the opportunity arises. It's an issue our community won't forget and will vote on.

Sincerely,

--Jeff Blackman--

Hunt Avenue, Chevy Chase, MD

RECEIVED

MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jessica Krash <jkrash@gwu.edu>
Sent: Thursday, May 30, 2013 1:38 PM
To: MCP-Chair
Subject: BRT on MD 355 between Bethesda and Friendship Heights

To Whom it May Concern - I live on Langdrum Lane. My only exit from the neighborhood is to Wisconsin Ave in the area proposed for the rapid transit bus. It's VERY IMPORTANT that we have that median area to wait when making a left turn. If you need extra land, please take it from the country club. I think you could make a bike "path" (lane?) along the country club side there as well. Thank you, -- Jessica Krash, Langdrum Lane

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MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PLANNING COMMISSION

From: peterldean@gmail.com on behalf of Peter Dean <GM@GreatLandl
Sent: Thursday, May 30, 2013 1:49 PM
To: MCP-Chair
Subject: BRT Yes!

Please support a bold Bus Rapid Transit plan. We need a much more robust public transit system in our county and region. While I support the purple line I would trade it for a BRT line instead for that corridor plus a build out of the whole BRT plan.

The one thinkg I notice when I look at the plan is there is no "outer beltway" of transit. One obvious piece would be on the ICC but I'm sure that more thought would produce more useful ideas and plans.

--
Peter Dean
Montgomery County resident and small business owner.
301-434-8888 W
240-603-4321 C

RECEIVED
MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: laura hambleton <hambleton.laura@gmail.com>
Sent: Thursday, May 30, 2013 1:58 PM
To: MCP-Chair
Subject: BRT Corridor down 355/Wisconsin Ave, Rockville to Friendship Hts

Planning Board,

I live on Hunt Avenue in Chevy Chase West, a community of nearly 500 single family homes off of Wisconsin Avenue, south of Bradley Blvd. This is the second time I am writing to the board about plans to run a rapid bus transit down Wisconsin/355 from Rockville to Friendship Hts.

I attended the meeting the other night with Larry Cole at the Concord Hill school. I am very grateful Mr. Cole took the time to talk with the community. He covered a lot of ground so to speak.

The explanation of the Planning Board's BRT plan, however, raises more questions and concerns and the premise of the plan don't seem to be based on a clear understanding of this particular corridor, especially from NIH to Friendship Hts.

I very much live in this community. I have three children who have or are attending Somerset Elementary School, Westland Middle School and Bethesda-Chevy Chase High School. My family and I use the Bethesda Pool, Norwood Park, the community centers in Bethesda and Friendship Heights. We ride public buses and take the metro. We bike and walk to Bethesda, Friendship Hts and the DC area around Chevy Chase Circle.

In fact when we were looking to buy a home we drew a radius around metro stops in Maryland and Virginia and targeted just those neighborhoods. As a result of our, we owned one car until relatively recently.

I like public transportation. We bought a house in CCW as much for the access to good public transportation as good public schools.

I also am well aware the Bethesda-Chevy Chase area is going through a profound change, from White Flint to NIH and the Naval Hospital to downtown Bethesda. I am also aware that these changes possibly will bring more jobs and more people to the region. I also appreciate how plans on paper and models can be manipulated and spun to fit a scenario that may or may not happen.

The depot in Silver Spring is a case in point.

But before we start dreaming of spending billions of dollars -- even if that money not be spent for years -- we should better what infrastructure we have and make it work as it was originally planned.

What about a pilot project whereby Metro regularly runs eight cars every three minutes during rush hour? What about more frequent local buses down Wisconsin to ferry commuters to Metro stops? As it is now, Bus 34 runs twice an hour.

And unlike those proposed BRT buses, Bus 34 actually stops in my neighborhood,

More pointedly, the BRT as proposed is just shipping commuters down a corridor to another metro stop. Perhaps DC will put in a BRT as well, but perhaps not.

And here is what is unique about CCW: MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic. The residents, schools and businesses along this corridor would see very little benefit to these BRT buses.

It will remain more practical for most of us in CCW to walk to Metro than to rely on bus service, whether BRT or local. A BRT system will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School or the Concord Hill School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

The BRT would make Bethesda less livable for residents who need to get to local schools, shops and other places along and around Wisconsin Ave. You will be depriving local residents (and businesses) of parking near Wisconsin stores, by creating a special BRT lane, which will make traffic patterns much more complex for everyone but distant commuters on the BRT. I bike many places in Bethesda, but as with many neighborhood residents, I also drive a school carpool and do larger errands that require a car. Our businesses do not have enough street parking as it is. And our public parking facilities, often less convenient for neighborhood shopping, fill up at popular times. New developments in Montgomery County attempt to mimic the feel of older, warm neighborhood areas by putting parking right in front of stores (Silver Spring, Kentlands, Rockville). Why would you be taking that feel away from a neighborhood that now has them?

One complication that I believe will make traffic worse, and more dangerous for all drivers, is the dedicated BRT and other bus line in what is now the turn lane for those who live in Chevy Chase West, Somerset and Chevy Chase Village. Having to cross a bus lane to turn into Chevy Chase West will be dangerous with the promised BRT every 3 minutes at rush hour, and will also cause tremendous backups on Wisconsin when drivers needing to turn slow or stop in a non-bus travel lane to wait for a clear and safe turning opportunity. This is a large public school neighborhood and we have many young drivers who use Wisconsin to get to BCC high school and then drive to after school sports and events; these BRT lanes will be especially dangerous for them. As significant, though, will be the difficulty of going North on Wisconsin from the deadend streets of Chevy Chase West.

Your planners recently explained that drivers emerging from our neighborhood, which only has Wisconsin as an egress, will not in fact be able to go north once the BRT lanes are in. They will have to drive south to Dorset Ave and make a u-turn there if we want to go North. That will cause a regular and huge backup at the Dorset light on Wisconsin, and that will in turn block one if the two non-BRT lanes for southbound traffic. And since the town of Somerset controls its roads, the community may very well limit access to Dorset and Cumberland Avenues.

This is not just a detail that can be worked out in the future with red light tinkering. And It will encourage dangerous driving at that light by young drivers, rushing to get to BCC high school in the morning, and others as well. It will also make an already dangerous intersection for young children who must cross there to get to Somerset ES or to the pre-schools in our area that much worse.

Finally, I have serious environmental concerns. The "green mile" has long been seen as a protected (from development) stretch of Wisconsin, an environmentally beneficial area to the growing urbanization of the region. If car traffic is the worry, Metro's red line, and better, already existing natural-gas powered buses are a more environmentally protective way to do it. The BRT will inevitable force a widening of Wisconsin--at a minimum 5 feet on either side--taking a leafy, old canopy tree area. It will also bring traffic, and bus exhaust that much closer to walkers, bikers and residents. If you have never walked up Wisconsin in the summer I suggest you try it; when you hit the green mile you can feel the temperature drop and the air grow sweeter.

Recently PEPCO took down many trees in our area. The negative effects during the summer months were immediately apparent. Some streets went from a shady and cool(er) to sunny and baking. It was stunningly noticeable. In this age of climate change concerns, stressing the canopy trees we have, or getting rid of them, is wrongheaded. Promises of replacement trees is not a solution; any new trees will be small and take 15-20 years to provide anything near what we have now. BRT is supposed to be an environmentally sensitive form of public transport. It is clearly less environmentally sensitive that encouraging greater use of Metro. In addition, while BRT lanes may be great in outer suburbs or new communities, where its design can be incorporated or accommodated easily, trying to shoehorn BRT lanes into the Bethesda-Friendship corridor is environmentally insensitive.

Again, thank you for considering my letter.

Sincerely,
Laura Hambleton
4616 Hunt Ave
Chevy Chase

RECEIVED
MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Sarah Lindsey Holmes <zarajewelry@verizon.net>
Sent: Thursday, May 30, 2013 2:02 PM
To: MCP-Chair
Subject: BRT Concerns

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please

remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Sarah Lindsey Holmes
4712 DeRussey Parkway
Chevy Chase, MD 20815

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Dina Kallay <dina.kallay@gmail.com>
Sent: Thursday, May 30, 2013 2:56 PM
To: MCP-Chair
Subject: BRT System - A very bad idea

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

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From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Dina Kallay
4833 Langdrum Lane
Chevy Chase, MD 20815

RECEIVED
MAY 30 2013

DEPARTMENT OF
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From:
Sent:
To:
Subject:

Naomi Spinrad <nspinrad68@verizon.net>
Thursday, May 30, 2013 3:06 PM
MCP-Chair
Countywide Transit Corridors Functional Master Plan, for the record

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West and I believe the County Transit Corridors Functional Master Plan as currently envisioned does not adequately and appropriately consider the impact of bus rapid transit on this segment of Wisconsin Avenue/MD355 (Bradley-Friendship Heights), neglects current and near future transit needs, and relies on unrealistic projections of ridership.

Wisconsin Avenue is the only way for vehicles to enter and leave CCW, as all our neighborhood streets are dead ends. Right now it can take a couple of minutes to make turns in or out of the community; with the loss of the curb lane, and likely increased backups in the center and left lane if the BRT does not attract riders, it will become even more difficult to exit. This will be exacerbated by buses bearing down every 2-3 minutes, making nosing out into that lane for exits risky.

The vast majority of our children walk to Somerset Elementary School. During backups on Wisconsin Avenue, drivers have often thought they could cut over and head south through CCW to avoid traffic. Stratford Road, parallel to Wisconsin, is the main route to the school, and not all its blocks have sidewalks. How frustrated drivers might impact the safety of CCW children is another major concern.

The BRT envisioned in this proposed plan will not even be realistically accessible for most of us. It will still make more sense to walk to Friendship Heights for the Metro in either direction or a bus down into DC, than to walk to Bradley to catch the BRT, or to wait 15 or 20 minutes in rush hour for the single bus that currently serves the four stops between Grafton and Nottingham.

It is because of the infrequent bus service, and, on the east side of Wisconsin Avenue, the bus stops that are rough dirt patches without striped or controlled crosswalks, that most of us rely on our cars or walking to go north and south. Because of these factors, ridership on this stretch of Wisconsin is severely constrained. We want to see our transit options improved, and have been working toward that with SHA and Montgomery County. This plan undercuts those efforts.

Phase 2 of the plan would give us back the curb lane but take the median and the two closest lanes for BRT. It is unclear how this would integrate with local bus service and the planned SHA sidewalk and local bus stops on the east side of Wisconsin. Even more important, loss of the median would mean closing the median gaps to vehicles, requiring additional road miles and u-turns to get in and out of CCW.

CCW has been a vigorous defender of the median for other reasons. It is part of the tree canopy, and its trees and other plantings help to clean the air and reduce traffic noise for nearby residents.

Phase 1 of this plan should include a BRT transit way only down to the Bethesda Metro stop, as originally envisioned. Ridership data as well as current transit realities do not support a rush to take the curb lane for buses only further south than that. Please eliminate any consideration of the median south of Bradley as a transit way. Please include wording to make development of the system dependent on quantifiable results of a small number of pilot studies, so that it can be determined how accurate the underlying models and predictions are before billions of dollars are spent, and roads and neighborhoods are disrupted.

I understand that this plan is "aspirational," and I think Mr. Cole and his team have done what they were asked to do, and have defended it well in the face of a great deal of criticism. But I believe it is up to members of the Planning Board to ensure that this plan adequately protects current residents and their property, and includes safeguards to prevent aspirations from becoming standards if the data doesn't support that.

Thank you for your consideration.

Sincerely,
Naomi Spinrad
4810 DeRussey Parkway
Chevy Chase, MD 20815

RECEIVED
MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jean Bernard <dranreb@starpower.net>
Sent: Thursday, May 30, 2013 3:43 PM
To: MCP-Chair
Subject: The Proposed BRT

Dear Chair Carrier and Members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact of BRT between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that not only will not benefit from a BRT system, but also will face more danger navigating their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all of our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Having buses speed down a BRT curb lane is not conducive to cars trying to merge into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transit way that riders must access on foot, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses on congested streets.

My husband currently takes the Ride-On bus each day to the Friendship Heights Metro stop and comes home on the bus in the evenings.

The evening bus stops on the east (northbound) side of 355, and he must cross 355 to our street on the west (southbound) side of 355. I think it would be educational for all of the members of the planning board to do what he does. Have them all ride to the northbound Chevy Chase Boulevard stop, walk out onto a frequently muddy (and in the winter, icy) grassy area, and then wait for a break in the six lanes of north- and southbound traffic to cross the street. And have them do it in the pouring rain after dark!

Before anyone even proposes a BRT plan, you should have some consideration for the people who live here. How about crosswalks at the bus stops and streetlights that don't go out every month or two?

I believe even greater numbers of frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. Many drivers who think there must be an exit to Little Falls Parkway already speed through our neighborhood in the morning, and they do not watch for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park in that block to drop off and pick up patients at the 5530 Wisconsin Avenue medical building. Your plan does not acknowledge this problem.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line Metro or a different bus at Friendship Heights.

And what is the point of duplicating above ground a service that already exists underground? If you think more people will use the BRT, you are mistaken.

Creating BRT in established communities presents a unique set of challenges in each place and this plan does not consider local conditions adequately. Please remove consideration of the median between Bradley and Western as part

of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Jean B. Bernard
4609 Chevy Chase Boulevard
Chevy Chase, Maryland 20815

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIR
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: bettyduskin@comcast.net
Sent: Thursday, May 30, 2013 3:59 PM
To: MCP-Chair
Subject: BRT Plan

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West since 1966. I concur with the reservations voiced by my neighbors in letters sent to you regarding the BRT. Not only does it not offer any advantages to those of us who live here, but it also poses numerous hazards.

A bit of history may be appropriate. I understand that the BRT was first mentioned in the County Plan in the 1950's. The Metro red line was installed in the 1980's. Now that the red line is in place covering exactly the route proposed for the BRT, I fail to understand why the BRT remains in consideration. It is expensive and its benefits are few, given that there is a county bus line that already operates along rt. 355. Has a cost/benefit study been made? If so, by whom? Is it available to all interested parties? If it has not been done, it should be. I understand that not all relevant factors can be quantified, but partial compensation for this failing can be made by providing a detailed list of the factors not included in the analysis. This will help to judge the validity of the cost/benefit results.

Moreover, I appreciate the additions to the County tax base provided by the continuing development (over-development?) of Friendship Heights and Bethesda, among other communities. I fail to understand, however, why this new revenue is to be squandered on a bus system that is not needed. I also wonder who the actors are who are prominent in supporting the BRT plan. If they are affiliated with commercial interests, then why should my tax dollars be used for this purpose?

I am getting more annoyed as I write, so I will stop in the hope that enough has been said to merit reconsideration of the BRT plan.

Yours truly,

Elizabeth Duskin
4805 Chevy Chase Blvd.
Chevy Chase, MD 20815

RECEIVED

MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: kerri davis <daviskerri2001@yahoo.com>
Sent: Thursday, May 30, 2013 4:04 PM
To: MCP-Chair
Subject: Disapproval for Proposed BRT Between Bethesda and Friendship Heights

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Kerri Davis
4616 Chevy Chase Blvd
Chevy Chase, MD 20815

MCP-CTRACK

From: Barron, Jr., John H. C. <JBarron@duanemorris.com>
Sent: Thursday, May 30, 2013 4:15 PM
To: MCP-Chair
Subject: BRT

Dear Chair Carrier and Members of the Planning Board:

We have been residents of Chevy Chase West for 42 years. We are writing to express our concerns about the impact the Bus Rapid Transit (BRT) will have on the corridor between Bethesda and Friendship Heights. This verdant area along Route 355 is commonly known as The Green Mile. We are a neighborhood that supports mass transit and "green" initiatives. Thus, many of our residents walk to either the Bethesda or Friendship Heights Metro Stations. Some take the Ride-On bus that already has several stops in our neighborhood along Route 355. We even have a few hardy souls who bike to work downtown using the Capital Crescent Trail which begins in Norwood Park in our neighborhood.

The existing walkway along the west side of Route 355 serves as a major north-south corridor for pedestrians between Bethesda and Friendship Heights. The walkway is also utilized by my innumerable neighbors for exercise and recreation.

As traffic along the current six lanes of Route 355 between Bethesda and Friendship Heights already is heavy, especially during the morning and evening commuting hours, the ability of our residents to pull into the "bullnoses" installed at several of our intersections and come to a full stop while turning left when coming north is an important public safety feature. The median is also critical to pedestrians exiting the Ride-On bus and needing to walk across Route 355.

We are not in favor of anything that would reduce the number of traffic lanes for cars and trucks, eliminate the bullnoses, or eliminate the median. We have already been affected by the removal of many of the mature trees along the east side of Route 355 thus altering the canopy that has been a hallmark of this corridor for generations. Simply put, we believe that these changes will significantly increase the likelihood of accidents and injuries to persons trying to cross Route 355 in our neighborhood. The streets in our neighborhood all end at Norwood Park or Little Falls Park so we have no alternative but to enter and exit off of Route 355.

The proposal to widen Route 355 is, in our view, unnecessary and will only serve to make crossing it on foot or on bike even more dangerous. If widening is to be effected, we believe that it should all be done on the east side of Route 355 by taking land from the Chevy Chase Club. This would be much less intrusive and likely cost less than acquiring land from so many developed homes.

We are a neighborhood that is not against innovation. Thus, our community already has cooperated with the Planning Board, the State Highway Administration and the Chevy Chase Club to permit installation of an entrance to the Club on the east side of the intersection of Route 355 and Norwood Drive to permit heavy trucks to access the Club grounds. Mixing heavy truck traffic into the existing traffic flow in this congested section of Route 355 may further erode pedestrian, bicycle and vehicular safety.

We also care about the small businesses in Bethesda, many of which our neighbors frequent. Parking is already heavily restricted on Route 355 in Bethesda and is now almost as costly as the District. Installation of

the BRT may cause the loss of these valuable short-term parking spaces that are critical to the viability of our small businesses. For that reason as well, we urge you to reconsider this project in the Bethesda portion of Route 355.

We understand that the Board and the County have a legitimate interest in providing a safe, environmental-friendly, fast and cost effective means of transportation. It already exists in the form of the Metro System. Metro should be expanded and our citizens should be encouraged to ride that transit system. With such expansion, the Metro System should have ample capacity for moving the greatest number of people with the least amount of disruption at the most economical cost.

For all of the above reasons—and many others not articulated here in the interest of brevity—we respectfully request that the Board reconsider the BRT project and, at a minimum, not change the traffic pattern, road width, medians and bullnoses along our portion of Route 355.

Thank you for your consideration.

Respectfully submitted,

John Barron
Donna Barron
4621 Chevy Chase Boulevard
Chevy Chase, Maryland 20815

For more information about Duane Morris, please visit <http://www.DuaneMorris.com>

Confidentiality Notice: This electronic mail transmission is privileged and confidential and is intended only for the review of the party to whom it is addressed. If you have received this transmission in error, please immediately return it to the sender. Unintended transmission shall not constitute waiver of the attorney-client or any other privilege.

MCP-CTRACK

From:
Sent:
To:
Subject:

Lucretia Marmon <lucretiamarmon@gmail.com>
Thursday, May 30, 2013 4:27 PM
MCP-Chair
High-Speed buses on WiscI am on a hiking trip and have only my cell phone on which
to express my views on this matter. I oppose this development foe many reasons. Firstly,
we havea metro stop in Friendship Heights and Bethesda. Local buses adequately s...

RECEIVED

MAY 30 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

MCP-CTRACK

From: Ruthann Bates <ruthannbates@gmail.com>
Sent: Thursday, May 30, 2013 4:43 PM
To: MCP-Chair
Subject: Proposed BRT

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment. It is simply too narrow to have high-speed, or even at-speed (35 mph) buses taking up precious lanes.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; ALL our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic, plus we believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid Wisconsin Ave. traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights. I and most of my neighbors, walk to Metro rather than relying on bus service, so the BRT would not benefit us and would cause multiple problems as enumerated above.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Ruthann Bates
4631 Hunt Ave.
Chevy Chase, MD 20815
301-654-2358

MCP-CTRACK

From:
Sent:
To:
Subject:

Jean Cavanaugh <jeancavanaugh@fastmail.fm>
Thursday, May 30, 2013 5:03 PM
MCP-CR
BRT: Not for Route 29 south of White Oak

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Madame Chair,

First of all, I am in favor of improved public transit. However, it must be implemented carefully and after careful analysis, which I don't believe has been done specifically on the Route 29 route south of White Oak. Here are my concerns.

1. The Route 29 corridor is cited as one of the two priority routes, in spite of the fact that four of the other routes have been master planned for years, but never implemented. **Citizens have little faith** that a "world class" useful BRT will be built after the densities proposed for White Oak are approved.
2. BRT would be fine from the Howard County border to White Oak, but then **loop it down Lockwood and return it to Route 29 north** again.
3. **Do not bypass the standard analysis for transit projects.** Please ask MoCoDOT to do a **thorough analysis** of transportation uses between White Oak and SS Metro. How many vehicles are heading from northern neighborhoods (ie Burtonsville and Howard County) to the beltway? How many from local neighborhoods to Metro parking garages? How many would ride the BRT?
4. **Review the results of previous studies** that have ruled out BRT on Colesville Rd because of the many difficult challenges including the geometry of the Four Corners intersection which MTA says they are not changing, the location of a high school with lots of pedestrian traffic, and the many side streets that serve the residents of those neighborhoods - they need to get into and out of their neighborhoods during rush hour.
5. **What other ways can the county reduce vehicular traffic?** Increase local buses between White Oak and SS Metro. People now drive that distance because the buses are irregular and unreliable. The county may not be able to influence WMATA, but it has total control over Ride On service.
6. **Residents** from Route 29/Colesville Rd neighborhoods between White Oak and downtown SS should be intimately involved in any planning for this route **if** it moves forward. These neighborhoods will be severely impacted by the BRT but will have no benefits.
7. If the Rt 29 BRT route south of White Oak moves forward, look at **best practices** from other communities in and outside the U.S. for **maintaining integrity of local shopping areas serving local neighborhoods.** Do not destroy the Four Corners shopping district and walkable community it facilitates. It will cause more people to get into their cars to run basic errands.

Jean Cavanaugh
9207 Worth Ave
Silver Spring, MD 20901

--
Jean Cavanaugh
jeancavanaugh@fastmail.fm

MCP-CTRACK

From: Vikki Wachino <vwachino@gmail.com>
Sent: Thursday, May 30, 2013 5:09 PM
To: MCP-Chair
Cc: Daniel Byman
Subject: Strong concerns about the BRT

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Although I agree that public transit solutions are an important part of sustainable development in Montgomery County, planners have not given any consideration to local communities that will face significantly more danger traveling by car or foot in our community. MD355 between Bethesda and Friendship Heights, which already faces significant safety challenges, is not the place for a pilot project or experiment.

Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane pose further risks to cars nosing out into traffic. In addition, we believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

There also seems to be no recognition in the plan that the existing grassy median between Bradley Blvd. and Dorset Ave. is not simply a pretty but discretionary amenity, but rather serves as a vital center turn lane for cars turning left in and out of Chevy Chase West. I ask that you each please drive to our neighborhood from DC during rush hour and turn left from MD355 North onto Hunt Ave. or Langdrum Lane, then turn right onto Stratford Rd., then right onto my street, Chevy Chase Blvd. and make a left back onto MD355 North. Now imagine attempting to access my neighborhood with BRT lanes down the median.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Your estimates indicate that approximately 1,500 people per hour during peak hours will pass through the Friendship Heights Metro Station from BRT. This station's facilities are woefully inadequate to handle this surge in riders. The station has no "kiss-n-ride," no parking garage, and no room for expansion. It seems likely that BRT buses will displace other buses from the limited spots in the bus station and I doubt your ridership estimates account for displacement of other bus routes. The Bethesda Metro station, slated for a \$10M makeover, is much better equipped to serve as the connection between BRT and the Red Line.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Vikki Wachino

MCP-CTRACK

From: tobie bernstein <tobiebernstein1@yahoo.com>
Sent: Thursday, May 30, 2013 5:16 PM
To: MCP-Chair
Subject: Bus Rapit Transit proposals

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West. I am very concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights.

Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment. MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT is an effective and feasible approach.

Sincerely,

Tobie Bernstein
4809 Morgan Drive
Chevy Chase, MD

MCP-CTRACK

From: Nancy Abeles <thinkeyedeas@aol.com>
Sent: Thursday, May 30, 2013 5:19 PM
To: MCP-Chair; MCP-Chair
Subject: BRT Comments

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Madam Chair or Associate,

Nancy Abeles again, from Bethesda Crest Community on Wisconsin Avenue near NIH and Navy Med.

Thank you for acknowledging receipt of my prior testimony comments. I'd like to add a quick comment tied to one of my main points:

From my BRAC experience, I agree with recent Chevy Chase community feedback that it makes more sense to first determine what BRT implementation treatment works best for each segment of close-in 355, from immediately south of the Beltway onward. These segments are far more complex than remote or less established areas. Rather than waste time and taxpayer money by going forward on the basis of overall concept, as SHA did with BRAC, first define what's actually safe, physically feasible, and acceptable to communities after feasibility studies and outreach.

Communities in our stretch unfairly have had to spend years expending personal time and money to make up for miscalculations, wrong assumptions and outright mistakes for BRAC construction. Though we agree with the need for road changes, this unfair imposition did not promote "buy in" for conceptual designs, to say the least. I'd hate to see the same outcome all up and down "close-in" 355 for BRT.

Thank you again for your time and consideration.

Most sincerely,
Nancy Abeles

PS
All rumors of conflict-of-interest concerning professional profit from promoting BRT should be looked into. There is one major one floating around put forward online by a Washington Post reporter.

MCP-CTRACK

From: Daniel Byman <dlb32@georgetown.edu>
Sent: Thursday, May 30, 2013 5:34 PM
To: MCP-Chair
Cc: 'Vikki Wachino'
Subject: Concerns about the BRT

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and Members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Although I agree that public transit solutions are an important part of sustainable development in Montgomery County, planners have not given any consideration to local communities that will face significantly more danger traveling by car or foot in our community. MD355 between Bethesda and Friendship Heights, which already faces significant safety challenges, is not the place for a pilot project or experiment.

Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane pose further risks to cars nosing out into traffic. In addition, we believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

There also seems to be no recognition in the plan that the existing grassy median between Bradley Blvd. and Dorset Ave. is not simply a pretty but discretionary amenity, but rather serves as a vital center turn lane for cars turning left in and out of Chevy Chase West – and there is no street with a stoplight as an alternative. I ask that you each please drive to our neighborhood from DC during rush hour and turn left from MD355 North onto Hunt Ave. or Langdrum Lane, then turn right onto Stratford Rd., then right onto my street, Chevy Chase Blvd. and make a left back onto MD355 North. Now imagine attempting to access my neighborhood with BRT lanes down the median.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different

bus at Friendship Heights.

Your estimates indicate that approximately 1,500 people per hour during peak hours will pass through the Friendship Heights Metro Station from BRT. It seems likely that BRT buses will displace other buses from the limited spots in the bus station and I doubt your ridership estimates account for displacement of other bus routes. The Bethesda Metro station, slated for a \$10M makeover, is much better equipped to serve as the connection between BRT and the Red Line.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Daniel Byman

MCP-CTRACK

From: Denise Gershowitz <DGershowitz@concordhill.org>
Sent: Thursday, May 30, 2013 5:34 PM
To: MCP-Chair
Subject: BRT

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and Members of the Planning Board:

Concord Hill School is a coeducational school for children in preschool through third grade founded in 1965. Recently, CHS had the opportunity to host a presentation from the Planning Department to learn more about the proposed bus rapid transit (BRT) network and draft Countywide Transit Corridors Functional Master Plan. The MD 355 South Corridor is one of the corridors under evaluation, and CHS is located at 6050 Wisconsin Avenue in Chevy Chase, Maryland with frontage directly on Route 355 (our access is from Hunt Avenue). Our understanding is that under the current draft plan, the MD 355 South Corridor is proposed for curb lane transitway for Phase 1 and two-lane median transitway for Phase 2 for the segment from Bradley Boulevard to Western Avenue.

The Planning Department emphasized that the proposed system is at a very high level of planning at this stage and that many design solutions to potential problems will be addressed later. We want to make sure that if and when the system moves forward with further planning, design, and implementation, the County takes into consideration the following concerns:

Safety. Enhanced mobility that might be achieved by the BRT system should not come at the expense of safety. The BRT system should be designed and constructed to ensure the utmost degree of safety for all turn movements and crossings for pedestrians, vehicles, and bicycles entering and existing the School.

Accessibility. The system should be designed to preserve all existing turn movements for vehicles entering and existing the School and should preserve, if not enhance, stacking lanes to access the School. Obviously, any construction activity should be completed as quickly and efficiently as possible to minimize disruption to property owners along the corridor.

Property impacts. Our understanding is that 120-122 feet of right of way is proposed for the segment from Bradley Boulevard to Western Avenue and additional right of way may be required potentially to achieve that width. Space along the entire 355 corridor is very constrained. The CHS building, fencing, and playground are located in very close proximity to Wisconsin Avenue currently. Any additional taking, no matter how modest, could significantly impact the use and functionality of the School property. CHS strongly discourages any additional right of way acquisition.

Thank you for including these comments in the public record for the draft Countywide Transit Corridors Functional Master Plan.

Very Truly Yours,

Denise Gershowitz
Director
Concord Hill School

cc: Councilmember Roger Berliner
Ken Hartman, Bethesda Regional Services Center

Denise Gershowitz

Director
Concord Hill School
www.concordhill.org

MCP-CTRACK

From: Jane Dealy <jdthree@mac.com>
Sent: Thursday, May 30, 2013 5:54 PM
To: MCP-Chair
Subject: BRT

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Jane Dealy
4800 Chevy Chase Blvd.
Chevy Chase, MD 20815

MCP-CTRACK

From:
Sent:
To:
Subject:

Malini Jadeja <malinijadeja@aol.com>
Thursday, May 30, 2013 6:55 PM
MCP-Chair
Please do not have the BRT ruin our green mile between Bethesda and Friendship Heights!

There is NO reason to duplicate what the metro should be doing already. Increase the metro capacity and efficiency!
Thank you!
Malini Jadeja

MCP-CTRACK

From: nlb_5526@verizon.net
Sent: Thursday, May 30, 2013 7:23 PM
To: MCP-Chair
Subject: Opposed to BRT

RECEIVED

MAY 31 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

I am writing to express my opposition to building the BRT on the Wisconsin Ave corridor. It would duplicate the red line that runs from Friendship Heights and present increased danger to school children that have to cross that road. It would also cause increased car traffic on the road since the lanes for cars to travel on would be reduced. I also understand that we would lose the green median and people in local neighborhoods would be blocked from left turns at rush hour.

Nancy Batson
5526 Uppingham St.
Chevy Chase, MD

MCP-CTRACK

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MAY 31 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

From: Llong1@aol.com
Sent: Thursday, May 30, 2013 7:29 PM
To: MCP-Chair
Cc: llong1@aol.com
Subject: The 355/Wisconsin Avenue BRT Corridor

I strongly oppose the 355/Wisconsin Ave. corridor because of the large number of young students who walk and bike to school on this corridor. This would be a health hazard and a danger to all who live or walk to school on this corridor! I adopt the Chevy Chase West neighborhood association position that BRT should stop at Bethesda Metro.

Sincerely,
Laura Long
4914 Essex Avenue
Chevy Chase, MD 20815

MCP-CTRACK

From: RFurcolo <RFurcolo@aol.com>
Sent: Thursday, May 30, 2013 7:49 PM
To: MCP-Chair
Subject: Brt

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Our family is against the BRT.

The Furcolo Family
4803 Grantham Ave.
Chevy Chase, MD 20815

Sent from my iPhone

IP-CTRACK

RECEIVED
MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Elizabeth Hurwit <ehurwit@verizon.net>
Sent: Thursday, May 30, 2013 8:08 PM
To: MCP-Chair
Cc: Mark Muro
Subject: Master Plan for BRT

Dear Chairman and Planning Board Members,

I write on behalf of my entire family to oppose the inclusion of the entire 355/Wisconsin Corridor in the Master Plan for BRT. We have adopted the Chevy Chase West neighborhood association position that at the very least, BRT should stop at the Bethesda Metro.

Although we are generally fans of mass transit and are concerned about traffic levels in our region, we believe that implementing this plan will create more problems than it will solve. We also believe it would be an unimaginably short-sighted and oddly ecologically contrary decision to destroy the Green Mile by cutting down hundreds of trees, perhaps getting rid of the median, widening Wisconsin Avenue, choking cars into two lanes in each direction, and duplicating a transit corridor that already exists underground in the form of the Metro--all for the sake of an unsuccessful attempt to move traffic along. It won't work. There will always be too many cars for our roads. And there is a better solution, namely, putting money into increasing Metro cars and station access as well as more frequent trips by the No. 34 Bus and more bus stops tied to crosswalks and perhaps a traffic light for pedestrians attempting to cross Wisconsin. We would be far better off making it easier for people to use existing mass transit.

The Master Plan sacrifices not only the beauty and lovely feel of the Green Mile, it also sacrifices safety. Residents will not be able to safely execute a left turn onto Wisconsin Avenue. Residents will have difficulty merging right onto Wisconsin with BRT buses traveling 35 miles per hour on the curb lane in 2-3 minutes intervals (rush hour frequency) during BRT peak periods (6-10 a.m. and 3-7 p.m.). And, most important, it endangers pedestrians who will have to contend with two different types of traffic flow. Have you considered how many students walk, are driven by parents, or ride schools buses on that corridor during morning and afternoon rush hours? (We've been told 7,500.) Are you aware of how many schools and how many students will be affected?

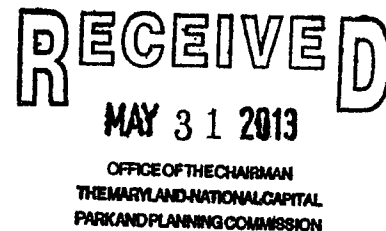
We are also surprised that this plan is being considered at the same time as a sidewalk for pedestrians and bikes on the east side of Wisconsin Avenue. How would that recently debated proposal fare with this plan?

In short, this plan does not make sense to us, will not achieve improvements in traffic flow, and will result in major disadvantages for all who proceed by car, bus, foot, or bike on Wisconsin Avenue north of Friendship Heights. Please stop this plan from proceeding.

Thank you for your consideration,
Elizabeth Hurwit
Mark Muro
Olivia Muro
Abigail Muro
4521 Dorset Avenue
Chevy Chase, MD 20815

MCP-CTRACK

From: Veneeta Acson <acson79@aol.com>
Sent: Thursday, May 30, 2013 8:11 PM
To: MCP-Chair
Subject: Help me understand BRT



Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who would like to know more about the Countywide Transit Corridors Functional Master Plan. I am concerned about the impact that BRT will have on all residents living on the West side of Wisconsin between Bethesda and Friendship Heights. I do not see how planners could have given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face physical danger and deterioration of living conditions all along the corridor. MD355 between Bethesda and Friendship Heights is a livable area that will be killed by an inane idea. We have only recently learned of this harmful plan and have had no chance to have any say to our elected officials who must be concerned.

For the stretch between Bradley Road and Hunt Avenue MD355/Wisconsin Avenue is the only way to enter and leave the community; all our internal streets are dead ends. It takes patience now to cross three lanes of traffic and sometimes it is very difficult to even turn into Wisconsin. The median strip is the only thing that makes movement in and out possible – at any time of day. A change that does not provide lights to allow exit and entry would create a hazard to every person in the area every day. Buses speeding down an uncontrolled BRT curb lane are not compatible with cars, people, and bicycles nosing into or across traffic. **Thousands of residents and children would be at real not imagined risk.**

Not just cars but pedestrians walking on the west side are already too close to traffic and I have seen the effects cars veering into the sidewalk, trees, signs, and fences. I don't know how a plan would keep these folks and the many bicyclist safe but I believe it is likely to create a walker rider horror strip. As it is there is no place to cross except at Dorset for the entire length. Whether using a fast-moving designated lane or a median transit way that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets with no traffic control and no protection for people. I really don't want to become a sacrifice.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. This happens now whenever traffic is slowed on Wisconsin. These drivers will not be watching for small children. I have seen accidents happen at the school crossings. These are not theoretically worries.

Concord Hill school stands on the corner or Hunt Avenue. It and its children will also be exposed to danger and the lack of access may be a problem as well.

As you know further south from Somerset Terrace to Park Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

I see a very large and strongly united highly functional area that would be seriously damaged by a questionable experiment that tears the physical and human fabric of the neighborhood. At the same time I wonder how much the exclusive country club on the east side of MD355 is giving up in this plan. It is entirely unclear to me that there is any significant benefit to anyone and certainly not to this area. We are not dots on a map. We are people who have established a reasonable place to live within Montgomery county which I now see under attack. This is not good government.

At the very least the challenges involved in any plan to disrupt established communities needs to be considered in light of the conditions on the ground not lines on a master plan map. This plan does not adequately consider local conditions. I know it did not consider us and the many thousands of residents that will be endangered. Our environment and neighborhoods are precious commodities. Please remove consideration of the median between Bradley and Western as part of this plan, and the use of a predictably dangerous BRT lane here until safety and impact on the human environment is assessed and it is assured that benefits far outweigh the obviously risks.

Sincerely,

Howard Streicher
4630 Hunt Ave
Chevy Chase, MD 20815

MCP-CTRACK

From: Yasmin Choudhury <cyasmin@aol.com>
Sent: Thursday, May 30, 2013 8:14 PM
To: MCP-Chair
Subject: BRT 355/Wisconsin Ave corridor

RECEIVED
MAY 31 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I strongly oppose the BRT bus proposal to Friendship Heights as it will only duplicate the existing metro line, which, if it had been running efficiently wouldn't give rise to any suggestion of a bus line. Secondly, these proposed buses would add to congestion and make the crossings unsafe for children and adults.

I STRONGLY OPPOSE the BRT buses to Friendship Heights

Yasmin Choudhury
4525 Dorset ave
Chevy Chase MD 20815

301 335-3642

MCP-CTRACK

Alex Acosta <alexandra.acosta@verizon.net>
Thursday, May 30, 2013 8:24 PM
MCP-Chair
councilmember.berliner@montgomerycountymd.gov
Proposed BRT on Wisconsin Avenue

RECEIVED
MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From:
Sent:
To:
Cc:
Subject:

I am a resident of the Town of Somerset and am writing to express my opposition to the proposed BRT plan for Wisconsin Avenue in Chevy Chase. On Tuesday, May 28, I attended Larry Cole's presentation regarding the plan at a meeting organized by residents of Chevy Chase West, which neighbors Somerset. Mr. Cole's presentation left many of our questions unanswered, particularly with regard to pedestrian and bicyclist safety along the stretch of Wisconsin Avenue between Friendship Heights and Bradley Boulevard. It appears that the BRT plan has been developed without any attention to or even awareness of the extensive pedestrian and cyclist traffic in this area. For this reason, I urge the Planning Board to reject the proposal, which would create a dangerous situation for cyclists and pedestrians, including the many children who must cross Wisconsin Avenue to attend Somerset Elementary School.

As outlined by Mr. Cole, the BRT would allow more buses to travel faster along Wisconsin Avenue by setting aside a lane in each direction exclusively for bus travel and installing a traffic signal system to facilitate queue jumping by buses. The queue jumping signal to be installed at the intersection of Bradley Boulevard, where a fire station is located, would make an already dangerous intersection even more hazardous. Between Dorset Avenue and Bradley Boulevard, the BRT would, ironically, create a heightened risk to bus riders who must cross Wisconsin Avenue where there are no crosswalks. Additionally, the BRT would not provide bicycle lanes for the many cyclists who travel this corridor.

As mentioned above, many students who attend Somerset Elementary School must cross Wisconsin Avenue because the school boundaries include parts of Chevy Chase Village. BCC High School students who live in Somerset and Chevy Chase West must cross Wisconsin Avenue in the other direction. In addition, residents of Chevy Chase Village also cross Wisconsin Avenue to go to Norwood Park and to reach the Capital Crescent Trail. The extensive pedestrian and cyclist traffic in this area make it unlike other segments of Route 355. Mr. Cole's suggestion that it resembles the area north of NIH/Navy Medical demonstrated a dismaying misunderstanding of the impact that the BRT would have on pedestrian and cyclist safety.

Thank you for taking the time to consider these comments. I hope the Planning Board will reject the BRT proposal for Wisconsin Avenue in Chevy Chase before additional staff resources are allocated to developing further this inappropriate and dangerous plan.

Alexandra Acosta
4700 Essex Avenue
Chevy Chase, MD 20815
alexandra.acosta@verizon.net
301.718.6312

MCP-CTRACK

From: Erin Veiga Malta <nelly70@yahoo.com>
Sent: Thursday, May 30, 2013 9:33 PM
To: MCP-Chair
Cc: Erin Veiga Malta
Subject: I oppose the 355/Wisconsin Ave BRT corridor

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I oppose the 355/Wisconsin Ave BRT corridor due to:

- The large number of young students who walk and bike to school across this corridor;
- The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34;
- The possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile;
- Residents will not be able to safely execute a left turn onto Wisconsin Avenue
- The narrowing of 355/Wisconsin Avenue to only four lanes for regular traffic will only increase congestion.

Erin Veiga Malta
5516 Trent Street
Chevy Chase MD 20815

Sent via the Samsung GALAXY S™4, an AT&T 4G LTE smartphone

MCP-CTRACK

RECEIVED

MAY 31 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
MARK AND PLANNING COMMISSION**

From: Alysa Emden <alysa@comcast.net>
Sent: Thursday, May 30, 2013 9:33 PM
To: MCP-Chair
Subject: Transitway Master Plan Comments - Edgemoor Citizens Association
Attachments: Edgemoor Citizens Association BRT Comments 5-30-13.pdf

Please find attached the comments of the Edgemoor Citizens Association ("ECA") regarding the Transitway Master Plan, and particularly the proposed MD 355 BRT corridor.

Thank you for your consideration – Alysa Emden (ECA Board Member)

EDGEMOOR CITIZENS ASSOCIATION

P.O. Box 30459
Bethesda, MD 20824

May 30, 2013

Members of the Montgomery County Planning Board:

We are writing on behalf of the Edgemoor Citizens Association with respect to the Bus Rapid Transit (BRT) proposed for the MD355 corridor between Friendship Heights and Rockville. The Edgemoor Citizens Association represents 507 households located two blocks west of Wisconsin Avenue; our association's borders are Arlington Road on the west, Bradley Boulevard on the south, Wilson Lane on the north, and Glenbrook Road on the east. We live immediately adjacent to the central Bethesda retail area along Wisconsin Avenue.

Because our families live, work, and attend schools along this corridor, we are severely affected by traffic patterns on Wisconsin Avenue. Our high school age children traverse Wisconsin Avenue to go to and from Bethesda-Chevy Chase High School. Elementary school children traveling from East Bethesda to attend Bethesda Elementary School, located in our neighborhood, must likewise traverse Wisconsin Avenue. Every day, our residents walk, bike, and drive in what is an extremely congested downtown area.

We have serious concerns about proposals to introduce BRT buses into this already volatile mix of pedestrians, bikes, and cars. The potential loss of the Wisconsin Avenue median to allow for frequent, relatively high speed (at least compared to surrounding traffic) bus service, presents significant safety issues. Pedestrians are already challenged to cross Wisconsin, and the median offers a welcome refuge for those attempting to navigate across many lanes of traffic. Replacing the median and trees thereon with bus lanes also would dramatically change the character of our downtown area.

This particular corridor is already well-served with public transportation options – the Metro Red Line runs directly under the proposed bus route! Ride-On buses offer service along that same corridor as well. We would suggest that devoting effort to improve and streamline those existing transport options is a far better use of limited taxpayer funds than creating a redundant third option. BRT may be appropriate in areas that are not as well served by Metro; it is not necessary or appropriate in this area.

With respect to the specifics of the plan, we understand that the proposal envisions a boarding station at Bradley Boulevard, and that BRT buses would get a special earlier green light ("queue jumping") at the intersection of Bradley and Wisconsin and move diagonally across the lanes of traffic to transition back and forth from median lanes (north of Bradley Blvd.) and curb lanes (south of Bradley). Introducing this traffic pattern in front of our neighborhood fire station, at an already over-challenged intersection, needs much more thought. East/west travel across Bradley Boulevard is already almost impossible at certain hours of the day; further squeezing the flow of traffic through that intersection will have ripple effects that will be felt many blocks away.

We agree with the comments made by the Montgomery County Department of Transportation (May 16, 2013) challenging the accuracy of a key assumption in the BRT planning process. The DOT notes, "The assumption...is that the BRT plan would improve the overall operation of the roadway network for drivers still using the roads by increasing average travel speeds and reducing the growth in congestion countywide. However, the Plan does not demonstrate or prove the correctness of the assumption. This will be a critical metric to remember as individual corridors are planned and designed to *ensure that there is no detriment to the overall operations of the roadway network that could result in poorer operations and increased overall congestion and delays.*" [Emphasis added] In this regard, as residents who live adjacent to the affected corridor, we urge

you to consider not only the needs of drivers on the roadway network, but also the needs of pedestrians and bikers who must be able to move up, down, and across Wisconsin Avenue safely.

We understand that the BRT proposal for the MD355 corridor is just one aspect of a countywide plan. We urge you to keep in mind that what works in one place, may have a decidedly negative impact on another. Running BRT commuter buses three minutes apart directly through the heart of Bethesda will exacerbate already poor traffic circulation around and through downtown Bethesda, and effectively split a vibrant urban center into two, making it extraordinarily difficult for residents who live, work, and go to school here. That's a high price to pay, particularly since other public transportation options are already in place along the exact same route.

We urge you to reconsider this plan for MD355, and hope that you will continue to make an effort to reach out to affected communities, hear our concerns, and give them serious consideration.

Thank you.

Edgemoor Citizens Association

Len Simon

Julie Doll

Ken Levinson

Susan Rubel

Alysa Emden

President

Vice President

Vice President

Secretary

Treasurer

len.simon@simoncompany.com

juliesdoll@yahoo.com

levinsonk@gmail.com

4rubels@comcast.net

alysa@comcast.net

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MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MOUNTAIN AND NATIONAL PARKS
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Joao N Veiga Malta <jvmalta@yahoo.com>
Sent: Thursday, May 30, 2013 9:52 PM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov
Subject: I oppose the 355/Wisconsin Ave BRT corrido

I oppose the 355/Wisconsin Ave BRT corridor due to:

- The large number of young students who walk and bike to school across this corridor;
- The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34;
- The possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile;
- Residents will not be able to safely execute a left turn onto Wisconsin Avenue
- The narrowing of 355/Wisconsin Avenue to only four lanes for regular traffic will only increase congestion.

Joao N Veiga Malta
5516 Trent Street
Chevy Chase, MD

Sent from my iPad

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

TRACK

adele o'dowd <adele.odowd@gmail.com>
Thursday, May 30, 2013 10:04 PM
MCP-Chair
Marie and Chong Park
Re: BRT on 355 - please include my comment in your report

to:

Chairman,
Please note that when I sent my comments earlier this evening, I omitted my address. Here it is plus my comments. Thanks,

Adele Medina O'Dowd
28 Hunt Ave, Chevy Chase, MD 20815

Attention Planning Board -

Please accept my comments about the BRT Master Plan for the public record and the Planning Board work sessions. First I must take this opportunity to thank Larry Cole, Master Planner and Highway Coordinator, for taking the time to come and address our community, Chevy Chase West. His clear communication was extremely helpful in getting accurate information on the plans to our community and we owe him thanks!

Sorry for my comments. I, for one, am FOR a transportation plan that includes BRT. However, and this is a big "BUT", I do feel there are many problems with the master plan that keeps me from supporting it with a clear conscience, as it has been described. To put it very bluntly, where the master plan concerns the section of 355 between Bradley Blvd and Friendship Heights, the devil is really in the details! Not enough attention has been paid to those details in the master plan - I will mention a few issues that are most important to me personally and our community. We in the community, are quite unhappy with the lack of attention to those details because they directly impact our daily lives and in fact, our safety.

1. Mr. Cole told us that the center median would be a minimum size of 6', thus allowing people driving into our community the (continued) ability to make left turns into the neighborhood, when approaching from the south. As any good urban planner knows, a car parking space is minimum 9'. How is a person who is trying to turn left, ever going to safely wait in the median opening in order to make that turn. Let me point out that we are talking about many CCW households with teen and elderly drivers among others. This is basically unacceptable as planned, and certainly reduces the existing median. There must be a better solution. We would be trapped in our neighborhood. And if you suggest that adding 1 traffic light would be the answer, I can tell you that it would not. That would create a huge and unnecessary bottleneck inside CCW, a community of about 450 families. Where other communities in the area have additional ways in and out of their neighborhoods, ours does not. We do appreciate this limits through traffic, and everyone agrees that's a good thing, but being trapped on Hunt Ave behind a long line of cars at a traffic light waiting to get out, is no small detail to us, not to mention the fact that an additional light would further halt traffic on Wisconsin Avenue.

2. It is equally unacceptable that NO bike lanes have been planned for this stretch of road where many commuters are trying valiantly to do the right thing and get out of their cars. I am trying to use my own bicycle as often as possible. I work from home and have many clients in the area. I constantly cross Wisconsin Avenue to get into Chevy Chase Village and to visit my clients, using my bike. My 15 year old, 120 lb daughter rides her bike to B-CC high school on a daily basis in nearly all weather. Wouldn't we rather our teenagers do that than drive a car? Again, it is unacceptable that a forward thinking transportation plan and forward thinking county government (such as Montgomery County) can proceed with a master plan that not considered bicycle traffic IN the master plan. And, by the way, how will this effect the expensive pedestrian side walk planned for this section of road. I personally, was quite happy with the drawings I saw for it and agree with it's whole purpose - to facilitate pedestrians and get cars off the road. In my opinion, the exclusion of safe bike lanes and sidewalks is (alone) enough for me - a person who would support BRT - to be extremely unhappy. If this were not addressed in the master plan and left to be discussed later, that would never happen in reality. Mr. Cole's answer to a question posed about bike lanes plans last night, was that he would think the best thing to do is to build the BRT, put it into action for 5 years and then decide about the bike lane. No thank you. I think we can do better.

3. I left the meeting wondering, if there was any attempt to investigate the possibility of adding a metro stop at Bradley Blvd or just north to accommodate and connect to BRT. I understand this is not part of the county transportation purview, however, it would make a lot of sense for a big picture master plan for this area. In any case, improvements to Metro seems more likely to help with commuters coming from the north, trying to get downtown.

4. The Fire Station at Bradley Blvd is much loved and valued by this community. There has been no attention to how a BRT "queue jumping transfer" at Bradley Blvd, would effect fire trucks. How can this be? This is not a small detail.

5. More basically, I don't understand and I don't believe my community understands why we should think it's a good idea to move so many commuters all the way from Gaithersburg, Rockville and other locations more than 20 miles into town every single day. Is that the kind of city planning we intend to support in the long run? I don't think so. Jobs will be created in Montgomery County as population grows outside of town. I don't have anything against job growth in DC, but can so many live so far away from their jobs? It just isn't efficient for anyone. If they telecommute, ok, we can talk. It would be helpful if we could see that those in charge of planning for our area, were taking some of this into consideration.

Please understand, I DO support BRT. I do think it is a better way of moving people, environmentally, for our future. If I have such strong feelings about the details, you can imagine what others in my community think. Please, I respectfully ask you to listen to mine and my neighbors comments very closely and get it right!

Thanks you.

On Thu, May 30, 2013 at 5:41 PM, adele o'dowd <adele.odowd@gmail.com> wrote:
Hello Chairman,

Please accept my comments about the BRT Master Plan for the public record and the Planning Board work sessions. First I must take this opportunity to thank Larry Cole, Master Planner and Highway Coordinator for Planning Board, for taking the time to come and address our community, Chevy Chase West. His clear communication and calm under fire was extremely helpful in getting accurate information on the plans to our community and we owe him thanks!

Now for my comments. I, for one, am FOR a Transportation plan that includes BRT. However, and this is a big "BUT", I do feel there are many problems with the master plan that keeps me from supporting it with a clear conscience as it has been described. To put it very bluntly, where the master plan concerns the section of 355 between Bradley Blvd and Friendship Heights, the devil is really in the details! Not enough attention has been paid to those details in the master plan - I will mention a few that are most important to me personally and our community. We in the community, are quite unhappy with the lack of attention to those details because they directly impact our daily lives and in fact safety.

1. Mr. Cole told us that the center median would be a minimum size of 6' thus allowing people driving into our community continued ability to make left turns into the neighborhood when approaching from the south. As any good urban planner knows, a car parking space is minimum 9'. How is a person trying to turn left ever going to safely wait in the median opening to make that turn. Let me point out that we are talking about many households with teen and elderly drivers among other. This is basically unacceptable, as planned and certainly reduces the existing median. There must be a better solution. We would be trapped in our neighborhood. And if you suggest that adding 1 traffic light would be the answer, I can tell you that it would not. That would create a huge and unnecessary bottleneck inside CCW, a community of about 450 families. Where other communities in the area have additional ways in and out of their neighborhood, ours does not. We do appreciate this limits through traffic, and everyone agrees that's a good thing, but being trapped on Hunt Ave behind even 10 cars at a traffic light waiting to get out, is no small detail to us.

It is unacceptable that NO bike lanes have been planned for this stretch of road where commuters are trying valiantly to do the right thing and get out of their cars. I am trying to use my car as often as possible. I work from home and have many clients in the area. I cross Wisconsin Avenue to get into Chevy Chase Village and to visit my clients, using my 5 year old, 120 lb daughter rides her bike to B-CC high school on a daily basis in nearly all directions. Wouldn't we rather our teenagers do that than drive a car? Again, it is unacceptable that a transportation plan and forward thinking county government (such as Montgomery County) can proceed with a master plan that not considered bicycle traffic IN the master plan. And, how will this effect the expensive pedestrian side walk planned for this section of road. I was quite happy with the drawings I saw for it and agree with it's whole purpose - to get pedestrians and get cars off the road. In my opinion, this one issue is alone enough for me - who would support BRT - to be extremely unhappy if it were not addressed in the master plan. I am left to be discussed later, which would never happen in reality. Mr. Cole's answer to a question I proposed about bike lanes plans last night, was that he would think the best thing to do is to build a BRT, put it into action for 5 years and then decide about the bike lane. No thank you. I think I can do better.

At the meeting wondering, if there was any attempt to investigate the possibility of adding a stop at Bradley Blvd or just north to accommodate and connect to BRT. I understand this is not the county transportation purview, however, it would make a lot of sense for a big picture transportation plan for this area.

The Fire Station at Bradley Blvd is much loved and valued by this community. There has been no discussion on how a BRT "queue jumping transfer" at Bradley Blvd, would effect fire trucks. How can this be a part of the transportation plan for this area. This is not a small detail.

More basically, I don't understand and I don't believe my community understands why we should build it's a good idea to move so many commuters all the way from Gaithersberg, Rockville and other areas more than 20 miles in to town every single day. Is that the kind of city planning we intend to support in the long run? I don't think so. Jobs will be created in Montgomery County as population grows. I don't have anything against job growth in DC, but can so many live so far away from their jobs? It just isn't efficient for anyone. If they telecommute, ok, we can talk. It would be helpful if we could see that those in charge of planning for our area, were taking some of this into consideration.

Please understand, I DO support BRT. I do think it is a better way of moving people, environmentally, for our future. If I have such strong feelings about the details, you can imagine what others in my community think. Please, I respectfully ask you to listen to mine and my neighbors comments very closely and get it right!

Thanks you.

--
a



adele medina o'dowd
adele.odowd@gmail.com

www.willowlandscapedesign.net
plants, shrubs and trees
for more than just the bees
202.255.0728

--
a



adele medina o'dowd
adele.odowd@gmail.com
www.willowlandscapedesign.net
plants, shrubs and trees
for more than just the bees
202.255.0728

MCP-CTRACK

From: Paul Dorn <padorn_md@yahoo.com>
Sent: Thursday, May 30, 2013 10:19 PM
To: MCP-Chair
Subject: STOP the BRT

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am opposed to the BRT for 355/Wisconsin Avenue, the Green Mile,
-because students use that corridor walking a biking,
-narrowing Wisconsin Avenue will increase congestion a great deal on a road already congested,
-residents of communities along the Green mile will have difficulty merging into Wisconsin with BRT bus
route,
-BRT duplicates the Metro route.
Hope you stop the BRT plan,

Georgette Dorn
4702 Essex Avenue
Chevy Chase, MD 20815

MCP-CTRACK

From: Sophie Toujas <momincharge5@gmail.com>
Sent: Thursday, May 30, 2013 10:31 PM
To: MCP-Chair
Subject: BRT

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Planning board ,

I second Marie's Park written comments .

Sophie Toujas
4803 De Russey Pkwy
Chevy Chase MD 20815

MCP-CTRACK

From: Verity Eftos <veftos@yahoo.com.au>
Sent: Thursday, May 30, 2013 10:53 PM
To: MCP-Chair
Subject: I oppose the 355/Wisconsin Ave BRT corridor

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I oppose the 355/Wisconsin Ave BRT corridor due to:

- The large number of young students who walk and bike to school across this corridor;
- The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34;
- The possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile;
- Residents will not be able to safely execute a left turn onto Wisconsin Avenue
- The narrowing of 355/Wisconsin Avenue to only four lanes for regular traffic will only increase congestion.

Verity Eftos
5516 Trent Street
Chevy Chase MD 20815

Sent from my iPhone

MCP-CTRACK

From: rogerjackdog@aol.com
Sent: Thursday, May 30, 2013 11:04 PM
To: MCP-Chair
Subject: brt

RECEIVED

MAY 31 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

I live at 4807 Derussey Parkway, Chevy Chase, Md. I oppose any alterations to route 355 in my neighborhood. The green mile from Friendship Heights to Bethesda should be preserved. The subway already runs, along this route and it should be utilized to the fullest, instead of making driving more convenient. Roger Weisman

MCP-CTRACK

RECEIVED

From: Victor Cha <vcha@verizon.net>
Sent: Thursday, May 30, 2013 11:24 PM
To: MCP-Chair
Subject: Notice of opposition to BRT lane on 355

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

As an 19-year resident of Chevy Chase, MD, I oppose BRT on 355/Wisconsin Avenue because it duplicates metro service and is pedestrian/biker unfriendly. I am concerned about the safety of high school pedestrians, particularly at the lunch hour. I believe BRT lanes on 355 will increase traffic and pedestrian hazards unnecessarily with little net benefit.

Sincerely,
Dr. Victor Cha

4811 DeRussey Parkway
Chevy Chase MD 20815
301-654-8529

MAY 31 2013

OFFICE OF THE CHAIRMAN
MONTGOMERY AND WASHINGTON METRO
PARK AND PLANNING COMMISSION**MCP-CTRACK**

From: Missy Reingruber <mreingruber@verizon.net>
Sent: Friday, May 31, 2013 10:58 AM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov
Subject: BRT 355/Wisconsin Ave Corridor

I oppose the 355/Wisconsin Ave. corridor.

I have been a resident of Somerset for 22 years, and grew up in Chevy Chase Maryland and therefore understand the need for change and accommodating new traffic patterns but this corridor is impractical and unnecessary and anyone who actually lives here and commutes up and down Wisconsin will tell you that it will cause congestion and no longer be a safe place for bikers, walkers (many of whom are students going to BCC or their jobs in Bethesda) and the residents that rely on the Ride On. Frankly, with the construction in Bethesda for the next few years one would think keeping Wisconsin as open as possible would make far more sense. Certainly the Metro already provides a high speed alternative from Friendship Heights to Bethesda; this proposal is redundant and wasteful for this particular area of Bethesda.

Missy Reingruber
4522 Dorset Avenue
Chevy Chase MD 20815.

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN

THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Mary Geffroy <Mary@Senecaprop.com>
Sent: Friday, May 31, 2013 10:06 AM
To: MCP-Chair
Subject: BRT - Wisconsin/355 corridor

To whom it may concern:

I reside at 4808 Essex Avenue, Chevy Chase, Maryland, and I oppose the proposed BRT along the Wisconsin Ave/355 corridor.

Sincerely, Mary Geffroy

MCP-CTRACK

From: Katharine Scattergood <kscatt@hotmail.com>
Sent: Friday, May 31, 2013 6:54 AM
To: MCP-Chair
Subject: Disagree with bus lanes

RECEIVED

MAY 31 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

On Wisconsin Ave.

That is my position as a long time resident of Bethesda who lives and spends most of the day in the effected area.

Thank you

MCP-CTRACK

From: Dania Fitzgerald <daniafitz@aol.com>
Sent: Friday, May 31, 2013 6:26 AM
To: MCP-Chair
Subject: BRT Proposal

RECEIVED

MAY 31 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

I am writing to add my voice in adamant opposition to dedicated rapid transit bus lanes on Wisconsin AV from Friendship Heights through Bethesda. I think it will present too many hazards to pedestrian safety on stretches where there are no sidewalks.

Dania Fitzgerald
4801 Cumberland Av
Chevy Chase, MD
Dania Fitzgerald 301.641.6550

MCP-CTRACK

From: Mary allen <mldallen@yahoo.com>
Sent: Friday, May 31, 2013 4:01 AM
To: MCP-Chair
Subject: 355/Wisconsin Avenue Corridor

RECEIVED

MAY 31 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

I oppose the proposed high speed busses on the Wisconsin avenue corridor. Local busses currently operate on Wisconsin Avenue while the Metro is underground. I cannot understand why this is necessary. The stretch between Bradley Lane and Friendship Heights is lined with residential streets that only have access from Wisconsin. To exit from those streets and go north, the islands in the middle are needed unless the county is planning on adding lights along that stretch.

Mary Allen
4715 Cumberland Avenue
Sent from my iPad

MCP-CTRACK

From: Ebzeryjb <ebzeryjb@aol.com>
Sent: Thursday, May 30, 2013 11:39 PM
To: MCP-Chair
Subject: 355/Wisconsin Ave. BRT Corridor

RECEIVED
MAY 31 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am writing to state my opposition to the proposal for the Wisconsin Ave. BRT Corridor, which I believe would produce enormous inconveniences to residents along the route for little if any gain, since it already is served by the Red Line. Traffic on Wisconsin makes it difficult enough for Somerset residents to use that street, and it would be practically impossible when one lane is limited to buses and commuters and other travelers were forced to share only two lanes. I believe traffic would back up for miles, even in off-rush hours. It would make life in this segment of the county intolerable.

Thomas Dimond
4914 Dorset Avenue
Chevy Chase Md. 20815

MCP-CTRACK

From: Karen Huang <karenhchuang@gmail.com>
Sent: Thursday, May 30, 2013 11:37 PM
To: MCP-Chair
Subject: I oppose the 355/Wisconsin Ave. corridor BRT

RECEIVED
MAY 31 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I oppose the 355/Wisconsin Ave. corridor BRT because of the large number of young students who walk and bike to school on this corridor. The BRT should stop at the Bethesda Metrol

Thank you.

Karen Huang
5523 Uppingham Street
Chevy Chase, MD 20815

RECEIVED

MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Maureen Holohan <maureen.h29@gmail.com>
Sent: Wednesday, May 29, 2013 3:16 PM
To: MCP-Chair
Cc: mcdot.director@montgomerycountymd.com
Subject: Oppose Rapid Bus line route 10b.- Southern Rt. 355/Wisconsin Ave.
Attachments: oppose rapid bus plan.docx

Ms. Carrier and Mr. Holmes,

Attached please find a letter from me regarding the proposed rapid bus line 10b. I have also included it below. I am a neighborhood resident along that route and have three children who walk to Somersert Elementary School. Our family will be gravely impacted if the bus line is imposed, and I would ask that you read my letter in opposition to the rapid bus line and place it in the record.

Thank you for the consideration. Please feel free to contact me if you have further questions.

Maureen Holohan

4622 Langdrum Lane
Chevy Chase, Maryland 20815
29 May 2013

mcp-Chairman@mncppc-mc.org

Ms. Francoise Carrier

Chair, Montgomery County Planning Board

Montgomery County, Maryland

Dear Madame,

I live in Chevy Chase West, an area west of Wisconsin Avenue, south of Bradley Lane. My children attend Somerset Elementary School in Chevy Chase and will attend BCC High School in Bethesda. I am writing to you to express my extreme opposition to the rapid bus plan for southern Route 355/Wisconsin Avenue (plan 10b). This bus plan is a terrible idea for our residents, children, bicyclists and walkers.

Here's what we love about where we live (and why we were willing to live in a smaller, older house):

1. A close-in neighborhood, where we can walk south to Friendship Heights or north to Bethesda, including walking to a metro stop, the market and grocery store.
2. A place that is tranquil and green.

3. When we want to drive, we can easily get out of our street and be at our destination quickly since the location is so convenient.
4. My three children can walk or bike to school safely.
5. Downtown Bethesda along Wisconsin Avenue is a charming area that is a place to stroll and relax, with flowers and many local businesses.

The plan to add two rapid bus lanes by cutting two through lanes for regular traffic is horrible because:

1. The plan creates a great danger in getting out of or onto my street by car. Every street in our neighborhood exits onto Wisconsin Avenue; there is no other route. Cutting across lanes in which buses are going fast, and car lanes slower, will lead to unsafe egress and many accidents. Pulling back onto my street across a bus lane may be even more dangerous.
2. The speed differential between the buses in their lanes and the cars will be huge. Speed differentials have been proven to be a huge factor in causing more frequent and more serious accidents.
3. Make it too dangerous to walk along Wisconsin Avenue for me or my children. My son walking to BCC High School during rush hours will be affected greatly. I am concerned that kids crossing the street over 2 bus lanes and 4 traffic lanes will be significantly more likely to misjudge traffic. Teenagers do not always cross at crosswalks or with traffic lights.
4. Widening Wisconsin Avenue will only create more speeding vehicles when traffic is lighter and decrease safety for pedestrians, bicyclists, and other vehicles.
5. Losing the median in Bethesda or in our area south of Bradley Lane is a severe safety hazard for turning cars and pedestrians, and is ugly.
6. Crosswalks (without lights) will be too hazardous to use if traffic is squeezed into two lanes with larger, faster buses in the median or outer lanes. It gets very confusing for drivers and pedestrians alike. There are many elderly walkers who will be at particular risk.

There is nothing in this rapid bus proposal that benefits me, my family, my school or my community. Rapid bus lanes that mirror the red line metro tracks do not make sense. This proposal to reduce through traffic lanes on Wisconsin Avenue will take a peaceful, green, walkable community and turn it into a hazardous parking lot. Please do not ruin a historic and wonderful part of southern Montgomery County with the rapid bus plan.

Sincerely,

Maureen Holohan

cc: Steering Committee and MCDOT Director Arthur Holmes, Jr.

MCP-CTRACK

From: Jody Fidler <jodyfidler@verizon.net>
Sent: Wednesday, May 29, 2013 3:57 PM
To: MCP-Chair
Subject: brt

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am writing to express my deep concern over the plans I have read regarding a new Bus lane. Most significantly, this bus lane appears to present imminent danger to pedestrians in the area. It is hard enough to cross Wisconsin Avenue as it is and adding a specific bus lane with additional rules will only make the area more treacherous to navigate as a walker, biker and driver. I urge you to reconsider your plans for the safety of those that live in and visit the area.

Sincerely,

Jody Fidler

4108 Rosemary St.

Chevy Chase, MD 20815

MCP-CTRACK

From: Erica Antonelli <erica@sideporchproductions.com>
Sent: Wednesday, May 29, 2013 4:06 PM
To: MCP-Chair
Cc: John Charles
Subject: BRT between Bradley and Friendship Heights

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hi,
I'm a resident of Chevy Chase West. Based on the meeting last night at Concord Hill, I learned that:

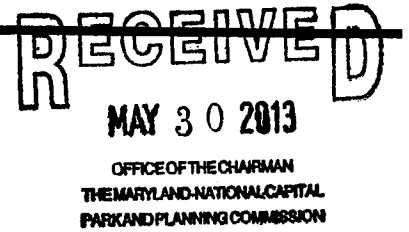
- drivers exiting neighborhoods on Wisconsin will no longer be able to use the gaps in the median when executing a left turn onto Wisconsin Avenue. This will literally TRAP our neighborhood. The only way we can exit to head North is by making a left, which is already scary and dangerous, even with the median there. There is no consideration of this in the plan! We usually drive half way across and wait, then make the left. There is rarely, if ever, an opportunity to fully make the left. We need the median.
- during rush hour, Rapid Transit Buses (BRT) will be traveling on Wisconsin Avenue at 2-3 minutes intervals to maximize ridership during those peak periods. They will travel at 35 miles per hour, avoiding congestion due to BRT-only lanes, and there will not be any bike lanes. Where is the SAFE ROUTE TO SCHOOLS being promoted by the federal government?
- the County may take 5 feet of land on private property abutting Wisconsin Avenue, including residential property.

There was a LOT more covered at the meeting, but please give full consideration to access in and out of our neighborhood, and a safe way for our children to get to school.

Thanks,
Erica Antonelli
4616 DeRussey Pkwy.
Chevy Chase, MD 20815

MCP-CTRACK

From: Kristen Mosbaek <km@kristenmosbaek.com>
Sent: Wednesday, May 29, 2013 4:11 PM
To: MCP-Chair
Subject: rapid transit



Dear mcl-Chair, I like the idea of rapid transit along Wisc. Ave. I think it's important to include a bike lane as well as some form of nature. The trees and bushes, we see now, are so calming and pretty.
~Kristen

Kristen Mosbæk Communications
<http://www.kristenmosbaek.com>
km@kristenmosbaek.com
301-907-0330

Last night's meeting at the Concord Hill School with Larry Cole from the County Planning Department, was well attended by parents and residents in Chevy Chase West, Somerset, and Bethesda. Send an email to "mcp-Chairman@mncppc-mc.org" by midnight on Thursday, May 30th to record your position on the BRT plan for Wisconsin Avenue. Some highlights at the two hour meeting that took listeners by surprise:

- that the County may take 5 feet of land on private property abutting Wisconsin Avenue, including residential property.
- the fact that drivers exiting neighborhoods on Wisconsin will no longer be able to use the gaps in the median when executing a left turn onto Wisconsin Avenue
- during morning and afternoon rush hour periods, Rapid Transit Buses (BRT) will be traveling on Wisconsin Avenue at 2-3 minutes intervals to maximize ridership during those peak periods. They will travel at 35 miles per hour, avoiding congestion due to BRT-only lanes.
- Wisconsin Avenue and 355 will be narrowed to 4 lanes for regular vehicles.
- Larry Cole stated that no bike lane is included in the Master Plan for our area
- BRT buses would get a special earlier green light ("queue jumping") at the intersection of Bradley and Wisconsin and move diagonally across the lanes of traffic to transition back and forth from median lanes (north of Bradley Blvd.) and curb lanes (south of Bradley).
- The BRT proposal includes the construction of boarding stations in the median at Bradley Blvd., Bethesda Metro, and Cordell Avenue.

MCP-CTRACK

From: alison fortier <alison.fortier@aol.com>
Sent: Wednesday, May 29, 2013 4:22 PM
To: MCP-Chair
Subject: Public Comments on BRT/355/Wisconsin Avenue/Safety
Attachments: Comments on the BRT Route Along 355 to Friendship Heights.docx

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Thank you very much for your consideration, Alison Fortier

Comments on the BRT Route Along 355 to Friendship Heights

Alison B. Fortier

4714 Falstone Avenue, Chevy Chase, MD 20815 (Town of Somerset)

alison.fortier@AOL.com

Like most of my neighbors, I only learned three weeks ago of the BRT and the plan to extend it along Wisconsin Avenue to Friendship Heights. On May 16 I attended the Planning Commission Hearing and on May 28 the meeting with Larry Cole and others at Concord Hill School. The May 28 meeting generated more questions and concerns than it answered:

- **Larry Cole repeatedly responded to questions by stating that Montgomery County would not have the answer until much later phases of the planning; in other words, the Master Plan will go to the County Council largely as a TBD. But these questions and concerns are very real and urgent and require answers prior to locking in Plans and commitments.**
- **The BRT on 355 will accommodate 1175 people per hour in peak hours. This number seems low given the high cost of the BRT and the capacity of the existing Red Line to handle additional passengers by adding cars and more frequent trains.**
- **Larry Cole noted that the Green Mile (Bradley to Friendship Heights) carries only 55% of the automobile traffic that exists north of NIH/the Naval Hospital. There may be a requirement for a BRT on Rockville Pike; however, the requirement south of Bethesda does not appear to warrant the high cost involved. Bethesda is a planned metro hub; why go beyond Bethesda? The Metro offers public transport into the District and beyond to Virginia.**
- **Between the light at Bradley and Wisconsin and the light at Dorset and Wisconsin, there are 10 streets and 6 driveways to homes. Those 10 streets only access Wisconsin; there is no western side exit. Currently cars exiting those 10 streets may enter the median, pause, and then enter north-going traffic. Yet, to accommodate the BRT, the medians will be eliminated or narrowed and not provide a safe haven to cars turning north. There is no logical or safe U turn option south on Wisconsin to serve as an option for those traveling north.**
- **With the BRT in the right curb lanes, there are great safety concerns about cars exiting these streets at all and crossing the dedicated BRT lanes to go either north or south especially since the buses to be worthwhile are to go at a higher speed than the automobile traffic. Ironically, the neighborhoods along the Green Mile have gone to great lengths to slow the automobile traffic on Wisconsin for reasons of safety.**

- School children cross Wisconsin in both directions to access Somerset Elementary and to access nursery schools on Chevy Chase Circle. The BRT would increase speed and make crossing Wisconsin extremely dangerous for school children at the many schools.
- Residents of Somerset walk to the Metro in Friendship Heights. Many bicycle down Wisconsin Avenue. As Appendix D-6, MD DOT comments read: Further review is needed regarding consistency of BRT with bicycle accommodations (read: there are none now). There is concern that bicycles will choose the sidewalk putting pedestrians at risk rather than attempt to "share" the curb lane with a fast moving bus. The DOT comments also noted the narrow curb width between the fast moving buses and automobiles that will create safety concerns.
- The western blocks in Friendship Heights between Dorset and Willard hold apartment complexes inhabited by the elderly and office buildings occupied by medical offices. The elderly use the right hand lane as a drop off lane to exit cars to access their doctors' offices. Often this can take great time—an 85 year old with a walker is not fast or agile. This happens at all times of the day including rush hour. While this practice can be inconvenient to commuters, there is no way around it. The BRT does not take this into consideration.

MCP-CTRACK

From: Jim Wallwork <J1903Wallwork@verizon.net>
Sent: Wednesday, May 29, 2013 5:04 PM
To: MCP-Chair
Subject: Proposed RTV Plan

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Mr. Chairman,

Please address questions raised by the comments/recommendations made by the Institute for Transportation & Policy Development (ITPD) in its report, *Demand & Service Planning Report to Montgomery County*, of December 2012:

1. From ITPD: "As a practical matter of public administration, however, Montgomery County has limited experience managing projects of this scope, scale, and complexity. Developing only one BRT corridor will be an administrative challenge in Montgomery County, let alone an attempt to develop and deliver multiple corridors simultaneously; a task no other municipality has ever attempted." (ITPD page 5) Why is Montgomery County not heeding this advice?
2. Why is Montgomery County selecting more corridor routes rather than the four recommended by ITPD?
3. Why is Montgomery County including in its RTV plan the 355 section from Bethesda Metro to Friendship Heights Metro, when the ITPD report does not include this route, which traverses mostly a residential area?
4. Why should this proposed 355 corridor not end at Bethesda Metro, as originally planned, rather than continuing to Friendship Heights Metro? What are the advantages over the added taxpayer costs, especially since sections of this road will need to be widened at considerable cost?

Thank-you for entering these questions into the public record for your subsequent response.

Jim Wallwork
5630 Wisconsin Ave, Apt 302
Chevy Chase MD 20815

MCP-CTRACK

Greg Kiel @ NDSE Bethesda <greg@nextdaysignexpress.com>
Wednesday, May 29, 2013 6:23 PM
MCP-Chair
I AM NOT IN FAVOR OF THE BRT PLAN FOR WISCONSIN AVE

From:
Sent:
To:
Subject:

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To whom this concerns

I have property and operate a business on Wisconsin Ave Is the county not responsible for advising property owners of zoning changes and including/inviting them to hearings?
I have not be notified by anyone from the county about the BRT Plan for Wisconsin Ave.
I do not understand how the county planning Board operates if they do not notify property/business owner about issues that effect the owner of property as well as effecting business on Wisconsin Ave.
I AM NOT IN FAVOR OF THE BRT PLAN FOR WISCONSIN AVE

The median is a welcome to visitors arriving in downtown Bethesda.
Bethesda is a different kind of community than Rockville, We are pedestrian friendly. People that live and work in Bethesda walk and ride their bikes more than use their cars or mass transit.
The planning board is not taking in consideration the residents of Bethesda needs and are more interested in getting people from one place to the other the fastest as they can.
We live in a fast pace environment and by removing the median we currently have that are well landscaped and give a visual break to the miles of black top and a place for pedestrians to cross safely is very important in more ways than I can explain. I do not want to see Wisconsin ave turned into Rockville Pike and this is exactly what you are planning.
I have reviewed your plans for Rockville and the county is trying to add median and bike lanes to slow the traffic and that is great and on the other hand you want to remove the median and narrow the lane and add bus lanes this will turn Wisconsin Ave into Rockville Pike how does this make any sense.

Does this also mean the parking meters on Wisconsin Ave will be removed I do not see if this was addressed.

I work on Wisconsin Ave and as long as I have been working on Wisconsin Ave you can only park between 9-3:30 on both side of the street and I have been told the reason for this is because the county need the lanes open for emergency reasons even through rush hour traffic usually only go South in the morning and North at the end of the work day.
Leaving the entire South going lanes open and the evening rush. This policy has never made any rational sense to me.
If you take away a lane of traffic on the Wisc. where are the emergency vehicles suppose to go?

Why won't the county use one of the North lanes for morning rush hour and one of the South lanes for evening rush hour.
This seems to me to be a better solution than turning or beautiful Bethesda part of Wisconsin Ave that is well planted and give Bethesda a look of it own that

turning it into an asphalt super highway. This could not be more the opposite of how I envision the future of Bethesda

--
GREG

 **next day sign express**

7850 Wisconsin Ave., Bethesda, MD 20814

301.986.0310

www.nextdaysignexpress.com

MCP-CTRACK

From: Jonathan Berlowe Binder <jsbbinder@gmail.com>
Sent: Wednesday, May 29, 2013 6:30 PM
To: MCP-Chair
Subject: Bus Rapid Transit: Comments

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Good afternoon. I live in the Town of Chevy Chase and strongly support the Bus Rapid Transit Plan (BRT). My support specifically includes ensuring that BRT extends to the Friendship Heights area. Without a doubt, BRT would create a public transit system that would vastly improve connections in the most heavily congested corridors of the county. With traffic expected to get even worse as development continues all around us, this proposed system is well worth exploring to help reduce traffic congestion without sacrificing safety. Please let me know if you have any questions. Respectfully,
Jonathan Berlowe Binder

MCP-CTRACK

From: Roberta Faul-Zeitler <faulzeitler@verizon.net>
Sent: Wednesday, May 29, 2013 7:31 PM
To: MCP-Chair
Subject: Testimony for May 16 2013 Planning Department Hearing
Attachments: Testimony for May 16 2013Planning Board Hearing.pdf

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

May 29, 2013

TO: Francoise Carrier, Chair Planning Board, Montgomery County

I am attaching testimony as an individual on the Countywide Transit Corridors Functional Master plan, prior to the close of the stated two-week period following the May 16 public meeting, to provide my comments as part of the community response to the proposal.

Thank you for this opportunity to comment.

Sincerely,

Roberta Faul-Zeitler
Member, Committee of 100 on the Federal City
8904 Colesville Road
Silver Spring MD 20910 USA
Voice 301-565-0965
Email: faulzeitler@verizon.net
Green News Update: <http://greennewsupdate.com>

Written Testimony for the Montgomery County Planning Board

RE: May 16, 2013 Public Hearing on the BRT

Roberta Faul-Zeitler
8904 Colesville Road
Silver Spring MD 20910
Email: faulzeitler@verizon.net; Tel.: 301-565-0965

My family has lived for 16 years at 8904 Colesville Road in a single family residence about one block north of Spring Street, the start of the SS CBD. My remarks are my own, but represent input from many people who live in our community. We know Colesville Road/US 29 well and the serious safety issues that affect both vehicular traffic and people who live in close-in neighborhoods, and desire to walk to work, to the library, walk with their kids to enjoy downtown, and commute by bicycle. I am a strong advocate for public transit, and personally have used public transit for 40 years, first by bus while living in DC, and by subway into DC after moving to Silver Spring.

I do not support the proposal for the US 29 BRT busway as currently outlined in the original study and the Planning Department staff study. I urge you to reconsider and set priorities first for other BRT routes that have fewer traffic design, vehicular safety and pedestrian safety issues, despite the recommendations of the planning staff to use Rte 29 as a testbed for the whole system.

Route 29/Colesville is a failed road that carries 35,000 vehicles a day (past my home) from Howard, Prince Georges, upper Montgomery and other jurisdictions. The lower end is like a funnel – with a little over one mile of reversible am/pm rush hour lanes – to accommodate the flow of traffic turning onto to Spring, Cedar, Georgia, 16th, and E-W Highway into the District and elsewhere. It would be a mistake to think the road's failure is based only on the volume of passenger vehicles. This road is a primary artery for thousands of heavy construction vehicles, 18-wheelers that deliver to Giant/Safeway/CVS, emergency vehicles, myriad buses both public and private, service trucks of all sorts, even local construction and delivery vehicles.

Reducing passenger vehicles alone will not make downtown Silver Spring and nearby neighborhoods the safe, walkable, bikable and enjoyable community that the Coalition for Smarter Growth embraces. The CBD is a major county asset that was redeveloped with hundreds of millions of dollars of county, state and federal support and tax abatement to make it a success. And we are squandering that with an unsafe pedestrian and vehicular safety environments.

Lower Colesville has several F grade intersections, with LATR volume of 1800 in the CBD and 1600 for Silver Spring/Takoma Park. It has among the most congested intersections, and the ranking of these places is rising, according to county statistics: Colesville at Sligo Creek (32ND), Colsville at University (22ND), East-West Highway at 16th Street NW.

It is certainly not clear how running 250 buses per hour through the CBD (as proposed for the Transit Hub) will make Silver Spring a comfortable, family-friendly environment.

In 2012, the County Department of Transportation conducted a highly targeted pedestrian safety study on Colesville Road from Spring Street to North Noyes. The 30-page report indicated that the roadway and

pedestrian safety are compromised in a variety of ways: chronic speeding, red-light running, reckless driving, accidents involving pedestrians and hydroplaning into front yards, poor vehicular signage, lack of police enforcement, and lack of additional traffic calming devices. **The MoCo traffic division says it is too dangerous to give tickets for moving violations on Colesville; yet there is not a single red light camera or speed camera on Colesville!**

Another pedestrian study by the Division of Traffic Engineering and Operations is now underway (May 2013) at intersections and pedestrian crossings that involve Colesville at Fenton, Spring, Cameron, S. Noyes and North Noyes (as well as selected Georgia Avenue locations). This study may have been prompted by the marked increase in pedestrian vehicular accidents (and fatalities) this year in Montgomery County.

Here are my concerns and recommendations:

- 1) The BRT should be planned and implemented, if at all, as an intercounty/interjurisdictional transit system (bus and/or light rail) that involves cooperation and functional elements in Montgomery, Prince Georges, Howard, and Frederick Counties, as well as the District of Columbia. **Montgomery County is attempting a self-contained system** for issues of volume, congestion, design, safety and demand that require a broader, regional approach.
- 2) There are distinctive differences – and even modalities -- of **how to reduce the traffic we currently have and how to reduce (anticipatory) the traffic impact of future development.** Neither of the studies (2011 and planning staff) demonstrates with specific data and approaches how the BRT is being planned to deal with both current and future needs. The county is attempting a one-size-fits-all approach.
- 3) The current system of buses – private buses (Dillon/Eyre), Metro buses (both locals and express) and County-operated Ride On service – should be thoroughly vetted and considered for major upgrades and improvements, prior to any further consideration, implementation or earmarking of funds for a billion-dollar plus BRT system. There are already multiple private and Metro buses that provide “rapid” or express-type service to transport commuters from Baltimore, Annapolis and other communities to Silver Spring and the District. There are insufficient data in both BRT studies – or made available to the public – to identify why the current public/private bus system cannot be upgraded and expanded with **proper management, marketing, resulting in lower infrastructure and operating costs for taxpayers.**
- 4) The 2011 study and planning department study fails to indicate the demographics, demand and marketability of the BRT system overall, and of the Route 29 BRT in particular. **On Page 57, the study indicates, “... the highest priority for implementation in the near-term should be given to corridors with the highest existing bus ridership, particularly those where road repurposing is recommended and corridor improvements can be constructed most quickly.... [T]heir high ridership will provide the greatest immediate benefit to existing transit riders and accommodate latent demand....”** This is the rationale to “greenlight” the Route 29/Colesville and New Hampshire Lines. It fails to address how to ameliorate the existing

volume/congestion of 29/Colesville for reducing current passenger vehicles on the road, with its emphasis on **carrying existing bus riders**.

- 5) White Oak Masterplan and Development: The points listed above (#4) as the rationale to proceed quickly with Route 29 and New Hampshire BRT lines is specious. It is clear that the developers of the White Oak/Labor College/Gudelsky properties must have public transit components in their plan to successfully gain approval for the first 5 million square feet of the 14 million square feet of planned retail, office and homes. This appears to be the impetus for giving priority to the Route 29 BRT (and New Hampshire Avenue line) over other BRT lines in the county.
- 6) If there is to be any Route 29 line, it is more logical to identify the route actually needed for White Oak development: Burtonsville to Lockwood, to New Hampshire through to Fort Totten Metro, (the same distance as to downtown Silver Spring, 6 miles) where there are 3 Metro lines (yellow, green, red), ample bus transfer systems, and opportunity to commute to Virginia, University of Maryland, DC federal agencies, etc The "lower end" of the BRT route in Silver Spring appears to be a convenient way to justify the transit needs related to White Oak redevelopment, without addressing the need to reduce current passenger vehicles on the road.
- 7) The BRT system overall and the Route 29 BRT assumes conventional peak a.m. and p.m. occupancy by riders who go into or through the District for business during "normal" business hours (7 a.m. to 7 p.m.). It does not appear that the 29 BRT will accommodate (at all) the variety of employment scenarios that exist in this region: people with flex schedules (arrive at work at 6 a.m./ready to commute home by 2:30 pm); people who work afternoon to midnight shifts; those working overnight with 11 pm or midnight arrival. This might include nurses, hospital workers, service people who work late into the evening. It also includes people who work on Saturday and Sunday.
- 8) Finally, I have to express extreme reservations about the autonomy the County Executive and his Executive Branch team should be afforded in making decisions and detailed plans for design, ROW takings, budgeting and implementation of ANY rail system, whether bus or other type of transit, for Montgomery County. The Ride-On system operated by the county is deeply flawed and the County has not adequately addressed questions of schedule, reliability and driver safety. Silver Spring residents have been sorely tested with an ongoing construction site (the so called Transit Hub) and lack of safe bus shelters and other amenities for years, during multiple iterations of the design (now down to an unsightly concrete bunker) and a "finished" facility that is deemed to be unsafe, as well as acknowledged to be grossly over-budget and behind schedule. It stretches credulity that the County can be trusted to plan and implement any county-wide BRT system when it has failed to deliver on its own local Ride-On system and completion of the Transit Hub in a timely way.

Thank you for this opportunity to submit my remarks.

MCP-CTRACK

From: Linda Yoder <yoderlt@yahoo.com>
Sent: Wednesday, May 29, 2013 7:36 PM
To: MCP-Chair
Subject: BRT proposal

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman

I'd like to go on record in objection to the BRT proposal as it now stands. As a resident of Chevy Chase West, I am convinced you are placing the residents and other drivers who enter this neighborhood in harm's way when you eliminate the median pull offs to safely enter and exit our neighborhood. Since there is no other entry into Chevy Chase West other than Wisconsin Avenue, you need to ensure that safe egress and entry points are maintained.

With the high volume of traffic on Wisconsin Avenue, it would not only be dangerous to have cars sitting in this high-speed corridor waiting for an opportunity to turn into the neighborhood but would back up traffic for blocks during rush hours. Each year it is becoming harder to make these turns even with the median entry points, but at least we're not sitting in a traffic lane on Wisconsin Avenue stopping the traffic behind us. I can only anticipate the chain reaction fender benders that will occur.

Furthermore, with Metro and Ride On buses already available, there is no demonstrated need for this BRT designated lane proposal. The elimination of Wisconsin Avenue lanes will further congest our area and add to pollution as more cars idle on Wisconsin Avenue. Please rethink this proposal and do not eliminate the median spots for entry into and exit from Chevy Chase West!

Thank you

Linda Yoder
4624 Morgan Drive
Chevy Chase, MD 20815-5315
yoderlt@yahoo.com

MCP-CTRACK

From: Ava Kaufman <akaufman8689@gmail.com>
Sent: Wednesday, May 29, 2013 7:36 PM
To: MCP-Chair
Subject: BRT

RECEIVED
MAY 30 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

As a resident of CCW on Drummond Ave I am opposed to the new bus lanes on Wisconsin Ave. They will make it impossible to exit my street going north onto Wisconsin in the morning -- and that is the only exit available to me during school hours. Without the median to pull into while waiting for the northbound traffic to clear, I will have to drive south, then U-turn at the light at Dorset. If a lot of cars are doing that it will cause a back-up in the southbound lanes. We will also lose the residential nature of our neighborhood. There is already access through the Red Line Metro and the Ride-on buses. I do not think there is a need for further public transportation on Wisconsin. Why not put these buses on Connecticut or River Rd, which have no Metro and are equally important arteries to downtown? I hope the commission will reconsider its plans

Ava Kaufman
4817 Drummond Ave

MCP-CTRACK

From: Richard Latty <richard.latty@soleng.com>
Sent: Wednesday, May 29, 2013 8:15 PM
To: MCP-Chair
Subject: BRT and Metro rail

Importance: High

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is extremely concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights and communities like ours. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment or a full implementation. I strongly oppose the disruption to the Chevy Chase West section of Wisconsin Avenue and the investment in the BRT.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic or bicycles – which are on the rise. Bicycles will be pushed to sidewalks.

We (myself and many neighbors) have been walking to the Metro for years without need or use of the bus service. It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving bus in congested streets. Look at our own bus fatalities presently.

Others have cited danger to children and pedestrians in our neighborhood and I concur. We see these cut-throughs when Wisconsin Ave is backed up. They go to Morgan where they must re-enter Wisconsin creating dangerous conditions for children of Somerset Elementary and Concord Hill.

From a business and practical view, we have a tremendous existing infrastructure for mass transit – the metro system. We have invested and continue to invest in the metro system. I believe it to be a very wise investment. It is a diamond asset of our community. Any enhancement to local transportation should leverage this asset wherever possible. That was in fact part of the argument for the metro system in the beginning. Future transit loads could be best served by expanding the capacity of the metro system. Now we abandon it in our transit need planning? Now it no longer has the expansion ability previously promoted? We should be increasing utility of this system – adding cars, trains, installing new track where current track goes to single lane or sources of bottleneck; enhance access to remote stations to encourage more utilization. Metro is all electric. It is mostly underground. It reduces road congestion, accidents, emissions. Metro is win-win. BRT is win-lose. While the auto industry is struggling to make electric transportation practical, Metro already has! It is congested because it is so wonderful.

While I appreciate including “out of the box” considerations in the planning process, we need to include the full assessment. Clearly the issues of Metro are more knowable while those of BRT are less. I also appreciate that you must be sufficiently ahead of the load in order to provide a practical implemented solution as the load increases.

Looking into the future for our area, I have to ask when an administration will awaken to the fact that having the critical elements of the federal government in Washington DC is not such a good idea and they

move Dept of Interior to Nevada or Wyoming; USDA to Iowa, Indiana or Nebraska and so on – thus reducing transit load and risk. Or the wide-spread availability of high speed internet and VPN enabling millions to perform their work from home or satellite offices.

Thank you for the hard work this task must entail.

Sincerely,

Richard Latty
4705 Langdrum Lane
Chevy Chase West

MCP-CTRACK

From: Martha Lewis <mbslewis@gmail.com>
Sent: Wednesday, May 29, 2013 8:39 PM
To: MCP-Chair
Subject: BRT Bradley to Western

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MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Questions:

1. How do you propose that anyone, pedestrian or driver, access travel northward on Wisconsin Avenue from Chevy Chase West?
2. Why would you choose to take five feet of property from homes along Wisconsin Avenue, rather than from the east side, i.e., Chevy Chase Country Club, where it would not be missed in the slightest?
3. What is the population that will fill a bus every 2-3 minutes along this proposed one mile, which would not be travelling farther and, therefore, have greater advantage and convenience by using the Metro on the same route?

Martha Lewis
4608 Norwood Drive
Chevy Chase Md 20815
301-469-0467.

MCP-CTRACK

From: Neil and Janine Gregory <njgregory@msn.com>
Sent: Wednesday, May 29, 2013 9:31 PM
To: MCP-Chair
Subject: BRT in Bethesda

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OFFICE OF THE CHAIRMAN
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PARK AND PLANNING COMMISSION

I'd like to record my support for BRT on Wisconsin Avenue, as a resident of downtown Bethesda, I welcome additional mass transit options to reduce traffic congestion in Bethesda.

I hope the design will also accommodate bike lines, which are also important for getting around Bethesda without a car. I mostly travel around Bethesda by bike, so this is very important to me.

Thank you.

Neil Gregory
5209 Wilson Lane, Bethesda

MAY 30 2013

From: Jonathan Fredman <jmfredman@gmail.com>
Sent: Wednesday, May 29, 2013 9:51 PM
To: MCP-Chair
Subject: BRT Proposal for Wisconsin Avenue Between Bradley Boulevard and Friendship Heights

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To whom it may concern,

If the following reports are true, they provide even more reasons that the proposal to establish BRT between Bradley Boulevard and Friendship Heights is not only without purpose, but highly detrimental:

- the possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue.
- the fact that drivers exiting CCW will no longer be able to use the gaps in the median to come to a rest when executing a left turn onto Wisconsin Avenue.
- the fact that during morning and afternoon rush hour periods, Rapid Transit Buses (BRT) will be traveling adjacent to the CCW curb at a consistent 35 miles per hour [is that the posted speed?] at 2-3 minutes intervals to maximize ridership during those peak periods.
- the fact that Wisconsin Avenue and 355 will be narrowed to 4 lanes for regular vehicles (except in the City of Rockville which is its own municipality independent of Montgomery County and which has not agreed to give up two of its vehicle lanes).

Sincerely,

Jonathan Fredman
Chevy Chase West

MCP-CTRACK

From: Beth Spiegel <ebspiegel@earthlink.net>
Sent: Wednesday, May 29, 2013 10:49 PM
To: MCP-Chair
Subject: BRT

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MAY 30 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman- We recently moved the neighborhood of Somerset. Our two boys go to local schools and have friends that live across Wisconsin Ave. We have practiced crossing Wisconsin safely many times. We are strongly against the building of the BRT down the center tree island and for reducing the width of the road and possibly reducing the pedestrian walkways. This will decrease our children's and our safety, and by increasing access of our neighborhood it could decrease the safety of our homes as well. Please consider the safety of four children and homes by rethinking the BRT and finding another area for its home. Thank you,

Elisabeth Spiegel

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MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Jan White <janwwhite@verizon.net>
Sent: Wednesday, May 29, 2013 11:02 PM
To: MCP-Chair
Subject: Fwd: Strong objection to Rapid Bus Transit on Wisconsin Ave between Bethesda and Friendship Heights

Dear Chairperson:

My apologies. I failed to include my street address on my email below opposing the BRT South of Bethesda Metro.

My address is 4832 Chevy Chase Blvd. Chevy Chase, MD 20815.

Anne W. White

Begin forwarded message:

From: Jan White <janwwhite@verizon.net>
Subject: Strong objection to Rapid Bus Transit on Wisconsin Ave between Bethesda and Friendship Heights
Date: May 29, 2013 1:28:41 AM EDT
To: MCP-Chair@mncppc-mc.org
Cc: Jan White <JanWhite@pasternakfidis.com>

Dear Chairperson:

I strongly urge defeat of any plan to remove the median from the Green Mile and dedicate two lanes of Wisconsin Ave traffic to buses between Bethesda and Friendship Heights. It is very disappointing that this concept is even being considered, given the grave safety threat it poses to residents in the area and the damage to our quality of life. I hope that all who are considering the BRT will come to our neighborhood, which has only one possible outlet, Wisconsin Ave, and try to make a left hand turn going North on Wisconsin during rush hour. The only safety protection residents have is the median, where only one car can sit to wait for traffic to stop going North. To turn north (a left hand turn from Chevy Chase Blvd, where I live), there is a long wait for Southbound traffic to stop to allow cars to get to the median. Northbound cars must then wait in the median for a break in North bound traffic. I drive to my downtown Bethesda office on this route daily. Out of 20 exits from my street, I estimate that only about twice can I make an immediate left turn. The rest of the time, I have to make it to the median and wait in order to leave our neighborhood. Moreover, my exits are not during rush hour, as I go to work after rush hour to avoid the traffic. If the median is eliminated, Wisconsin Ave will not be safe to turn left from our neighborhoods. We have only the exit onto Wisconsin Ave.--no other route out of the neighborhood. If we are forced to go South (by your Plan), we will be directed into the Friendship Heights traffic, with no ability to turn around (by u turn or any other way) to head North. I urge you to go to River Road and Ridgefield (near American Plant Food) and imagine trying to cross traffic and make a left hand turn across 5 lanes of heavy traffic. This is the situation you will create for our residents if you go forward with this ill planned concept.

Frequently the drive to Friendship Heights from my street (Chevy Chase Blvd) last winter was over 20 minutes. This is because Southbound traffic frequently backs up over half a mile. If you eliminate two of our lanes, we will be blocked from exiting (similarly to how residents on Bradley Blvd have become blocked by traffic that backs up and sits in front of their exits). With the back up that results, the only ability we would have to exit would be if you installed traffic lights, and our neighborhood roads are too narrow to accommodate all the residents who would have to line up to use the light.

Our neighborhood will become landlocked if you pursue this plan. Drivers will face great danger every time they leave their homes. It is bad enough that going onto Wisconsin Ave will be so dangerous, but it is unimaginable that drivers will have to face this danger every single time they leave their houses. Statistically, this creates a much higher risk of death and injury because of the frequency of this danger, since we would face it every time we leave home. This is an issue that will be the number one issue of importance to our residents.

Please do everything you can to defeat this plan that creates traffic danger and will erode our quality of life. We have bought our homes and paid high property taxes, and your plan would undermine the confidence we have put in the County to protect us, our quality of life, and our property values.

We expect to follow this issue until we can defeat the plan.

Best regards,

Anne (Jan) W. White

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MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Julie@mannes.com
Sent: Wednesday, May 29, 2013 11:11 PM
To: MCP-Chair
Subject: Strong opposition to the BRT project between Bradley Blvd. and Friendship Heights

Dear Chairman:

I am writing to express my complete agreement with the testimony of Elaine Akst, co-chair of the Transportation Committee in Chevy Chase West, on May 16 at the public hearing. As she so thoughtfully and eloquently said,

“I am Elaine Akst, co-chair of the Transportation Committee in Chevy Chase West, a community of 500 homes just west of MD355 between Bradley Boulevard and Drummond Avenue. I am representing the Citizens Coordinating Committee on Friendship Heights as well as my community association which is one of its 18 members.

I've included a map that illustrates that the only access to our community is via Wisconsin Avenue whose curb lane would be repurposed as a BRT lane in the Countywide Transit Corridors Functional Master Plan being discussed today. No parallel streets exist that can be used as an alternative to Wisconsin Avenue.

My testimony should not be taken as a rejection of the concept of bus rapid transit. CCW supports efforts to improve mass transit, and has been working steadily with local and state officials to enhance transit options for our residents, including more frequent, more accessible, and more reliable local bus service, and improved pedestrian and bike facilities.

This master plan, as it relates to the Bethesda-Friendship Heights segment of MD355, raises many concerns for us.

It complicates our efforts to get better local mass transit. We are currently working to see improvements to four bus stops, and, we hope, delineated crosswalks with appropriate traffic controls as part of the State Highway Administration plan for a sidewalk/bikeway on the east side of Wisconsin. These are safety enhancements CCW and nearby communities need now.

It ignores real traffic issues on this stretch – first, vehicular access to Norwood Park, available only from Wisconsin Avenue, for the BCC preschoolers in the park plus the athletes and coaching staff – both adults and youths - involved in soccer, football, softball, baseball, and lacrosse on weekday afternoons. Secondly it ignores areas that are already effectively only two driving lanes since the southbound

curb lane of MD 355 between Somerset Terrace and Western Avenue is essentially a parking lane for delivery vehicles and vehicles dropping off patients to the medical buildings there (Pictures are also attached); and the curb lane is already a designated right turn lane between Willard and Western Avenue.

We believe restricting a curb lane to buses presents significant access and safety issues for our residents and guests. We expect more congestion in the remaining two lanes; difficulty in nosing into traffic to exit CCW; difficulty enforcing a bus-only lane; difficulty in cutting through traffic to make a left turn to northbound Wisconsin; and frustrated drivers seeking a shortcut through our neighborhood, especially in morning rush hour when our children are walking to Somerset Elementary school and students are being dropped off at Concord Hill school on Wisconsin.

The plan's Phase 2 proposes to use the median on the Green Mile for BRT. Mr. Cole said this was based on possible development of the Chevy Chase Club property, which is highly unlikely for the well-financed, century old club. Our community opposes use of the Green Mile's median and requests that this plan be removed from Phase 2.

An earlier version of the plan suggested that a one-lane reversible busway in the median would require an additional 9' of right of way, to come from private property. Why is this data not published in the latest version? This option must be detailed publicly for any affected residents.

Planning staff predictions look at the entire MD355 corridor. We believe that ridership will be considerably less than the 1440 predicted between Bradley and Friendship Heights, in light of the lack of connectivity between Montgomery County bus service and DC bus service. Current RideOn volume here is small, partly because of infrequent service and unsafe bus stops. An advantage of BRT is supposed to be quicker boarding and access, but this won't happen if travelers must transfer from Montgomery county buses to either the Red Line or DC buses. There is currently no plan to extend service from either jurisdiction to the other.

This points up the problem in developing a one-size-fits all proposal, wherein standards and goals that are fine for one segment may not be appropriate for another. The standards laid out by the consultant IDTP for BRT should be carefully applied so that our residential neighborhoods can share wherever possible in the benefits of BRT, can be protected from deleterious effects, and can have local mass transit alternatives, if endorsed by the community, developed simultaneously with BRT efforts.

To do this, communities along proposed BRT routes MUST be consulted and heard throughout the planning and implementation process. We – local residents – know some things that planners don't about traffic

patterns and needs.

Accordingly, we have the following suggestions for any BRT planning:

- any MD355 BRT first phase should go only to the Bethesda metro stop as its southernmost point.
- extension southward from Bethesda should be dependent on and developed in conjunction with extension of WMATA bus lines between DC and MD.
- dropoff issues between Somerset Terrace and Willard Avenue should be dealt with before designating a curb bus lane.
- local bus service between Bethesda and Friendship Heights should be improved to enhance eventual BRT use on this stretch.
- crosswalks and appropriate traffic controls must be instituted before designating a bus lane, to improve safe local bus and BRT access.
- if and when bus lines are extended between Maryland and DC, two stops between Bradley and Western should be part of any BRT plan, in accord with general practice of stops every half mile to mile.
- use of the median south of Bethesda/Bradley for BRT should be rejected.”

As a Chevy Chase West homeowner, parent, and taxpayer, I am opposed to the proposed Rapid Transit Buses (BRT) between Bradley Blvd. and Friendship Heights. As a long-time resident of Chevy Chase West, I am extremely concerned that the negative impacts of this segment of the public transit project have not been adequately studied and addressed by the Master Plan for the County. Specifically, I am extremely concerned about pedestrian and bicycle safety, safely exiting our neighborhood onto Wisconsin Avenue (in both directions, but especially making left hand turns northbound), safety issues created by queue jumping, etc. Our neighborhood was informed for the first time of the following disturbing issues at last night's meeting led by Larry Cole:

- the possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue
- the fact that drivers exiting CCW will no longer be able to use the gaps in the median to come to a rest when executing a left turn onto Wisconsin Avenue
- during morning and afternoon rush hour periods, Rapid Transit Buses (BRT) will be traveling adjacent to the CCW curb at a consistent 35 miles per hour at 2-3 minutes intervals to maximize ridership during those peak periods.
- Wisconsin Avenue and 355 will be narrowed to 4 lanes for regular vehicles (except in the City of Rockville which is its own municipality independent of Montgomery County and which has not agreed to give up two of its vehicle lanes).
- Larry Cole stated that no bike lane is included in the Master Plan for our area

BRT buses would get a special earlier green light ("queue jumping") at the intersection of Bradley and Wisconsin and move diagonally across the lanes of traffic to transition back and forth from median lanes (north of Bradley Blvd.) and curb lanes (south of Bradley).

The BRT proposal includes the construction of a boarding station in the median at Bradley Blvd.

The BRT project is an illogical waste of taxpayer dollars which could be better spent by improving our current Metrorail and Ride-On Bus systems. Please reconsider your plan.

Sincerely,
Julie Mannes

4814 Drummond Ave.
Chevy Chase, MD 20815

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MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Julie@mannes.com
Sent: Wednesday, May 29, 2013 11:29 PM
To: MCP-Chair
Subject: I am opposed to BRT in Chevy Chase West (MD-355 between Bradley Blvd. and Friendship Heights)

Dear Chair Carrier and members of the Planning Board:

I am a long-time resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to my local community that will not only receive no benefits from a BRT system, but will face more danger navigating in our own area. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic. It is hard enough already to turn onto Wisconsin Avenue from my neighborhood during rush hour without BRT buses speed down the curb lane.

It will remain more practical for my family members (husband and four kids) to walk to Metro and local schools than to rely on bus service, whether BRT or local. There is not even a BRT stop planned between Bradley Blvd. and Friendship Heights. I believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses along congested streets.

I truly believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children. This happens now during rush hour when traffic backs up between Bradley Blvd. and Friendship Heights and will only become worse with the addition of BRT along that stretch of roadway.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients (often disabled and/or elderly) at the medical buildings (5530 and 5454 Wisconsin). There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

There has been no thought given to where the BRT buses would turn around at Friendship Heights, which is already extremely congested.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions in CCW. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane in each direction.

Sincerely,

Julie Mannes
4814 Drummond Avenue
Chevy Chase, MD 20815

MCP-CTRACK

From: Joanna Acocella <jbacocella@yahoo.com>
Sent: Thursday, May 30, 2013 12:19 AM
To: MCP-Chair
Subject: BRT Commentary

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MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

The meeting with Larry Cole to discuss the impact of the BRT project on the Chevy Chase West green mile was eye opening -- frightening new facts emerged (like the fact that buses will travel at a steady clip of 35 mph down the curb lane every 2-3 minutes), and yet plenty of questions went unanswered (apparently because details aren't relevant at this point in the planning process).

I am not unconcerned about the growth in vehicular traffic in the area. But I am also not unconcerned about the impact of removing precious green space, eliminating the ability for drivers to safely enter/exit a residential neighborhood, and claiming private land. MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

I encourage you to spend a morning rush hour on this section of MD355/Wisconsin Avenue. To navigate the roads requires skill and patience. It is already a challenge for young and old drivers alike and our neighborhood lays claim to plenty of both. The grass median serves as a safety valve for cars looking to turn left in or out of our narrow streets. It also serves to keep traffic flowing on MD355 by acting as a turn lane. South of Willard Avenue, the rush hour already loses one lane of traffic as vehicles stop in the curb lane to allow patients to exit their cars and enter the numerous medical buildings. Neither of these realities appears to have made it into the planning process.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

I must admit to not fully understanding the interplay between the various planning boards, advisory committees and elected officials in determining the final outcome of this project. Forgive me if you are not the right person at the right time to address this. But after the expensive and outrageous debacle that is the Silver Spring transportation project, every one of our county officials and planners should be keenly aware of and held

accountable for transportation decisions of this magnitude in terms of both cost and safety.

Please stop the BRT experiment on the Green Mile.

Sincerely,

JB Acocella
Chevy Chase Boulevard
jbacocella@yahoo.com

MCP-CTRACK

From: Wendie Smith <wendiesmith@hotmail.com>
Sent: Thursday, May 30, 2013 6:31 AM
To: MCP-Chair
Subject: BRT

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Wendie Smith
4602 Norwood Drive
Chevy Chase, MD 20815

MCP-CTRACK

From: Bernadette Kiel <kielcrew@me.com>
Sent: Thursday, May 30, 2013 7:26 AM
To: MCP-Chair
Subject: BRT

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Good morning. I am a resident of downtown Bethesda and I **OPPOSE** the plan to change Wisconsin Ave. to include a bus lane in the middle.

The current landscaping provides a beautiful welcome to visitors to downtown Bethesda. Why would you change that to less green space and more hardscape? What happened to Bethesda Green???

Why are you making Rockville a more pedestrian/bike friendly town and Bethesda not? Give it and take it away, makes no sense. Downtown Bethesda is a residential community. Do you know that our children walk to elementary school and high school? Walking/biking to high school requires many kids to cross Wisconsin Avenue. Adding a bus lane will make it even more difficult than it is to cross the street. These same kids also leave for lunch every day, many of them walking into Woodmont Triangle to Chipotle to eat. Again, this requires crossing Wisconsin Ave. Is there safety not a concern?

What happens to parking on Wisc. Ave? We already have enough parking problems, why would you take away parking? This will greatly effect businesses along Wisc. Ave.

If you want to encourage people to use mass transit, give them a discount on Metro. It's runs the same direction of the bus lane.

You are making a bad choice to remove the media strip on Wisconsin Ave. I **OPPOSE** this change.

Bernadette Kiel
Resident, Downtown Bethesda

MCP-CTRACK

RECEIVED

From: Barbara Hoover <BarbaraRHoover@aol.com>
Sent: Thursday, May 30, 2013 7:27 AM
To: MCP-Chair
Subject: BRT

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I strongly oppose the plan but would support more metro stations to accommodate a larger population. The gaps between stations are simply to far.

Barbara Hoover
Chevy Chase, Md

Sent from my iPad

REGULATORY

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Edie Purdie <ediepurdie@hotmail.com>
Sent: Thursday, May 30, 2013 7:35 AM
To: MCP-Chair
Subject: BRT impact on Chevy Chase West and communities between Bethesda and Friendship Heights.

TO: MCP-Chairman@mncppc-mc.org

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic. Indeed the proposed removal of the median and its intermittent gaps will seriously impact drivers' ability to turn left from the neighborhood and north on MD 355.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Elizabeth Purdie

4808 Chevy Chase Blvd

Chevy Chase MD 20815

MCP-CTRACK

From: Lis Nielsen <lis.nielsen@verizon.net>
Sent: Thursday, May 30, 2013 7:43 AM
To: MCP-Chair; lis.nielsen@verizon.net
Subject: NO to plans for BRT on Wisconsin Ave

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

As a Bethesda resident, I am deeply concerned about plans to remove trees and narrow sidewalks along Wisconsin Ave for a new rapid transit bus lane. This will adversely impact the appealing character of downtown Bethesda and the corridor that extends to Friendship Heights. It will make the experience of pedestrians less pleasant, raising the temperature and potentially reducing traffic to businesses and restaurants along the street due to less shade. It will effectively turn Wisconsin into a highway cutting right through our community. We ALREADY have rapid transit from Rockville to Friendship Heights! The Metro serves this purpose well. What we need to assure a healthy future for our community and its residents is a more walkable and bikeable infrastructure.

Please do not alter our community in this way!

Respectfully,

Lis Nielsen

111 Lucas Lane

Bethesda 20814

301-718-1695

MCP-CTRACK

From: joshf@usual-suspects.org
Sent: Thursday, May 30, 2013 8:16 AM
To: MCP-Chair
Subject: Opposition of removal of median on Wisconsin/355

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am writing to register my opposition to the removal of the median strip on Wisconsin Ave / 355 for BRT purposes.

Thanks,
Josh Freedman
Bethesda

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RECEIVED
MAY 30 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Nancy Balz <Nancy.Balz@verizon.net>
Sent: Thursday, May 30, 2013 8:49 AM
To: MCP-Chair
Cc: councilmember.berliner@montgomerycountymd.gov Berliner;
councilmember.floreen@montgomerycountymd.gov;
Ike.Leggett@montgomerycountymd.gov
Subject: BRT bus only lanes on Wisconsin Ave, through Bethesda, etc.

I am opposed to the proposed bus only lanes, 2-3 minute intervals between buses, 35 mph speed limit for buses in the bus only lane, surrounding neighborhoods drivers not being able to use the gaps in the median to make left hand turns onto Wisconsin, special earlier green lights for buses, and five feet of land taken along Wisconsin Ave.

These are all points in a plan which has no accommodation for pedestrians who use Wisconsin, especially the five feet removal which will create a greater conflict between pedestrians and bicyclists. The situation along Old Georgetown Road is bad and now you would make that the model for Wisconsin. I oppose it.

Nancy Balz
7816 Glenbrook Road
Bethesda MD 20814
(301)654-8663

MCP-CTRACK

From: Judith Graef <graefwkd@aol.com>
Sent: Thursday, May 30, 2013 9:04 AM
To: MCP-Chair
Subject: BRT Wisconsin Avenue plan

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To Whom it May Concern

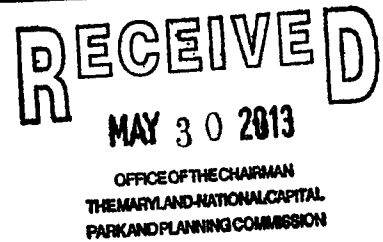
As a long time resident of downtown Bethesda I must register my disapproval of the BRT plan proposed for Wisconsin Avenue. pedestrian safety has been a constant issue in this area, a fact frequently highlighted by police. There is always heavy pedestrian traffic, especially during the school year. Introducing a special lane for rapid bus transport will add to the problem. In addition, this community has been making considerable concessions, over the years, to accommodate having close and convenient Metro subway service.

Judith L Graef
5201 Wilson Lane
Bethesda, MD 20814

Sent from my iPad

MCP-CTRACK

From: Keith Ernst <keith.ernst@gmail.com>
Sent: Thursday, May 30, 2013 9:14 AM
To: MCP-Chair
Cc: Elaine Akst
Subject: BRT plan comments



I am writing to express concerns about the portions of the proposed BRT plan that would affect Chevy Chase West and other communities located adjacent to Wisconsin Avenue, between Bradley Boulevard and Western Avenue.

I would like to ask that the concerns expressed by Elaine Akst at a May 16 public hearing on the event be treated as incorporated in this letter and incorporated into any summary of comments as if fully set forth in this email.

I would also like to add some additional perspective on some of the issues she raised at that event.

While I join Elaine in her general support for improved mass transit solutions for Montgomery County, I too am very concerned that the current plan for the BRT will have uniformly negative effects on my community. In fact, the current plan seems to isolate our community and make vehicular ingress and egress complicated, unpleasant, and potentially dangerous in addition to creating additional hazards for pedestrians, including the many children who live and play in our neighborhood and make use of neighborhood streets, which in many cases are the only paved service since sidewalks are not uniformly available.

As I understand the plan, no BRT stops would be provided South of Bradley Boulevard until the terminal stop, essentially skipping our community entirely. Even if a stop or two is included, it is unclear to me whether the fare structure would entice riders to use the bus despite the proposed frequency. At the same time, as Elaine points out, efforts to improve service on the local 34 line, which is a key resource for residents and those that work in the area, will likely be set back by the current plan.

In addition, the plan will result in restricted options for access to Wisconsin Avenue in both directions, a critical defect given that Wisconsin Avenue is the only entrance and exit route for our neighborhood. First, turning right (southbound) on Wisconsin Avenue will be much more difficult when three lanes of vehicular traffic are squeezed into two. Second, turning left (northbound) will be complicated if access to the median buffer curb cuts are restricted, as I understand is potentially the case. The likely solution to this problem is the installation of one or more traffic lights, further slowing traffic on Wisconsin Avenue, and of perhaps greater concern, funneling all traffic in the neighborhood (residents, service providers, school busses, etc.) onto one or two residential streets, unfairly burdening residents of those streets and all connecting lanes as well as the children and other pedestrians that use those same narrow roads now.

Finally, in terms of isolation and safety concerns, I believe that traffic will detour from Wisconsin Avenue into the neighborhood at peak hours. This is not mere conjecture. During a recent water main break at Wisconsin Avenue and Dorset Avenue, Southbound traffic backed up in response to a lane closure and I personally witnessed dozens of drivers (over a span of just several minutes that I was present) detouring into our neighborhood in search of quicker routes and then exiting back onto Wisconsin Avenue. These drivers were understandably unfamiliar with our streets, in a hurry to make progress on their trip, and, as a result, were

driving in generally unsafe ways. The changing traffic patterns anticipated in the plan, as I understand it, threaten to recreate these conditions on a daily basis.

On one other point, I would like to ask that the phase 2 plan portions that would result in alteration of the median and potential loss of curbside trees be reconsidered as Elaine suggests. The transition from Friendship Heights to Bethesda that is provided by the "green mile" is a valuable asset to the larger community, including Montgomery County as a whole. It signals to those entering out county that they are leaving Washington and entering a new place, where quality of life is emphasized. Loss or damage to this asset is more than aesthetic, it goes to the heart of what has made Bethesda an attractive place to work, develop, and live. This value is admittedly harder to quantify and easy to underweight in the face of calculations that must be made about transportation needs based on readily quantifiable estimates of traffic, but we neglect it at our own peril. Once lost, such assets are exceedingly difficult to rehabilitate or recover.

Thank you for considering my comments and for your continued public service.

Sincerely,

Keith Ernst
4711 De Russey Parkway
Chevy Chase, MD 20815

MCP-CTRACK

From: Lorraine Voles <lvoles@verizon.net>
Sent: Thursday, May 30, 2013 9:34 AM
To: MCP-Chair
Subject: Rapid Bus Transit -- Wisconsin Avenue Corridor

RECEIVED
MAY 30 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To whom it may concern:

I am concerned about the county's planning process for a Rapid Bus Transit on the Wisconsin Avenue corridor between Bradley Boulevard and Friendship Heights. I live on Drummond Avenue and during school hours the only egress from our street is Drummond to Wisconsin Ave. Turning left on Wisconsin is already a challenge and the open spot between north bound and south bound traffic is very important so one is not forced to wait for four to six lanes of traffic to clear.

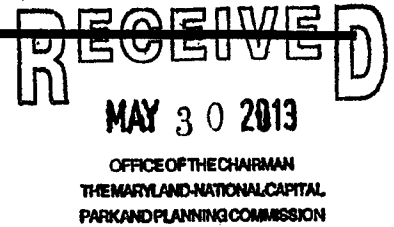
I am also concerned about the noise factor during rush hour, students from two elementary schools walking near these buses, the lack of bike lanes and the possibility of taking of people's private property.

I will be paying close attention to this issue as it moves forward as will my neighborhood association.

Thank you,
Lorraine A. Voles
4515 Drummond Avenue
Chevy Chase, MD

MCP-CTRACK

From: Robert Silverberg <rsilverberg@sbgdc.com>
Sent: Thursday, May 30, 2013 9:52 AM
To: MCP-Chair
Subject: Objections to BRT Plan



Set forth below are my comments on the Staff Study recommending BRT service between Friendship Heights and the Bethesda Metro stop. Whatever the benefits of BRT service north of the Bethesda Metro stop, there is no justification for extending the BRT to Friendship Heights for the reasons cited below:

There is simply no substantial justification for a third public transit corridor between Friendship Heights and Bethesda Metro stop.

The impacts resulting from the reduction in the capacity of Wisconsin Ave for cars and trucks south of Bradley Blvd. has not been studied or considered.

Morning and evening rush hour traffic will result in even longer backups than is now the case, thereby increasing pollution along Wisconsin Ave. directly impacting the Chevy Chase West (CCW) community.

High potential of cars to cut through CCW to avoid traffic along Wisconsin Ave. in rush hours.

In Phase 2, no left turns out of CCW would be permitted thereby requiring drivers to make difficult U-turns across the median while avoiding buses in order to go north on Wisconsin Ave. (New Orleans famous St. Charles Ave. trolley cars often strike cars turning into the median strip on St. Charles Ave. I know I lived in New Orleans).

There is no substantial evidence the BRT service will cause a reduction in traffic on lower Wisconsin Ave by diverting drivers to BRT riders. And why should it considering the availability of Metro and Ride-On bus service.

According to one study conducted by the National Cooperative Highway Research Program, Research Results Digest 362, drivers shifting to BRT will actually incur an increase in transit time, thereby throwing into question the theory that BRT transit times will be sufficiently fast as to encourage drivers to take the BRT in lieu of driving. Likewise, the Institute for Transportation and Development Policy notes that in the County that most residents can park their cars at home and near work, making it difficult for BRT to divert car owners to the BRT unless the congestion on Route 355 (brought on by the forced reduction in roadway capacity) is very significant.

This same study acknowledges that the loss of capacity for mixed flow traffic can cause a "significant increase in vehicle delay". Wishing this inconvenient fact away, as does the Staff Study, does not serve the Planning Board well. Further, this impact must be considered when performing the mandatory cost/benefit analysis.

Access to and from CCW is solely by Wisconsin Ave. There is no "back way" into the community. Clogging up Wisconsin Ave. will have a substantial negative impact on the community, the value of our homes, and ultimately a reduction in County real estate tax revenues based on lower home value appraisals. These very real costs must be included in any calculation of the costs of the BRT project.

(Looking at the issue from the perspective of the benefits to the CCW community, note that there would be no stops between Bradley Blvd. and Friendship Heights, meaning that although the BRT will back up traffic on Wisconsin Ave, (by the forced elimination of two Wisc. Ave. lanes) CCW residents will have to walk to several blocks in either direction to take advantage of the BRT should it be built. CCW gets all of the detriments and none of the (alleged) benefits of the BRT. How can the Planning Board so disadvantage a community of almost 500 homes.)

Any proposal that is predicated on intentionally increasing congestion on the roadway in order to induce drivers to switch to the BRT is an unacceptably bad public policy and an unwelcome form of social engineering. My tax dollars should be given equal weight to the taxpayers that may have a greater interest in taking public transit than I do. Purposefully increasing roadway congestion is not the answer. Where the District Govt. recently tried it on Wisconsin Ave. NW, south of Massachusetts Ave., delays and backups have been created where none existed before a lane was removed in each direction from the roadway—similar to the Plan for Wisconsin Ave. in the County. I for one avoid the worst of the congestion on Wisc. Ave in the District by going through neighborhood streets in NW Washington. Causing traffic to divert from thoroughfares to neighborhood streets is not good policy but is nonetheless the consequence of intentionally inducing traffic congestion. And where the backups of traffic now build, vehicular exhaust pollution is higher than before the DC Govt. undertook its Wisconsin Avenue project. It is reasonable to expect the same result in Maryland if 1/3 of the capacity of Wisconsin Ave is lost to the BRT system.

An independent study of the Institute for Transportation and Development Policy (ITDP) found that project peak hour, peak directional ridership on Route 355 is less than ¼ the minimum recommended by the FTA to support a BRT lane. Further ITDP forecast ridership is lower than actual ridership levels reached on BRT lines throughout the world.

The cost per new daily rider is extremely high (by your estimate of capital costs and passenger demand, \$12,500 per new daily rider) and thousands more than all but one of the 5 recently studied BRT systems. Mineta Transportation Institute, From Buses to BRT, Case Studies of Incremental BRT Projects in North America, Table 19. And this calculation assumes the staff's overly optimistic estimate of ridership.

The funding source for the BRT system has not been identified. Fares are only forecast to cover 33% of the O&M cost. Even this estimate is suspect since it is based on the Staff's over optimistic ridership forecast. Cost to build out the system is estimated between \$2.3 and 2.5 billion. The County is already a very high cost jurisdiction. How much more of a burden can the County impose on its taxpayers? Or how much debt is the County willing to take on in order to test its theory of BRT public benefits.

The Planning Board staff admits that many of the facilitation issues that must be addressed will only be considered once the Plan is approved by the Council and the County Executive. Yet the homeowners in Chevy Chase West and Somerset had many real world, practical questions about how the BRT lanes would impact their communities for which no answers were given other than that the questions will be studied sometime in the future. This struck many in the audience at the recent public meeting, myself included, as an example of inadequate planning. The Staff knew nothing of the characteristics of stop and go traffic on lower Wisconsin Ave., including, the use of the sidewalks and cross walks by school age children and the frequency of required curb lane drop offs in front of two large medical buildings, often by elderly individuals who take considerable time to come and go. Knowing these issues have not been adequately addressed by Staff should inform the Board's vote on the BRT Plan even if the study of these issues was intentionally (but incorrectly) left to a later time.

There are ready alternatives to BRT. First, of course, is Metro (the gold standard of mass transit systems) and its capacity to increase service by reducing headway and increasing the number of cars per train. The Staff assumed, incorrectly, that increasing Metro capacity was simply not possible. (And it bears repeating that this Metro service runs directly under Wisconsin Ave on which the BRT lanes would be installed, rendering BRT completely redundant). Second, Ride-On buses, which are currently very undersubscribed by substantial margins, could be increased in frequency to attract more riders. It is not clear the Staff properly considered either of these alternatives before advocating a full blown BRT system—a system that will simply parallel existing mass transit options along Wisconsin Ave.

And I end where I started. Given the considerable cost and dubious benefits, I again must question why the Planning Board believes that yet an additional mass transit alternative is advisable to run from the Bethesda Metro stop to Friendship Heights when there are so many negative impacts by taking the curb lane and perhaps later the median strip for the BRT system and when there are already in place two public transit options for those traveling the lower portion of Wisconsin Ave. in the County.

Very truly yours,

Robert P. Silverberg
4612 DeRussey Parkway
Chevy Chase, MD 20815

Robert P. Silverberg
Silverberg, Goldman & Bikoff, L.L.P.
1101 30th Street N.W.
Suite 120
Washington, D.C. 20007
rsilverberg@sgbdc.com
direct line 202-944-3304
fax 202-944-3306
mobile 301-922-8895

MCP-CTRACK

From: Lisa Krochmal <lisakrochmal01@hotmail.com>
Sent: Thursday, May 30, 2013 9:55 AM
To: MCP-Chair
Subject: BRT Plan for Wisconsin Avenue--DISSENT

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear County Planning Department

I am resident of Somerset off of Wisconsin Avenue and I would like to register our dissent to the BRT plan for Wisconsin Avenue.

With the Red Line metro available it is completely not useful nor safe to add fast bus service. Instead the county should be coordinating more to bring ridership to the metro.

Wisconsin is already congested and serves many neighborhoods on either side, which would be literally cut off by the BRT plan. In addition shouldn't the county be encouraging more of walkable neighborhood around Friendship Heights-adding the BRT would severely disrupt the businesses and already limited nature of the walkability of Friendship Heights.

We strongly disagree with the plans, which include eliminating the medians (which add to walkability), eliminating lanes and limiting turning.

The BRT service sounds dangerous considering the children coming to school at Somerset and completely contrary to encourage metro ridership, walking and biking. If anyone is going to take public transport down Wisconsin, they'll take the Metro,

PLEASE DO NOT CONTINUE WITH THIS PLAN.

Regards

Lisa Krochmal

Somerset Resident

MCP-CTRACK

From: Robert Silverberg <rsilverberg@sbgdc.com>
Sent: Thursday, May 30, 2013 10:07 AM
To: MCP-Chair
Subject: FW: Objections to BRT Plan

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Robert Silverberg
Sent: Thursday, May 30, 2013 9:53 AM
To: 'mcp-chairman@mncppc-mc.org'
Subject: Objections to BRT Plan

Set forth below are my comments on the Staff Study recommending BRT service between Friendship Heights and the Bethesda Metro stop. Whatever the benefits of BRT service north of the Bethesda Metro stop, there is no justification for extending the BRT to Friendship Heights for the reasons cited below:

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In Phase 2, no left turns out of CCW would be permitted thereby requiring drivers to make difficult U-turns across the median while avoiding buses in order to go north on Wisconsin Ave. (New Orleans famous St. Charles Ave. trolley cars often strike cars turning into the median strip on St. Charles Ave. I know I lived in New Orleans).

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This same study acknowledges that the loss of capacity for mixed flow traffic can cause a "significant increase in vehicle delay". Wishing this inconvenient fact away, as does the Staff Study, does not serve the Planning Board well. Further, this impact must be considered when performing the mandatory cost/benefit analysis.

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(Looking at the issue from the perspective of the benefits to the CCW community, note that there would be no stops between Bradley Blvd. and Friendship Heights, meaning that although the BRT will back up traffic on Wisconsin Ave, (by the forced elimination of two Wisc. Ave. lanes) CCW residents will have to walk to several blocks in either direction to take advantage of the BRT should it be built. CCW gets all of the detriments and none of the (alleged) benefits of the BRT. How can the Planning Board so disadvantage a community of almost 500 homes.)

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The funding source for the BRT system has not been identified. Fares are only forecast to cover 33% of the O&M cost. Even this estimate is suspect since it is based on the Staff's over optimistic ridership forecast. Cost to build out the system is estimated between \$2.3 and 2.5 billion. The County is already a very high cost jurisdiction. How much more of a burden can the County impose on its taxpayers? Or how much debt is the County willing to take on in order to test its theory of BRT public benefits.

The Planning Board staff admits that many of the facilitation issues that must be addressed will only be considered once the Plan is approved by the Council and the County Executive. Yet the homeowners in Chevy Chase West and Somerset had many real world, practical questions about how the BRT lanes would impact their communities for which no answers were given other than that the questions will be studied sometime in the future. This struck many in the audience at the recent public meeting, myself included, as an example of inadequate planning. The Staff knew nothing of the characteristics of stop and go traffic on lower Wisconsin Ave., including, the use of the sidewalks and cross walks by school age children and the frequency of required curb lane drop offs in front of two large medical buildings, often by elderly individuals who take considerable time to come and go. Knowing these issues have not been adequately addressed by Staff should inform the Board's vote on the BRT Plan even if the study of these issues was intentionally (but incorrectly) left to a later time.

There are ready alternatives to BRT. First, of course, is Metro (the gold standard of mass transit systems) and its capacity to increase service by reducing headway and increasing the number of cars per train. The Staff assumed, incorrectly, that increasing Metro capacity was simply not possible. (And it bears repeating that this Metro service runs directly under Wisconsin Ave on which the BRT lanes would be installed, rendering BRT completely redundant). Second, Ride-On buses, which are currently very undersubscribed by substantial margins, could be increased in frequency to attract more riders. It is not clear the Staff properly considered either of these alternatives before advocating a full blown BRT system—a system that will simply parallel existing mass transit options along Wisconsin Ave.

And I end where I started. Given the considerable cost and dubious benefits, I again must question why the Planning Board believes that yet an additional mass transit alternative is advisable to run from the Bethesda Metro stop to Friendship Heights when there are so many negative impacts by taking the curb lane and perhaps later the median strip for the BRT system and when there are already in place two public transit options for those traveling the lower portion of Wisconsin Ave. in the County.

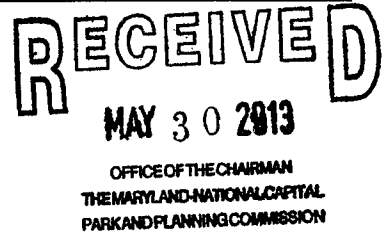
Very truly yours,

Robert P. Silverberg
4612 DeRussey Parkway
Chevy Chase, MD 20815

Robert P. Silverberg
Silverberg, Goldman & Bikoff, L.L.P.
1101 30th Street N.W.
Suite 120
Washington, D.C. 20007
rsilverberg@sbgdc.com
direct line 202-944-3304
fax 202-944-3306
mobile 301-922-8895

MCP-CTRACK

From: Terry Roberts <terryroberts3@gmail.com>
Sent: Thursday, May 30, 2013 10:20 AM
To: MCP-Chair
Subject: Proposed BRT on Wisconsin Ave-- Bad idea!!



Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights.

Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is **definitely not the place for a pilot project or experiment.**

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

I believe that BRT will greatly reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

I believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children-- or even for adults!

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

This plan does not adequately consider local conditions. **Please remove consideration of the median between Bradley and Western as part of this plan,** and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Please acknowledge receipt of this registered objection. I look forward to hearing back from you.

Sincerely,
Theresa Walsh Roberts
4818 Drummond Avenue
Chevy Chase MD 20815
301-657-1455

--
Terry Walsh Roberts
terryroberts3@gmail.com

RECEIVED
MAY 30 2013

From: Rivera, Angela <angela.rivera@urs.com>
Sent: Thursday, May 30, 2013 10:21 AM
To: MCP-Chair
Subject: RE: Please support greater investment in Rapid Transit and Public Transit in general

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hello –

I am a Montgomery County resident, bordering Takoma Park, and we would love to see a stronger commitment to improved public transportation infrastructure in the region, and particularly Rapid Transit. Having travelled and lived abroad, we find it mind boggling that our nation's capital and surrounding areas have such a difficult time relinquishing the automobile and committing to a denser, more integrally connected urban environment. Please support proposals for investment in our public transportation.

Thank you,

Angi Rivera, LEED AP (BD+C), Assoc. AIA, CDT
URS Corporation | Regional Sustainability Practice Leader
2020 K Street, NW | Suite 300 | Washington, DC 20006
tel: 202.772.0651 | mob: 202.213.5275 | angela.rivera@urs.com

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MCP-CTRACK

From: Laura DeBruce <ldb@debruceblackman.com>
Sent: Thursday, May 30, 2013 10:28 AM
To: MCP-Chair
Subject: Don't approve the BRT

RECEIVED
MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman and Council Members,

Please do not approve the BRT down Wisconsin Avenue. It is redundant, a waste of taxpayer dollars, and destroys the Green Mile. Plus, our community has no representation on your board. We will remember this vote come election time.

Sincerely,

Laura DeBruce
Hunt Avenue
Chevy Chase, MD

MCP-CTRACK

From: Maura Vanderzon <maurabv@verizon.net>
Sent: Thursday, May 30, 2013 10:28 AM
To: MCP-Chair
Cc: Jim Vanderzon
Subject: Wisconsin Avenue BRT

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Parks and Planning Chairman,

I would like to record my position as being **STRONGLY OPPOSED** to the Bus Rapid Transit plan for Wisconsin Avenue between Bethesda and Friendship Heights. There is a perfectly adequate Metrobus route as well as the Red Line subway along this corridor already, and this stretch of Wisconsin is heavily used by pedestrians, schoolchildren and cyclists, whose safety would all be compromised by this proposal. In fact, I believe the biggest impact on transportation in this area would be to install a dedicated bicycle lane, which would enable many of us who live in the area and drive along this route regularly to feel safer getting out of our cars and onto our bikes.

The BRT lanes are a **REALLY AWFUL** idea and I sincerely hope that the outcry against them will be so loud that this plan will be DOA very soon.

Thanks for allowing me to express my thoughts.

Maura Vanderzon
4902 Falstone Avenue
Chevy Chase, MD 20815
maurabv@verizon.net
301-951-7172

RECEIVED

MAY 30 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL PARKS
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Bryce Vermillion (CBRE, Inc) <v-brverm@microsoft.com>
Sent: Thursday, May 30, 2013 10:32 AM
To: MCP-Chair
Subject: OPPOSE!!!!!!!!!!!!!!!!!!!!!!!!!!!!

This is a terrible idea, let's just cut down all the tree in downtown! Then we can cause more pollution, add more smog to our great metro that is losing 20 -100 yr. old trees that protect our city from smog by the minute! All in the name of traffic! Not to mention the danger that will ensue for my sons walking to school (BCC) with buses whizzing up and down downtown.

Protect the environment for future generation!!!!!! More pavement is NOT the answer.

Bryce Vermillion | Project Manager, CBRE

v-brverm@microsoft.com | o 301.771.8165 | c 202.375.4289 | <http://refweb>

Real Estate & Facilities
Building Intelligent Solutions



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MCP-CTRACK

From: Marie Park <doublepark@verizon.net>
Sent: Thursday, May 30, 2013 10:36 AM
To: MCP-Chair
Subject: Comment opposing 355/Wisconsin BRT Corridor in its entirety
Attachments: Dear Planning Board.docx

RECEIVED

MAY 30 2013

**OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

Marie Park, Somerset ES and Westland MS parent
4806 Derussey Parkway, Chevy Chase

Dear Planning Board Members,

I oppose the inclusion of the entire 355/Wisconsin Corridor in the Master plan for BRT. I believe that BCC High School (located north of Bethesda metro) students will face increased risk of pedestrian accidents when walking to and from school and during their lunch break if BRT is implemented on this corridor. At the May 28, 2013 Meeting with Larry Cole at the Concord School, Mr. Cole displayed statistics in his Power Point presentation to suggest that cars cause more deaths and injuries than trucks and buses. His slide was misleading though because the numbers he cited were from the National Highway and Transportation Administration's examination of all injuries and deaths related to vehicle accidents (driver and passenger deaths and injuries were included) and not specific to pedestrian injuries.

My concern is the increased risk when you (1) introduce large buses that will be traveling in high frequency, 2-3 minutes during morning and afternoon rush hours, and (2) give those buses designated-lanes to travel, resulting in two different types of traffic flow on 355/Wisconsin Ave. Last September 2012, the Rio press noted that their new BRT system caused 4 pedestrian fatalities very soon after it was implemented—including the death of a 17 year-old high school student who was hit by the BRT bus as he walked to school. See <http://riotimesonline.com/brazil-news/rio-real-estate/brt-accidents-causing-concern-in-rio/>. The 355/Wisconsin Avenue Corridor is unique because more than 7500 students walk, are driven by parents, or ride schools buses on that corridor during morning and afternoon rush hours (see school list below). NHTSA has repeatedly explained the increased safety issues for student walkers. (See attached NHTSA report excerpts).

The 355/Wisconsin Ave. corridor includes Richard Montgomery High School (2200 students) and BCC High School (2400 students with renovation)—two of the largest public high

Marie Park, Somerset ES and Westland MS parent
4806 Derussey Parkway, Chevy Chase

schools in the MCPS system. At both schools, students have lunch off-campus and cross the road during a 40-minute lunch break. BCC High School students often jaywalk, finding breaks in the traffic flow in order to cross 355/Wisconsin Ave. Because BRT buses are better able to travel the posted speed limit and have traffic signal priority; they travel at a faster speed than regular congested traffic. Having these large buses traveling faster than the other 4 lanes of traffic makes crossing and jaywalking more dangerous. BRT traffic light signaling is also different than traditional light signaling, to which these high school students are accustomed. Queue jumping and signaling priority (sensors that give BRT buses a green light as they approach) will cause confusion and misjudgments by students when crossing the 6 lanes of traffic. Currently, more than 1800 students are enrolled at BCC High School. Sit at that intersection at 10:54-11:34 a.m. and try to imagine these 14-18 year-olds crossing when it reaches the projected enrollment of 2,400 students (the number when BRT would be implemented). A signaled crosswalk can't contain that capacity so students will continue to seek other ways to cross Wisconsin Ave. when buying lunch. This corridor should not be included in the Master Plan.

Schools on 355/Wisconsin Ave. BRT Corridor (7,617 Students)

Richard Montgomery HS: 2,200 students (9th -12th)
BCC High School renovation- capacity of 2,400 students (9th-12th)
Georgetown Prep: 480 students (9th-12th)
Stone Ridge: 660 students (pre K-12th)
Concord Hill: 100 students (preK- 3rd grade)
Bethesda Elementary School renovation- capacity 568 (K-5th)
BCC Cooperative Nursery School: 26 students (pre-K)
Oneness Family School: 140 students (pre-K- 8th grade)
Somerset Elementary School- 516 students (K-5th grade)
Holy Cross- 527 students (9th-12th)

(excerpt from NHTSA Review of Studies on Pedestrian and Bicyclist Safety, June 2012- see www.nhtsa.gov/staticfiles/nti/pdf/811614.pdf)

SPECIAL PEDESTRIAN TOPICS

Child Pedestrians

In 2009, 272 children 15 and younger were killed as pedestrians and another 15,000 were injured. In that same year, 19% of all children 5 to 9 who were killed in traffic crashes were pedestrians. Children 15 and younger accounted for 7% of the pedestrian fatalities in 2009 and 25% of all pedestrians injured in traffic crashes (NHTSA, 2010a). NHTSA data show that male children are significantly more likely to be killed and injured as pedestrians than females (NHTSA, 2011). Studies show that child pedestrians are most likely to be involved in crashes on residential streets in urban areas, particularly in the late afternoon or early evening (Kupferberg-Ben & Rice, 1994; Schieber & Vegega, 2002).

A study of pedestrian crashes of children younger than 11 in San Jose, California, reported that the most common behavior was the mid-block dart-out, which accounted for 30% of all crashes. Approximately 20% of crashes involved an ice cream truck and 25% occurred at intersections. Most crashes occurred on roads with speed limits of 25 mph or less and traffic laws or regulations were violated in 76% of all crashes. The young pedestrian was the violator 75% of the time (Aoki & Moore, 1996). Similar results were found in a study by Kupferberg-Ben and Rice (1994). They demonstrated that children under 5 were most likely to be hit when darting out from between parked cars and most crashes involving children less than 10 years old occurred on local streets (Kupferberg-Ben & Rice, 1994).

Studies show that child pedestrian fatality rates are strongly influenced by traffic volume. Year-to-year changes in United States child pedestrian fatality rates (fatalities per 100,000 population) between 1970 and 1988 were strongly correlated with changes in vehicle-miles traveled. While child pedestrian fatality rates decreased throughout the period, they decreased more when traffic volume dropped and decreased less when traffic volume rose (Roberts & Crombie, 1995). Similarly, studies show that children are 6 times more likely to be involved in crashes on streets with high traffic volumes³ compared to streets with low traffic volumes. Moreover, children were almost 4 times as likely to be involved in crashes when crossing high-speed roads (over 50 km/hour or 31 mph) than low-speed roads (Roberts et al., 1995). Similarly, a study by Kupferberg-Ben and Rice (1994) reported that most crashes occurred within higher density residential areas and significantly more crashes occurred during the summer months (June to September) than any other month of the year. Crash rates were highest in the afternoon during after-school hours (3 p.m. to 7 p.m.) and additional peaks were observed around 8 a.m. and noon to 1 p.m. More crashes occurred on weekdays than weekend days (Kupferberg-Ben & Rice 1994).

³ High volume is defined as areas with more than 1,000 vehicles per hour

Crash-Typing Children

Patterns of exposure to traffic for urban children show that most pedestrian injuries occur while the child is at play or walking to a specific destination (Posner, Liao, Winston, Cnaan, Shaw, &

Marie Park, Somerset ES and Westland MS parent
4806 Derussey Parkway, Chevy Chase

Durbin, 2002). Posner et al. (2002) identified the pre-crash events and the child's usual pattern of street play and pedestrian activities. Results show that 71% of the injured children were walking to a specific destination right before the crash. Even though walking to or from school accounted for 81% of street crossings, only 22% of those injured while walking to a destination were walking to or from school. The other destinations included walking home from a destination other than school, which accounted for 26% of crashes. Another 13% were hit while walking to the store, 12% were hit while walking to a neighbor's house, 2% were walking to a playground, and 18% were walking to some other destination. Some 29% of injured child pedestrians were playing right before the crashes and 28% of those were intentionally using the street for play. The injured children were mostly male with a mean age of 8.7 years, and most injuries were minor.

Child Pedestrians – Decision Making

Studies argue that children lack the experience and cognitive ability to make accurate judgments on various aspects of traffic safety, such as judging the speed of oncoming vehicles and assessing whether it is safe to cross (Muttart, 1995). Foot et al., (1999) revealed that as children age, they become more proficient in recognizing safety-relevant features in traffic scenarios. Child pedestrians are at heightened risk in traffic because they are not able to distinguish the sound and visual stimuli that are important to their safety (Foot, Tolmie, Thomson, McLaren, & Whelan, 1999). Other studies show that children under age 6 may not understand the causal sequences that may result in a crash. A study by Thornton et al., 1999, comparing comprehension of drivers and passenger behavior by children at different ages, demonstrated that children 5 and younger were not able to understand the behaviors of drivers and passengers that may lead to a crash, whereas 15-year-olds were much more likely to identify both driver and pedestrian behaviors that might lead to a crash (Thornton, Pearson, Andree, & Rodgers, 1999).

Studies further show that children make their decisions based on the distance of the vehicle without considering the vehicle's speed. Younger children (5 to 9 years old) were especially unable to make safe decisions regarding vehicle approach speeds above 37 mph (Connelly, Conagle, Parsonson, & Isler, 1998).

C. Pedestrian Characteristics and Behavior

In addition to walking speed, pedestrians can be differentiated by spatial needs, mobility issues and cognitive abilities. It is crucial to understand the characteristics of the range of pedestrians that may be accessing transit to help develop the safest possible system.

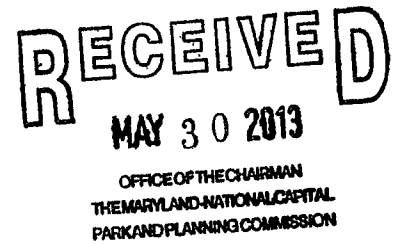
The table below summarizes some important pedestrian characteristics to consider when making pedestrian safety improvements near transit.

| Pedestrian Group | Characteristics & Behaviors |
|-------------------------|---|
| Child Pedestrians | <ul style="list-style-type: none">• May have difficulty choosing where and deciding when it is safe to cross the street.• May have difficulty seeing (and being seen by) drivers of all types of vehicles, including buses because of less peripheral vision and shorter stature than adults.• May have difficulty judging the speed of approaching vehicles.• May need more time to cross a street than adults. |

(From NHTSA Pedestrian Safety Guides for Transit Agencies, Chapter 4)

MCP-CTRACK

From: Ellen Globokar <eglobokar@gmail.com>
Sent: Thursday, May 30, 2013 10:45 AM
To: councilmember.andrews@montgomerycountymd.gov;
councilmember.berliner@montgomerycountymd.gov;
councilmember.elrich@montgomerycountymd.gov;
councilmember.ervin@montgomerycountymd.gov;
councilmember.floreen@montgomerycountymd.gov;
councilmember.rice@montgomerycountymd.gov;
councilmember.riemer@montgomerycountymd.gov;
councilmember.leventhal@montgomerycountymd.gov;
councilmember.navarro@montgomerycountymd.gov;
county.council@montgomerycountymd.gov
Cc: MCP-Chair
Subject: Construction of BRT Lanes on Wisconsin



Dear Councilmembers,

I am writing to strongly appose the construction of BRT Lanes along Wisconsin Ave., particularly between Bradley Blvd. and Friendship Heights. I live in the town of Somerset and we have many people who walk to Friendship Heights and cross Wisconsin to go to three pre-schools at the circle at Connecticut. Many children cross Wisconsin to attend Somerset Elementary and Concord Hill. Every day, I watch near misses. I can't imagine what will happen when busses are allowed to go speeding down Wisconsin unimpaired by traffic. It is already difficult for those of us on the West side of Wisconsin to get out of our neighborhoods but if this plan goes through West Chevy Chase will not be able to go north when they turn onto Wisconsin.

Over the past few years, traffic on Dorset Ave has more than doubled due to the heavy traffic on Wisconsin. Because traffic backs up a few blocks south of the medical buildings on Wisconsin, people choose to cut through our town to save a few minutes creating traffic jams on a street than was laid out in 1906 and cannot handle the traffic. Eliminating the lane along the sidewalk will only create more traffic for our town as well as create a hardship for those who need to be dropped off at the medical building.

Finally, I do not understand the rationale that allows development without taking into consideration how these people will travel to their workplace. The other night at a public meeting on this issue, I heard the presenter say, "Wait til White Flint is built. Then you are really going to see traffic." White Flint did not magically appear. It was approved with no thought apparently on the impact of those neighborhoods south of the development. And now we are paying the price. All along we were told that people will ride the metro but apparently that isn't the case because a group of folks now want to duplicate that very same route above ground.

The Green Mile and the neighborhoods that surround it are unique. It is not Rockville Pike, Georgia Ave, or Old Georgetown Road. We do not want or need your BRT lanes so save your money and put it into improving the RED Line.

I and my neighbors have also been very disappointed in the lack of outreach and notification. Were it not for a few people who found out about this proposal recently, none of us would have known. You are elected, as apposed to the planning board so I do think you have a responsibility to inform and educate. I also urge you to not wait until the plan is completed but to stop it immediately.

I look forward to your response.

Sincerely,
Ellen Globokar
4919 Dorset Ave
Chevy Chase, MD
20815



Prof. Harold McDougall
Supplemental BRT Testimony
Montgomery County Planning Board
Countywide Transit Corridors Functional Master Plan
June 5, 2013

I am Harold McDougall, and I am a concerned citizen of the Norwood/Four Corners Neighborhood, and a property owner on one of the affected routes, US 29. I am a law professor at Howard University; my field of expertise is land use planning and development, I was a candidate for the chairmanship of the Planning Board in the early 1990s, nominated by then County Councilman Ike Leggett. I withdrew from consideration in favor of Art Holmes, who had been in the County longer than I and who had the backing of the county branch of the NAACP. I have taught in this area for thirty years, and been a resident of the County now for twenty. Many members of the County Government know me, and my reputation for community engagement and civic responsibility. I do not address you in this matter lightly.

I address you in opposition to the Bus Rapid Transit, or BRT proposal.

First, I would like to emphasize the dangers to pedestrian safety issues of BRT on US 29. These issues occur primarily at intersections. Over many years, the SHA has resisted the creation of safe pedestrian crossings on US 29. In Four Corners for example, a densely populated tea, which also has 3000+ students at Blair, there are signaled crossings only at University Blvd, Southwood, and Franklin Avenue, each at least a half mile from one another. The BRT would increase pedestrian wait time at these intersections, spurring jaywalking, particularly among the youngsters.

Four Corners is already number one for pedestrian accidents in Montgomery County. Moreover, three more among the County's top ten most dangerous intersections are along US 29, and two are along University.

<http://washingtonexaminer.com/washington-area-intersections-rack-up-collisions/article/2530927>

There have been a very high number of bicyclist and pedestrians injuries at BRT corridors in San Jose (2011), and the statistics showed higher incidence of pedestrian injuries among Latinos/other minorities as well as children. (See PDF attached)

Second, I would like to emphasize the possibility of disproportionate impact on minorities and immigrants and likelihood that their commuting needs would not be served by BRT. The residents along US 29 and in the immediate environs are disproportionately minorities and immigrants. While large numbers of this demographic ride the busses now, a rapid transit bus would not serve their needs. They do not live concentrated at the proposed BRT stops but all along the route. They would have to take a slow "local" bus to get to a BRT station. Would they then bother to change, to gain a few minutes in ride time? A better solution would be to increase bus trips along existing routes. (Note also that of the 46 bus routes allegedly coursing along US 29, a significant

number do not travel more than a block or two, before turning in Fenton (F2/F4, heading for PG County, as well as Ride Ons to Takoma Park and Hillandale).

Where minorities and immigrants own property that could be affected by BRT, they are disproportionately located at or near US 29.

Third, I would like to emphasize an issue which combines these two, that is the pedestrian safety threats to Blair High school students, who are majority-minority. Any road widening would create unacceptable degradations to an already extremely dangerous pedestrian crossing.

To the extent BRT buses move at faster speed than the vehicles in other lanes, the risks for pedestrians who are crossing US 29 increase because they must maneuver between two different traffic flows (fast and slow) rather than consistent speeds of traffic in all lanes. This increased risk has resulted in 4 pedestrian deaths (including a 17 year old student near his high school) just this past September in Rio where BRT was implemented in anticipation of the 2016 Olympics. See <http://riotimesonline.com/brazil-news/rio-real-estate/brt-accidents-causing-concern-in-rio/>.

The BRT buses have special sensors that alert a traffic signal that it is approaching; as a result, it gives these buses what is called "a longer green" so that multiple BRT buses can get through the light at one time. This will cause a delay for school buses who are trying to cross or merge onto US 29, especially if school buses are restricted to fewer lanes as they approach Montgomery Blair.

Four Corners was identified as hotbed for pedestrian collision in the county, according to a release from county government. Since then, county government partnered with Blair students to create a pedestrian safety campaign with the theme, "Hey You, I'm Looking at You!"

<http://silverspring.patch.com/articles/montgomery-blair-students-eyes-help-silverspring-pedestrian-safety-push#photo-first>

Finally, I question the need for an expensive BRT system when enhancement of existing services (and restoration of some of those taken away) would suffice. Why not consider a private sector approach to the transportation issues of Upcounty and Howard County residents? There is already a Dillon's Bus Service running to the Metro, paid entirely by user fees. These busses could run along the under-utilized ICC and terminus at the Shady Grove and Glenmont Metro stations, with little or no disruption to surrounding communities and no hit to county taxpayers. Downcounty residents have no need of this system, which would not stop in their neighborhoods in any event. What we need in the Downcounty area is an improved and rehabilitated Ride-On bus system.

Please vote no on this ill-conceived, financially and socially reckless bus system.

2011 San Jose & Alum Rock Bus Rapid Transit (BRT) Corridor Cyclist & Pedestrian Injury Analysis

Chris Lepe

CLepe@TransFormCA.org

www.TransFormCA.org

www.Facebook.com/TransFormCA

TRANSFORM



WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

Definition of a complete street



Source: VTA

- “A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility” (Caltrans).

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf



US DOT Policy Statement on Bicycle & Pedestrian Accommodation

- “The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems... transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes” . <http://www.dot.gov/affairs/2010/bicycle-ped.html>



Caltrans (CA DOT) Complete Streets Policy - DD-64-R1

- “The CA DOT provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”.

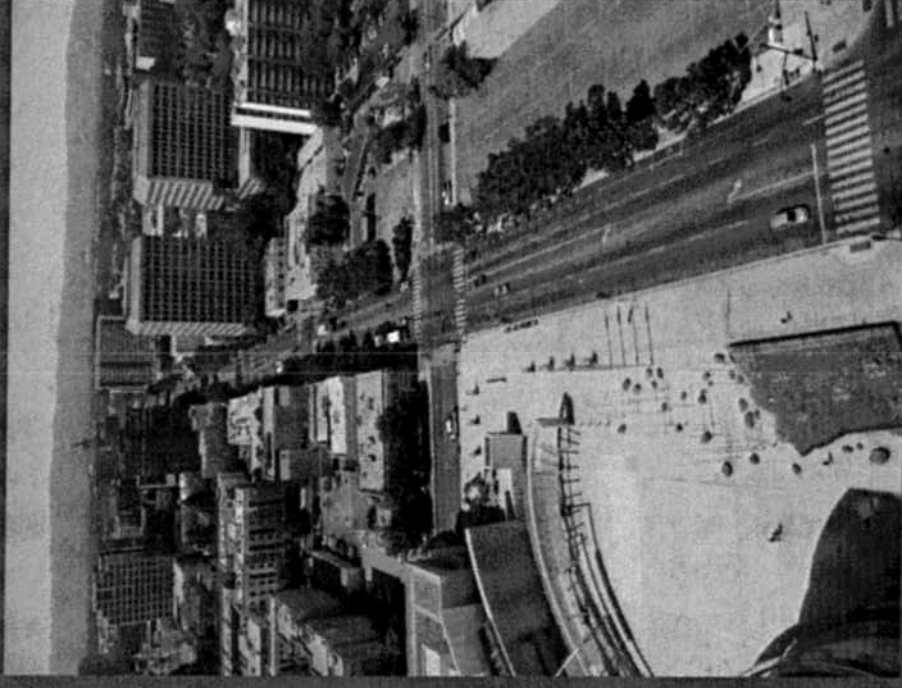
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf



City of San Jose Envision 2040

Transportation Policies

- Focus on multimodal accessibility with less reliance on driving to meet basic needs
- Circulation policies that increase bike, pedestrian, and transit travel, while reducing motor vehicle trips
- “Promote San Jose as a walking- and bicycling-first city”



Alum Rock Corridor Support for Multimodalism

- 80% of Alum Rock corridor merchants support bicycle and pedestrian safety improvements. Merchants' highest priorities for bicycle and pedestrian safety are street lighting, crosswalks, and bike routes (TransForm 2010 survey).
- The vast majority of residents in the Mayfair neighborhood would like safer streets for pedestrians and bicyclists. 80% said they would walk or bike more frequently if improvements were made (TransForm 2005 survey).



Reality – We’ve got some work to do

- San Jose was ranked the 26th most dangerous metro area for pedestrians in the nation*

- San Jose metro area had the 6th highest percentage of traffic deaths that were pedestrian in 2007-2008*
- High % of pedestrian deaths versus the low % of people walking to work

Table 2. Metro areas with the highest share of pedestrian fatalities (over 1 million residents)

| | Metropolitan Area | Number of Pedestrian Fatalities (2007) | Number of Pedestrian Fatalities (2008) | Percent of Workers Walking to Work (2000) | Traffic Deaths that Were Pedestrian |
|---|--|--|--|---|-------------------------------------|
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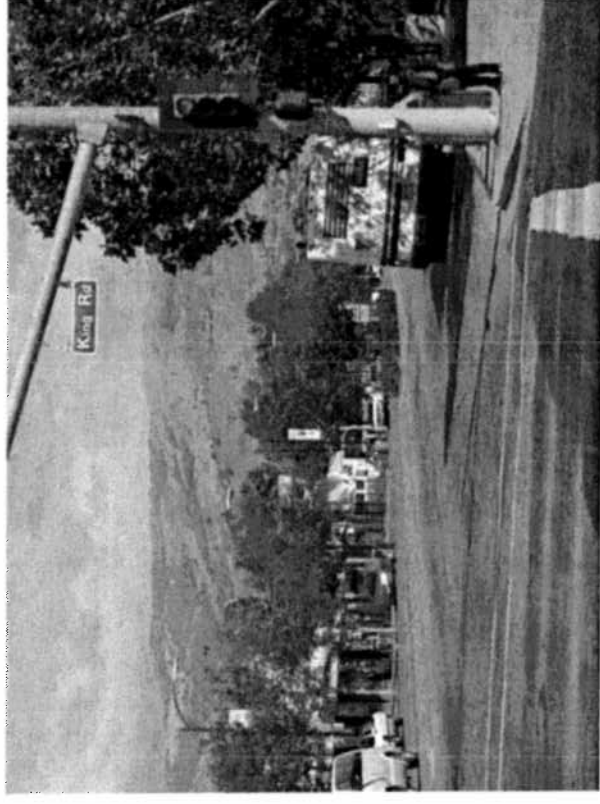


Findings:

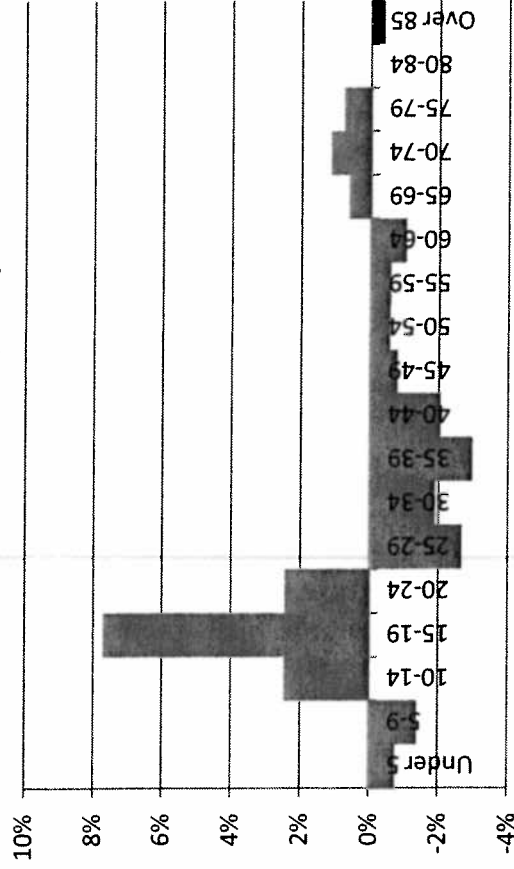
- 1,654 pedestrians and 1,522 bicyclists were injured in San Jose over five years ('05-'09); that's over 50 injuries per month
- 5% of San Jose pedestrian injuries and 4% of cyclist injuries took place on the Alum Rock corridor (Santa Clara St, Alum Rock Ave, Capitol)
- 9% of San Jose pedestrian injuries occurred within walking distance (<1/4 mi) of the corridor and 22% occurred within biking distance (<1mi).

Youth are Disproportionately Injured

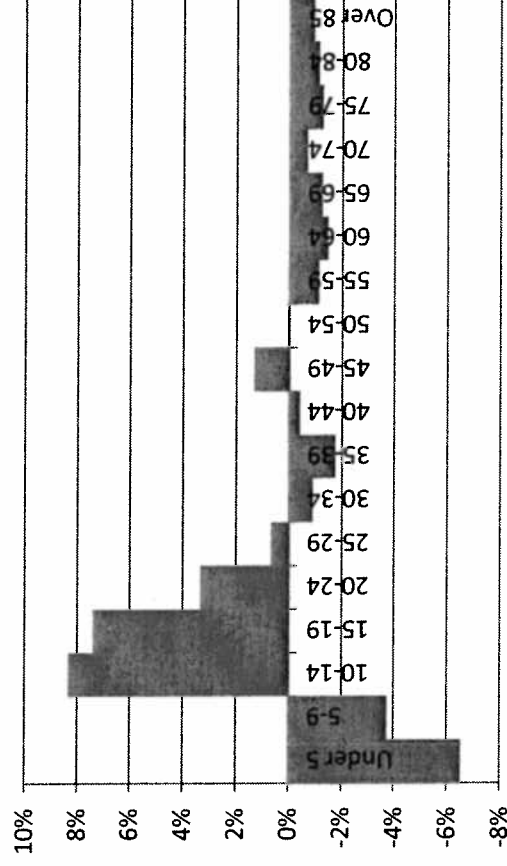
- Youth, ages 10-19, make up 23% of pedestrian injuries and 29% of bicyclist injuries citywide—as compared to making up 13% of the City’s population.



Difference in Pedestrian Injuries by Age Compared to City Population



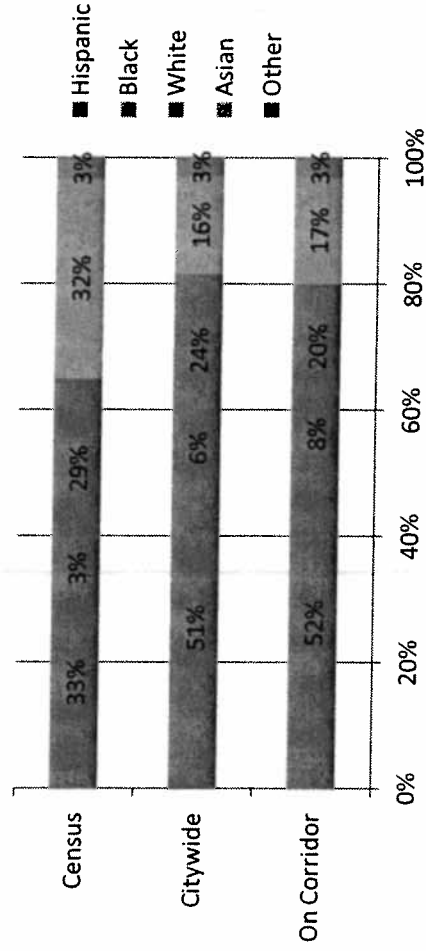
Difference in Bicyclist Injuries by Age Compared to City Population



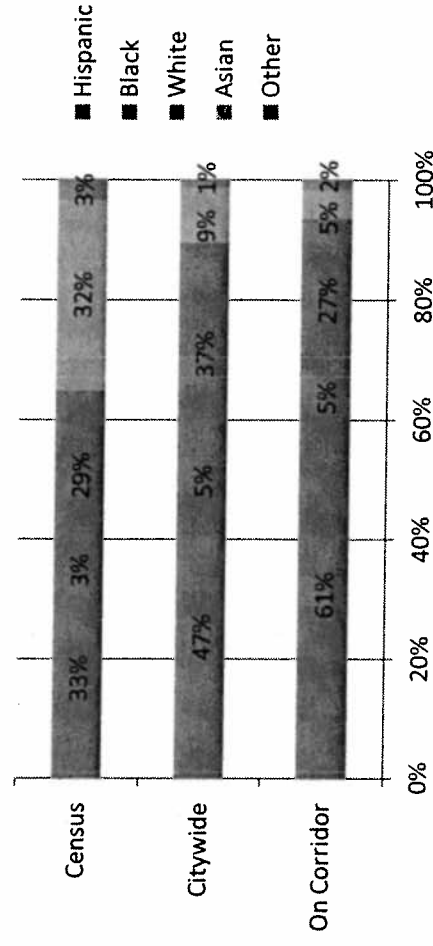
Racial/Ethnic Composition of Injuries

- Latino's make up roughly half of pedestrian and cyclist injuries citywide, but only 33% of the City's population
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- Whites make up 37% of cyclist injuries

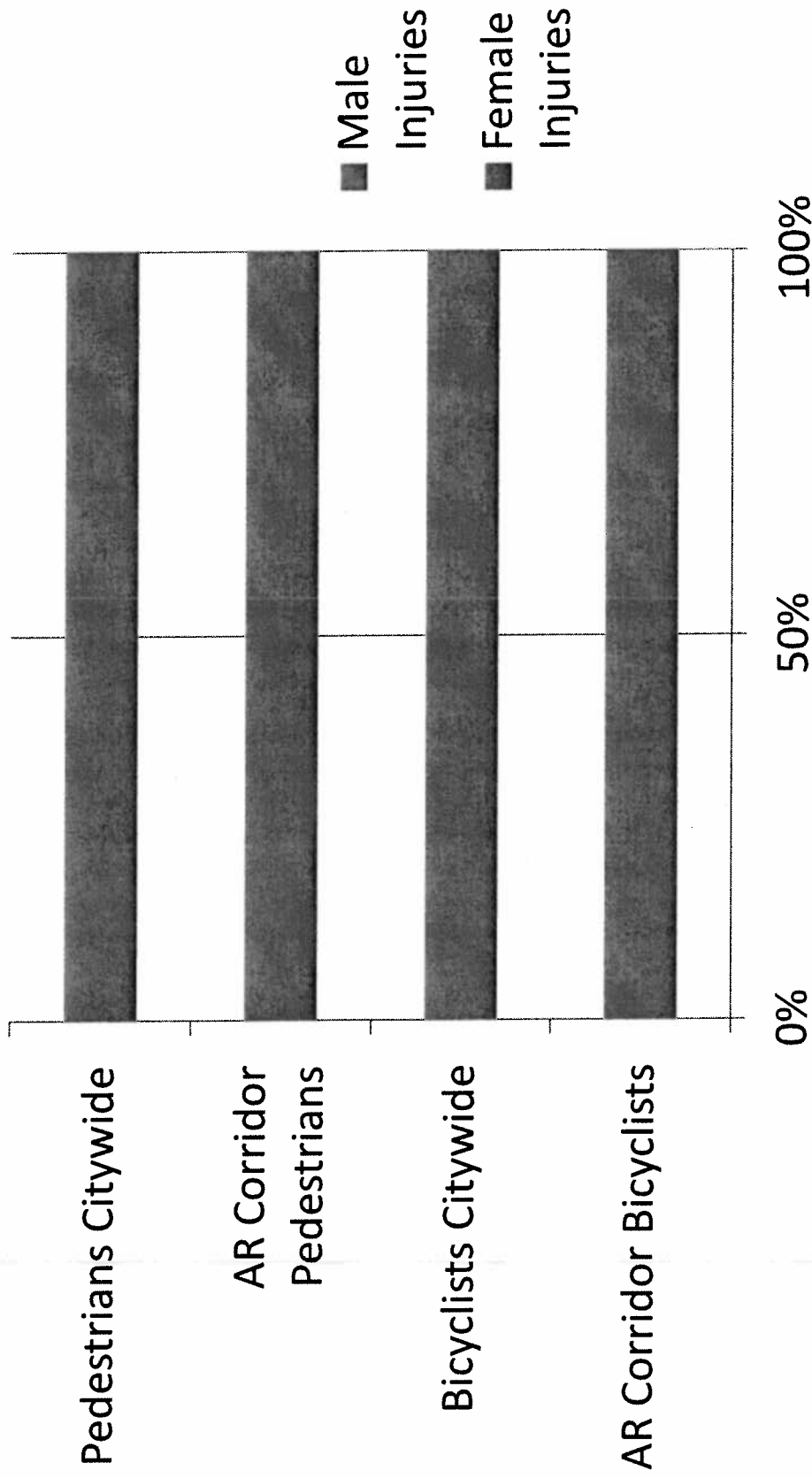
Pedestrians Injured By Race



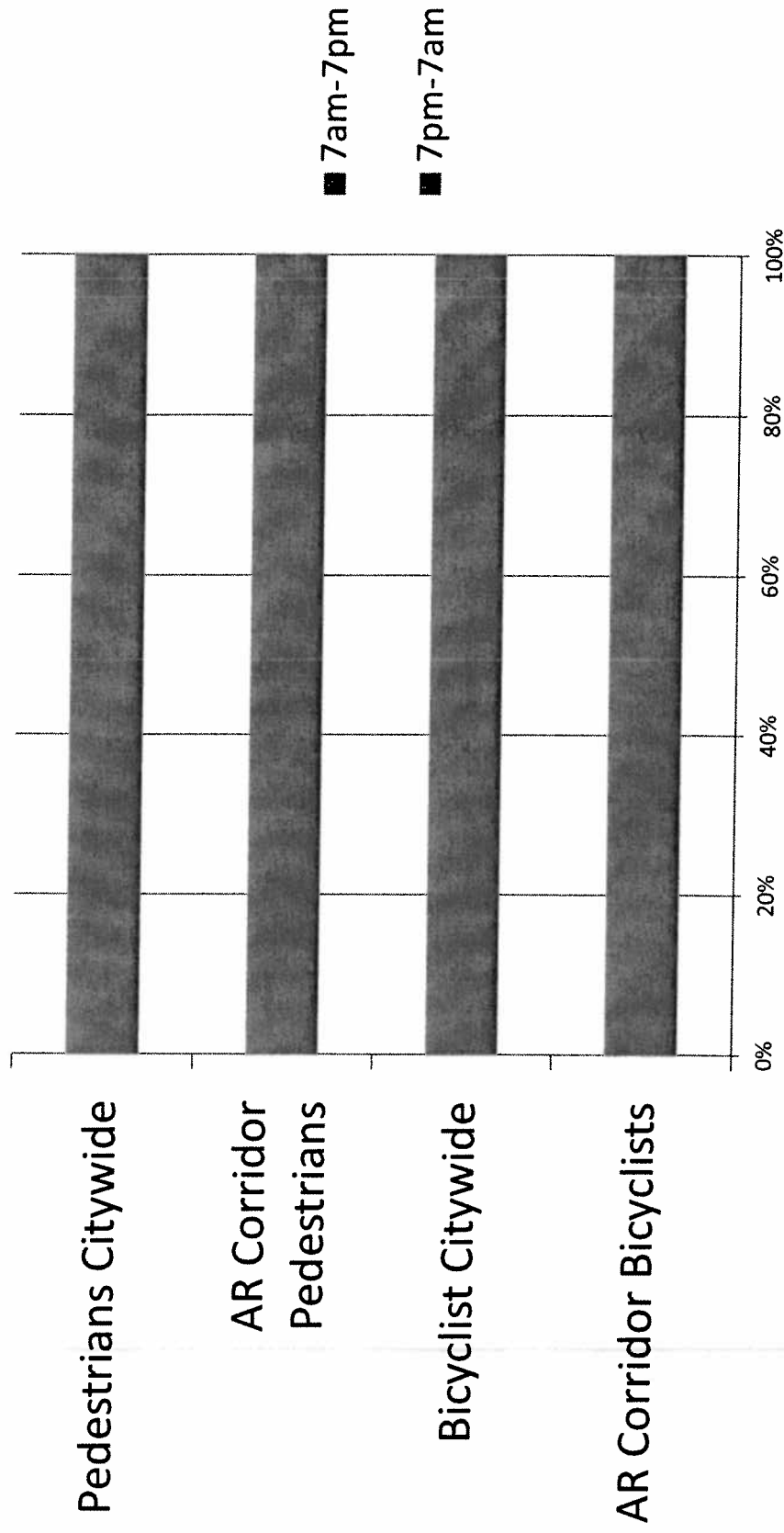
Bicyclists Injured By Race

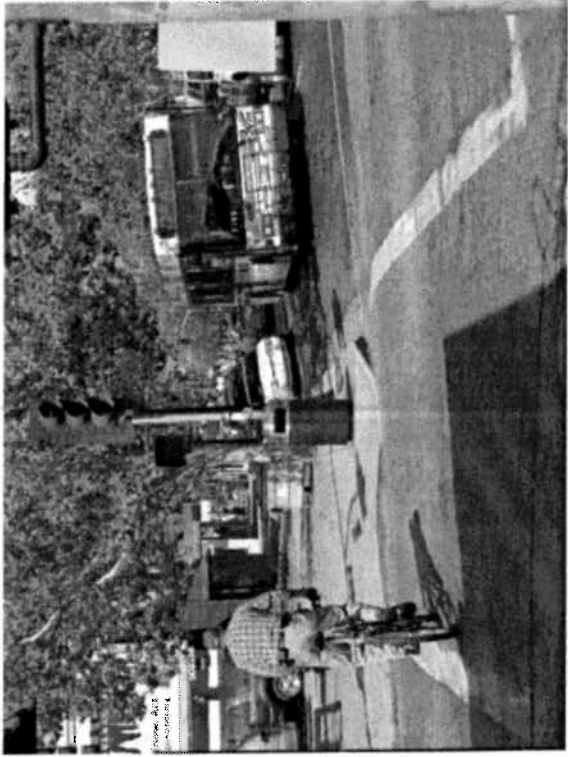


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Most Injuries Tend to Occur During Daylight Hours, but Less so for Pedestrians than Cyclists

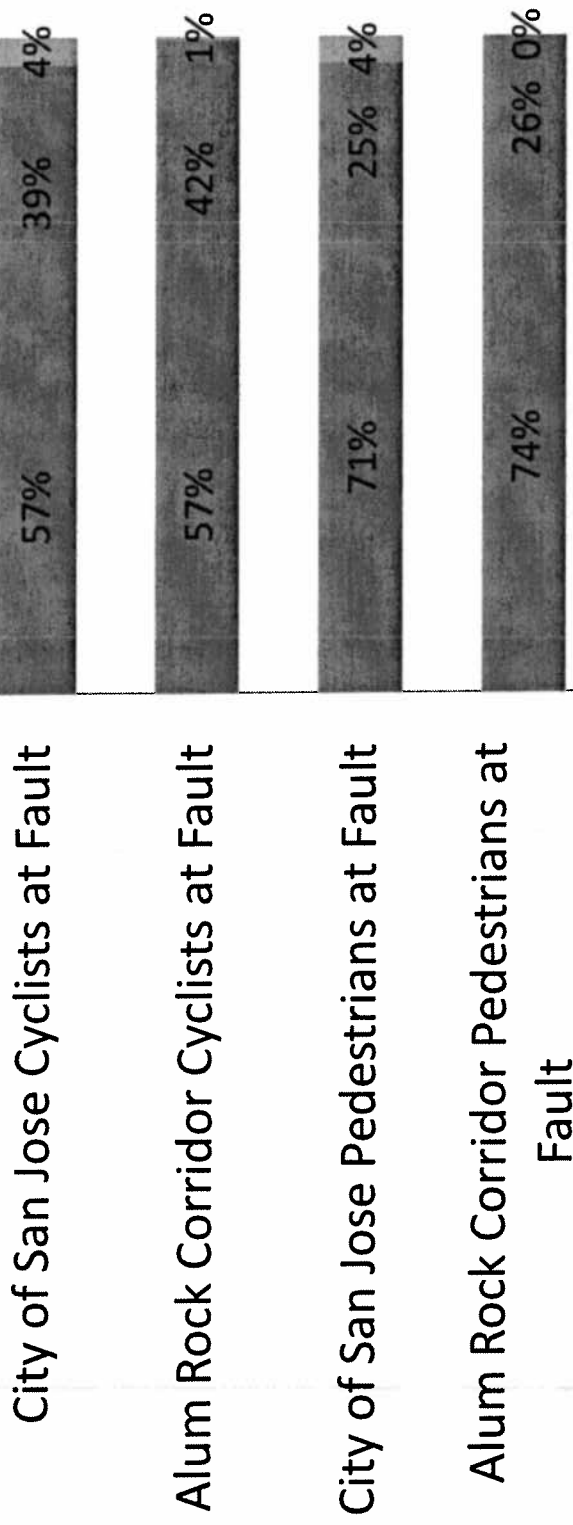




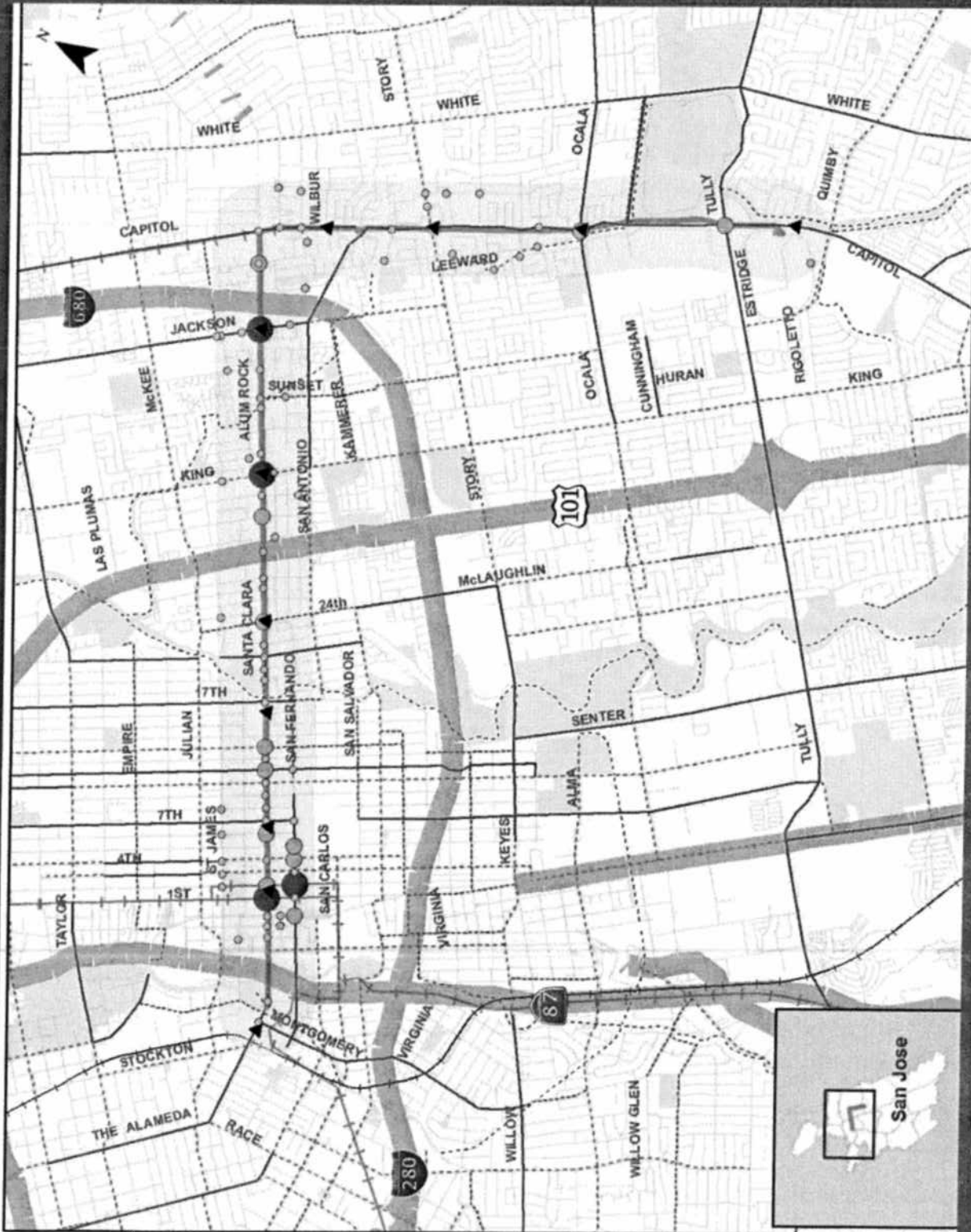
Cyclists are more likely to be considered “at fault” in injuries than pedestrians

Party at Fault

■ no ■ yes ■ n/a



Alum Rock Corridor Pedestrian Injuries, 2005-2009

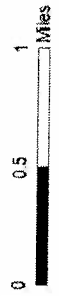


Legend

Pedestrian Injuries

- 1-2
- 3-4
- 5-6
- 7-8

- Existing Bikeways
- - - Proposed Bikeway Class3
- - - Proposed Bikeway Class2
- - - Proposed Bikeway Class1
- VTA Light Rail
- ▲ BRT Station
- Alum Rock BRT Route
- Quarter Mile Buffer
- Parks
- Caltrain Alignment



Date: June 13th, 2011
 Prepared By: Diana Pancholi, Transform
 Source: City of San Jose, SJSU
 SWITRS, and County of Santa Clara,

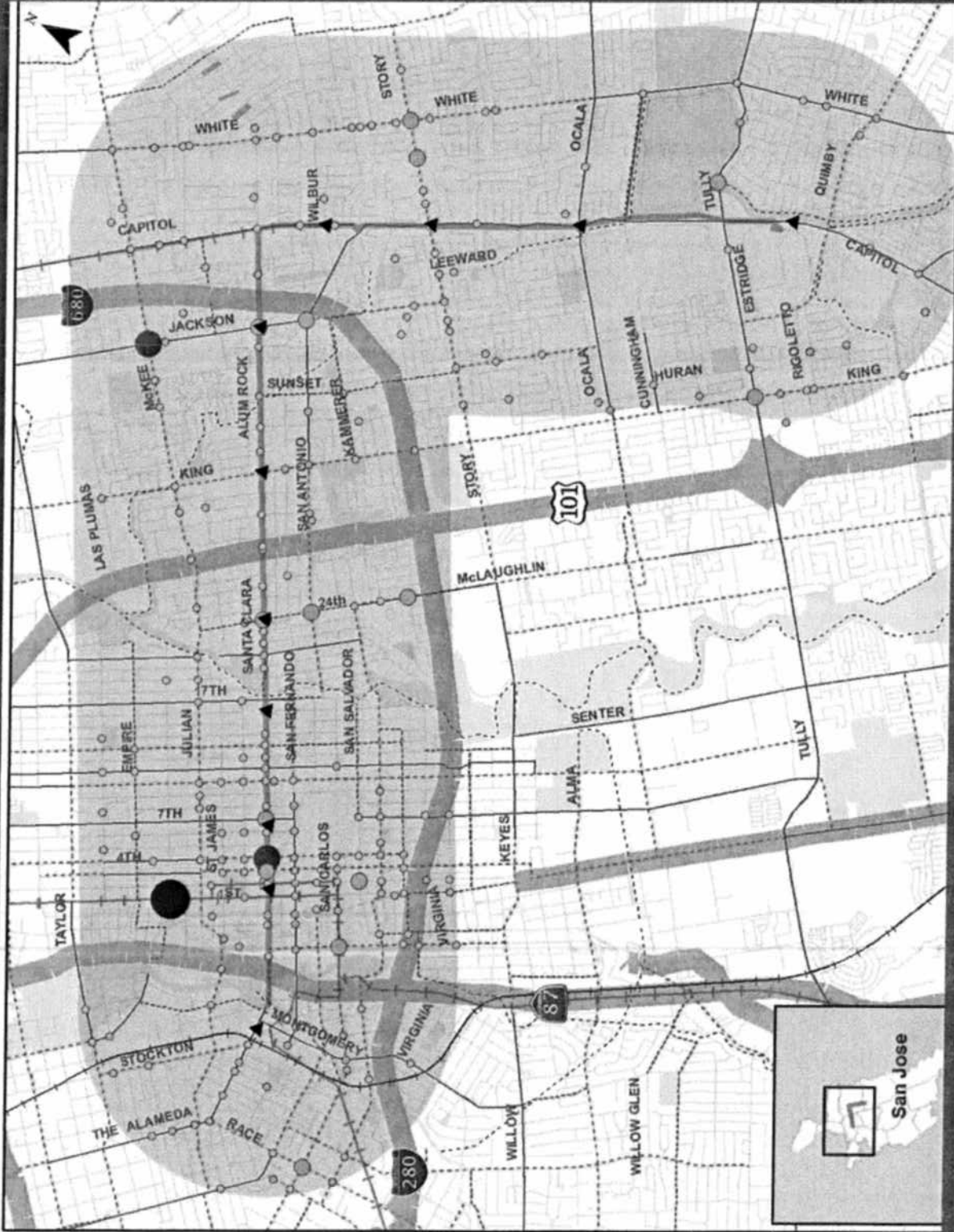


Top Intersections for Pedestrian Injuries within a ¼ Mile of the Corridor

| | Intersections with most pedestrian collisions | Number of collisions |
|----|--|----------------------|
| 1 | Jackson Av & Alum Rock Ave | 6 |
| 2 | King Rd & Alum Rock Ave | 6 |
| 3 | 1st St & Santa Clara St | 5 |
| 4 | 2nd St & San Fernando St | 5 |
| 5 | Alexander Ave/Murfield Dr & Alum Rock Ave | 5 |
| 6 | 13th St & Santa Clara St | 4 |
| 7 | 2nd St & Santa Clara St | 4 |
| 8 | 24th St & Santa Clara St | 3 |
| 9 | Ocala Av & Capitol Ex | 3 |
| 10 | Santa Clara St and 6th, 11th, and 13th St; Alum Rock Ave and 33rd St; Tully Rd and Capitol Ex; San Fernando Ave and Market, 4th, and 5th St | 3 each |

- The top two injury locations within walking distance of the corridor are at King and Jackson Ave on Alum Rock Ave, both of which are wide intersections with significant automobile and pedestrian traffic and little pedestrian infrastructure

Alum Rock Corridor Bicyclist Injuries, 2005-2009



Legend

Bicyclist Injuries

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

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- - - Proposed Bikeway Class 2
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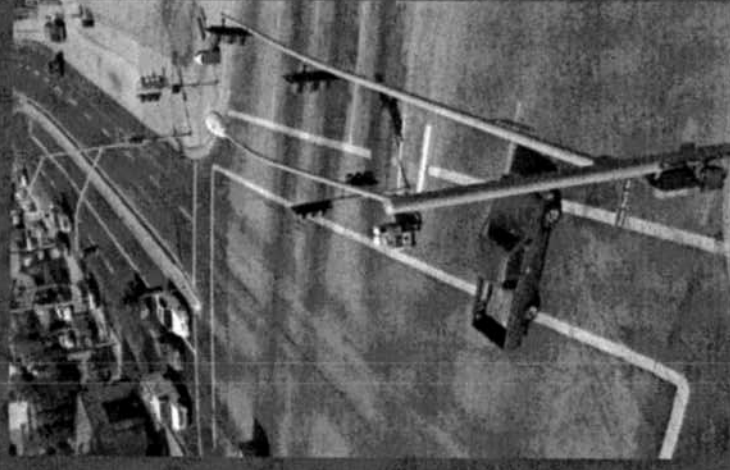
TRANSFORM

Top Intersections for Cyclist Injuries within one Mile of the Corridor

| | Intersections with most collisions | Number of injuries |
|---|--|--------------------|
| 1 | 1st St & Rayland Park | 7 |
| 2 | 4th St & Santa Clara St | 6 |
| 3 | McKee Rd & Jackson Av | 5 |
| 4 | 3rd St & Santa Clara St | 4 |
| 5 | Jackson Ave & Alum Rock Ave | 4 |
| 6 | Story Rd & White Rd | 4 |
| 7 | 7th St & Santa Clara St | 3 |
| 8 | 24th St & Santa Clara St | 3 |
| 9 | Capitol Ex & Jackson Ave | 3 |
| | 2nd St & San Salvador St; San Antonio Ave & 24th St; Tully Rd & King Rd; Tully Rd & Glen Hanleigh Dr; Story Rd & Lyndale Ave; McLaughlin Av & Melbourne Blvd; San Carlos St & Race St; San Carlos St & Almaden Blvd; | 3 each |

- Five of the top injury locations are at intersections located directly on the Alum Rock corridor
- Most other top injury locations are located on streets leading to the future BRT stations

Observations of Top Three BRT Station Injury Locations



- Summary: Auto-oriented design along much of the corridor with few pedestrian amenities, no bike lanes, traffic violations including speeding and jaywalking.



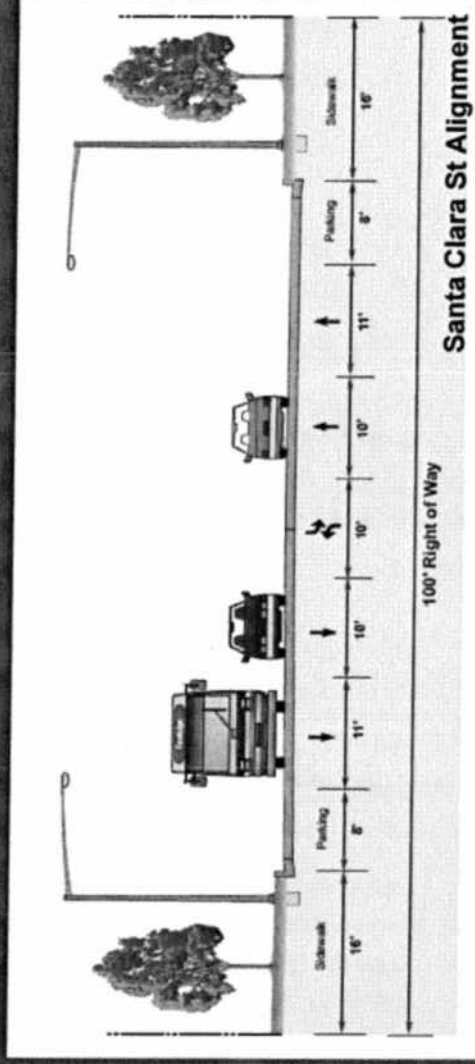
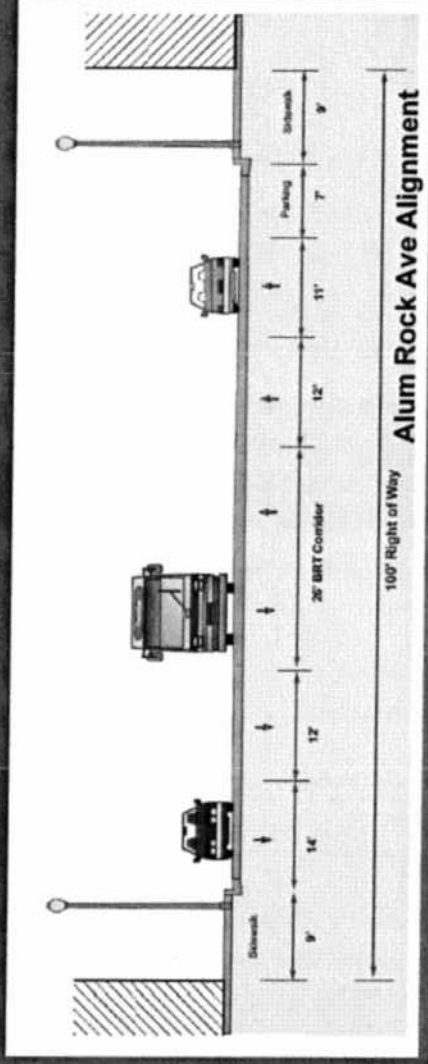
Survey: areas with high cyclist and pedestrian injuries also have considerable traffic.

| Future BRT Stops | Weekday | | | | | | Rank |
|----------------------|--------------------------------|--------------------------|---------------------|-------------------------------|-------------------------|--------------------|------|
| | Pedestrian Count 10 - 11 am | Bike Count 10 - 11 am | Total 10 - 11 am | Pedestrian Count 5 to 6 pm | Bike Count 5 to 6 pm | Total 5 to 6 pm | |
| 1st & Santa Clara | 421 | 42 | 463 | 559 | 86 | 645 | 1 |
| Diridon | 113 | 98 | 211 | 161 | 134 | 295 | 2 |
| 7th Santa Clara | 134 | 31 | 165 | 171 | 76 | 247 | 3 |
| Jackson & AlumRock | 122 | 22 | 144 | 103 | 54 | 157 | 4 |
| Wilbur & Capitol | 85 | 13 | 98 | 137 | 23 | 160 | 5 |
| King & Alum Rock | 83 | 28 | 111 | 91 | 42 | 133 | 6 |
| 17th & Santa Clara | 57 | 40 | 97 | 75 | 72 | 147 | 7 |
| 24th & Santa Clara | 79 | 31 | 110 | 57 | 51 | 108 | 8 |
| Story & Capitol | 39 | 28 | 67 | 60 | 43 | 103 | 9 |
| East Ridge & Capitol | 31 | 25 | 56 | 26 | 15 | 41 | 10 |
| Ocala & Capitol | 25 | 18 | 43 | 21 | 16 | 37 | 11 |

Counts taken by Transform interns

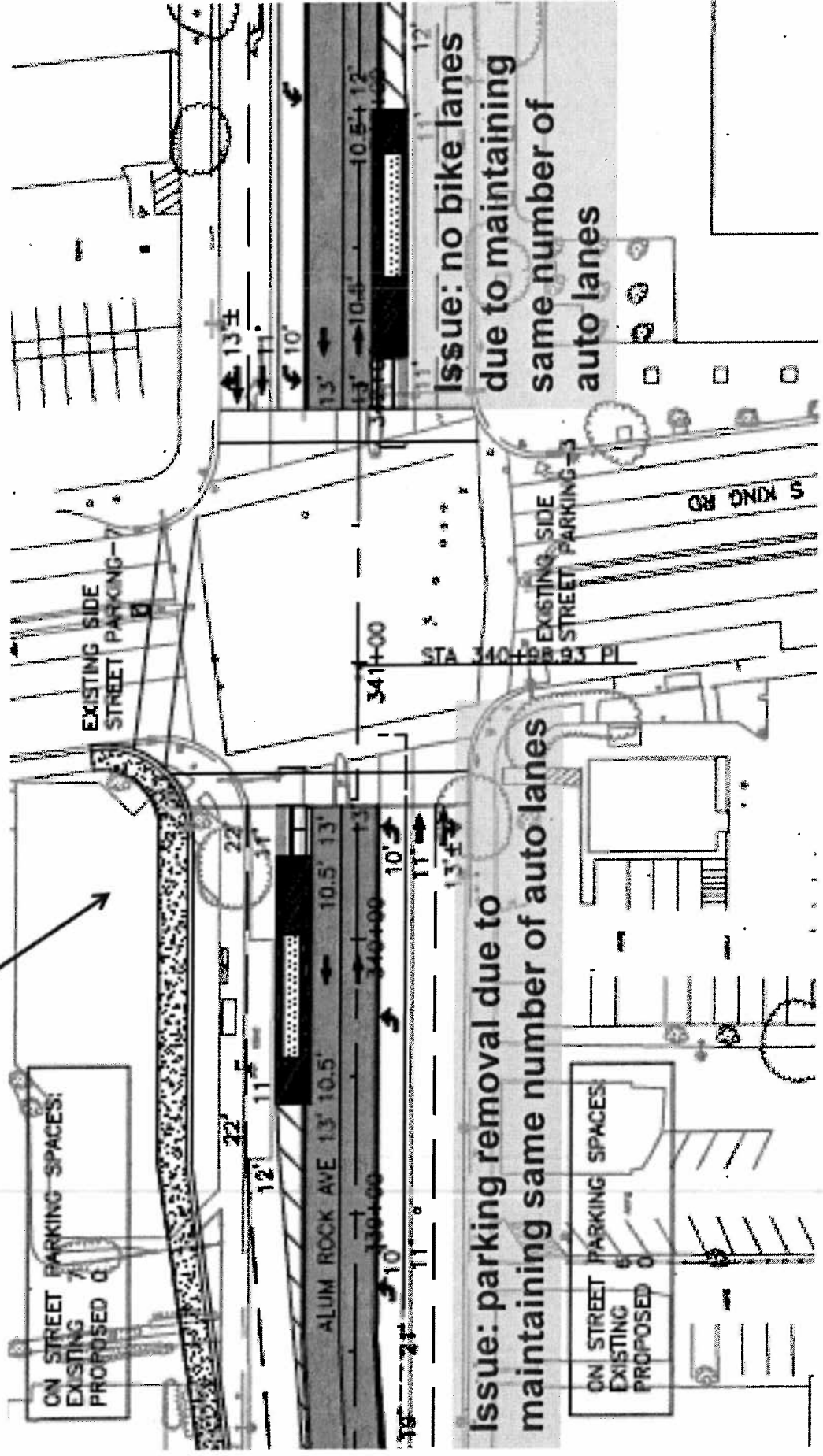
Alum Rock BRT Planned Bicycle & Pedestrian Design Elements

- Exclusive center-running lanes/stations on Alum Rock Ave for only 1.7 miles
- Bulb-outs on Alum Rock Ave at minor side-streets
- No removal of auto lanes = street widening and longer pedestrian crossing distances
- Mixed-flow alignment with side-running bulb-out stations on Santa Clara St
- No bike lanes
- No pedestrian refuges on Alum Rock Ave/Santa Clara St



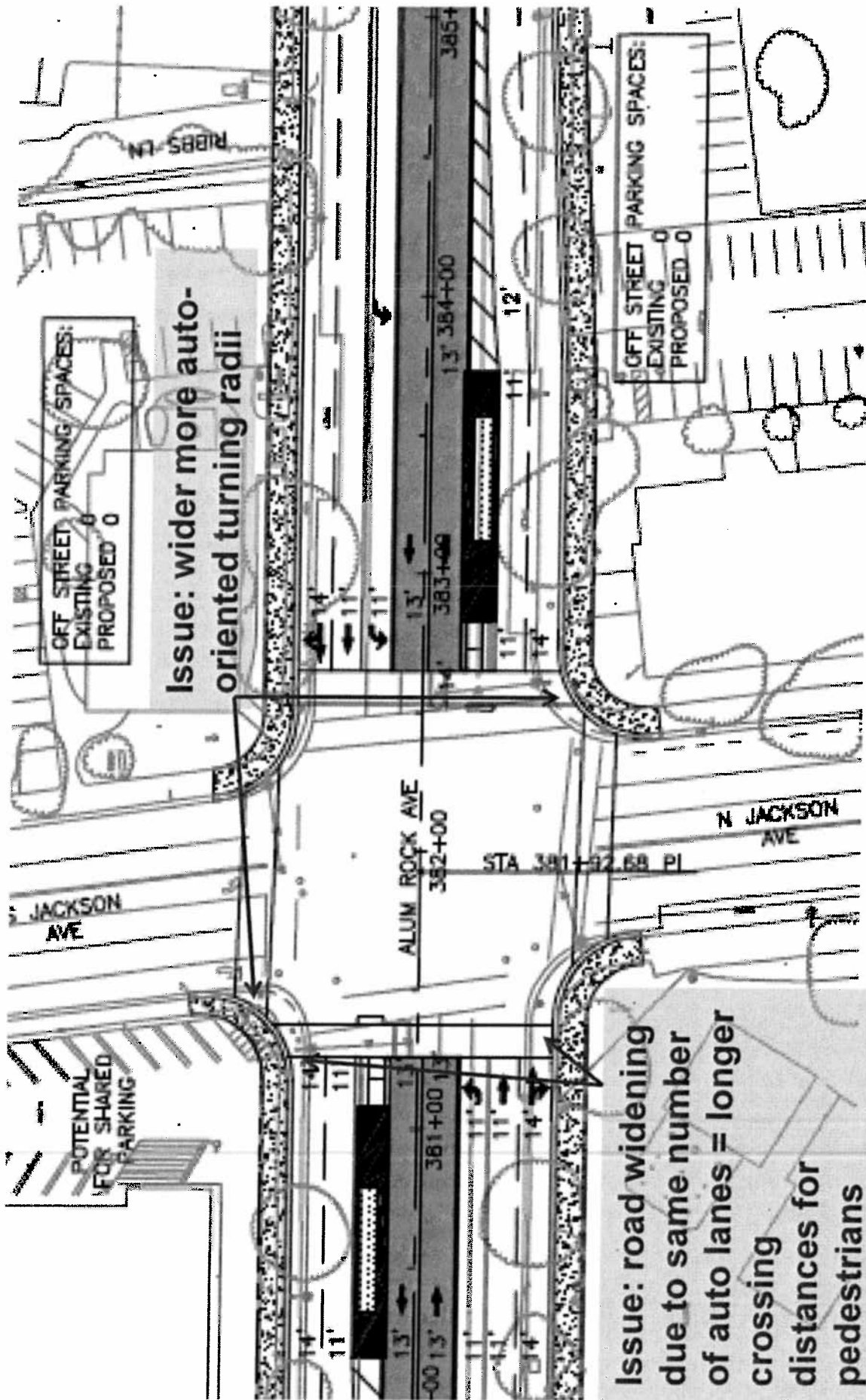
AR Corridor Proposed Design: Alum Rock Ave & King Rd

Issue: immanent domain due to maintaining same number of auto lanes



Issue: parking removal due to maintaining same number of auto lanes

Alum Rock Ave & Jackson Ave



VTA AR BRT Corridor Preliminary Engineering Designs

Recommendations

- VTA/City: Prioritize corridors with high numbers of bike/ped injuries for improvements, particularly routes to current/future high-use transit stations
- City: Relax current design standards to integrate bike/ped safety measures into the BRT design
- City: Consider a road-diet on the Alum Rock Corridor to integrate bike lanes, on-street parking, pedestrian improvements, and better transit.
- Future BRT projects; road-diet approach is critical for bike/ped safety and transit priority

Special thanks to our fabulous interns and volunteers!

- Diana Pancholi, SJSU, Urban and Regional Planning, Lead GIS and data analyst
- Soma Chatterjee, SJSU, Urban and Regional Planning, GIS assistant and pedestrian and bicycle safety audit lead
- Kirti Kulkarni, SJSU, Urban and Regional Planning
- Jason Lee, UBC, Community and Regional Planning
- Peter Roeper
- Renessa Kennelly, Lewis and Clark Law School
- Lillian Hua



For More Information

Please Visit:

www.TransformCA.org

www.Facebook.com/TransformCA

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TRANSFORM



MCP-CTRACK

From: Marie Park <doublepark@verizon.net>
Sent: Wednesday, June 05, 2013 9:48 AM
To: MCP-Chair; Carrier, Francoise
Subject: 2011 BRT Study re Pedestrians/Bicyclists
Attachments: alum_rock_corridor_bicycle_pedestrian_injury_analysis.pdf

RECEIVED
JUN 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Please consider this study on Pedestrian/Bicyclist injuries and fatalities at San Jose BRT corridors. The concern for student walkers and bicyclists on Wisconsin Avenue is ongoing. Thank you for your attention on this, Marie Park

http://transformca.org/files/alum_rock_corridor_bicycle_pedestrian_injury_analysis.pdf

2011 San Jose & Alum Rock Bus Rapid Transit (BRT) Corridor Cyclist & Pedestrian Injury Analysis

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WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

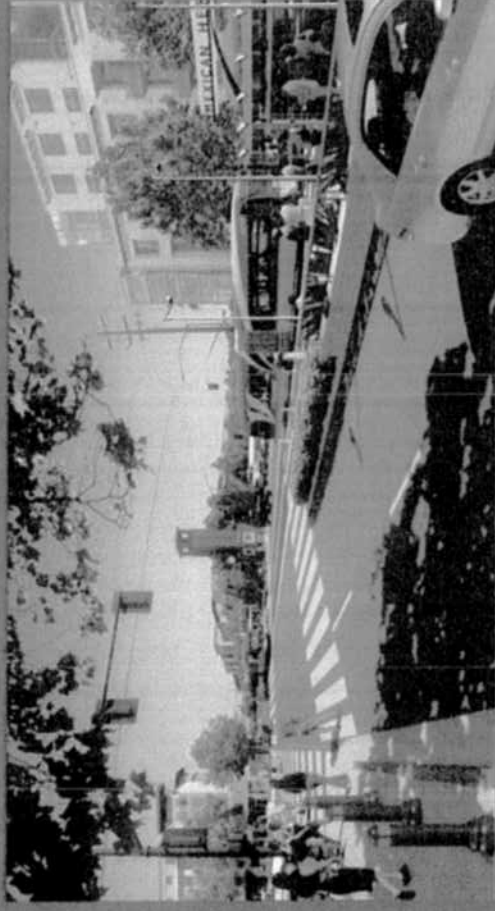
Chris Lepe

CLepe@TransFormCA.org

www.TransFormCA.org

www.Facebook.com/TransFormCA

Definition of a complete street



Source: VTA

- “A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility” (Caltrans).

[http://www.dot.ca.gov/hq/tpp/offices/ocp/comple
te_streets_files/dd_64_r1_signed.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/comple_te_streets_files/dd_64_r1_signed.pdf)



US DOT Policy Statement on Bicycle & Pedestrian Accommodation

- “The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems... transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes” . <http://www.dot.gov/affairs/2010/bicycle-ped.html>



Caltrans (CA DOT) Complete Streets Policy - DD-64-R1

- “The CA DOT provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”.

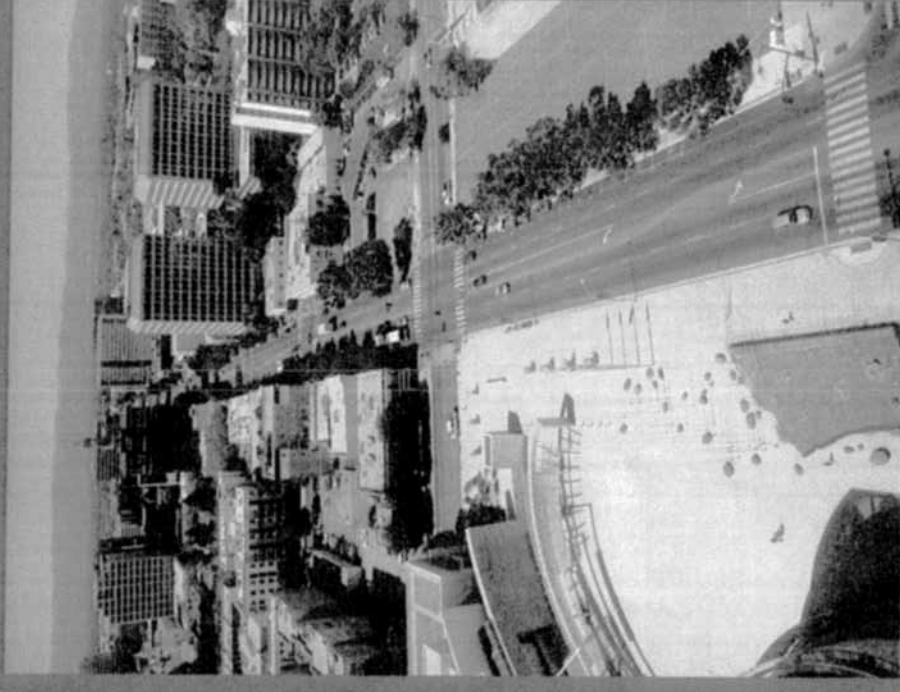
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf



City of San Jose Envision 2040

Transportation Policies

- Focus on multimodal accessibility with less reliance on driving to meet basic needs
- Circulation policies that increase bike, pedestrian, and transit travel, while reducing motor vehicle trips
- “Promote San Jose as a walking- and bicycling-first city”



Alum Rock Corridor Support for Multimodalism

- 80% of Alum Rock corridor merchants support bicycle and pedestrian safety improvements. Merchants' highest priorities for bicycle and pedestrian safety are street lighting, crosswalks, and bike routes (TransForm 2010 survey).
- The vast majority of residents in the Mayfair neighborhood would like safer streets for pedestrians and bicyclists. 80% said they would walk or bike more frequently if improvements were made (TransForm 2005 survey).



Reality – We’ve got some work to do

- San Jose was ranked the 26th most dangerous metro area for pedestrians in the nation*

- San Jose metro area had the 6th highest percentage of traffic deaths that were pedestrian in 2007-2008*
- High % of pedestrian deaths versus the low % of people walking to work

Table 2. Metro areas with the highest share of pedestrian fatalities (over 1 million residents)

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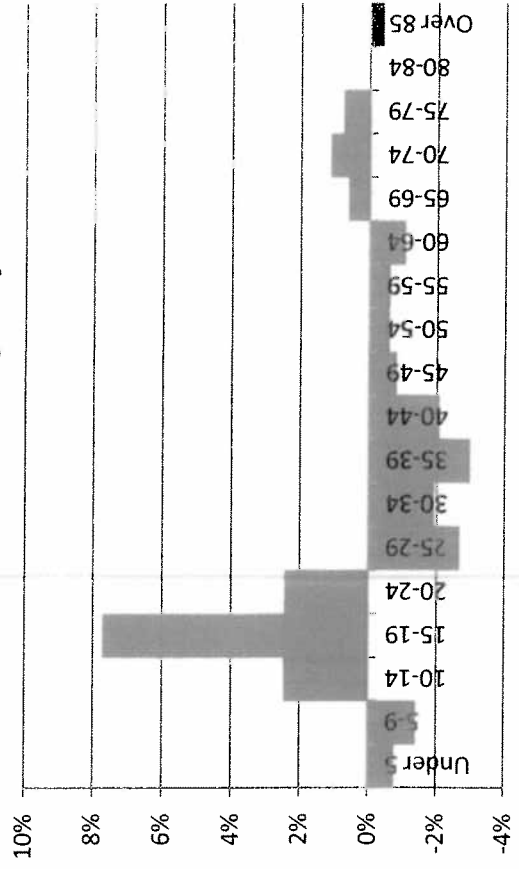
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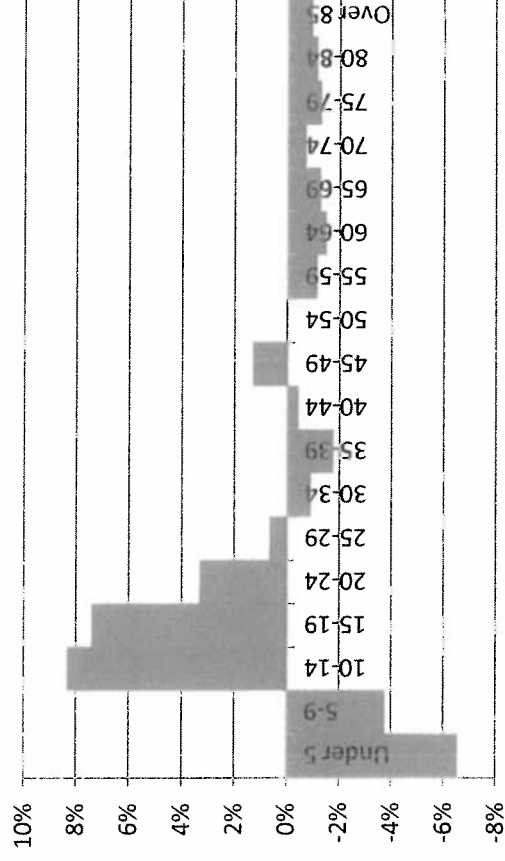
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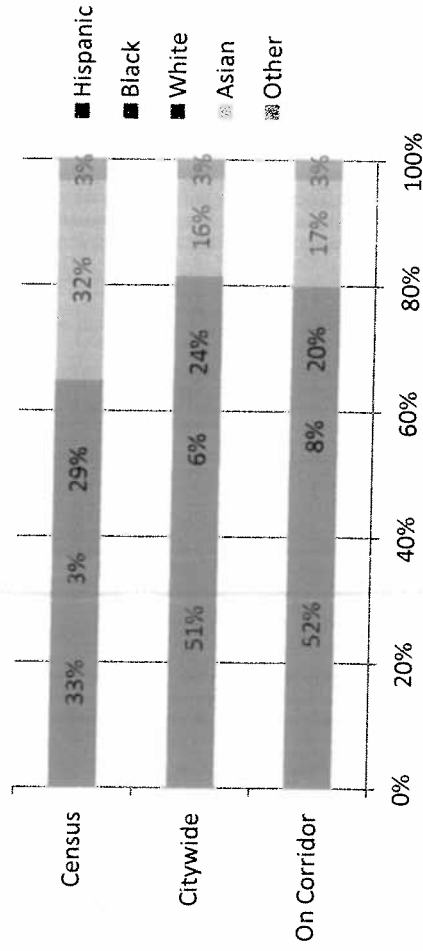
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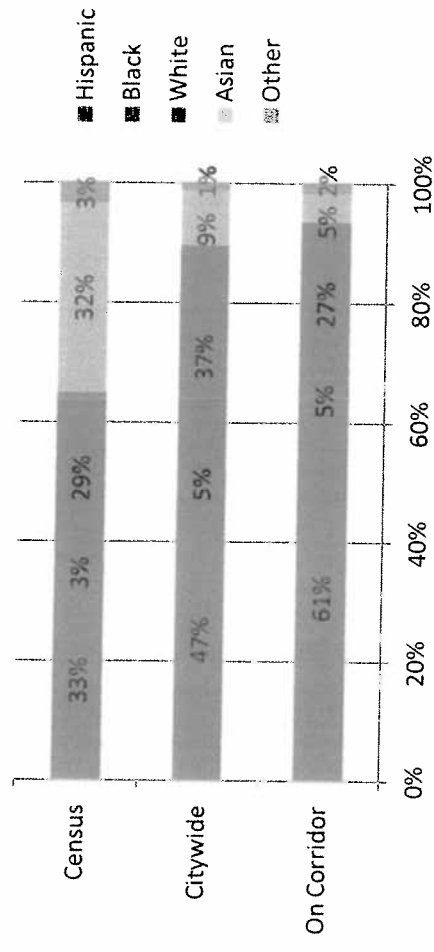
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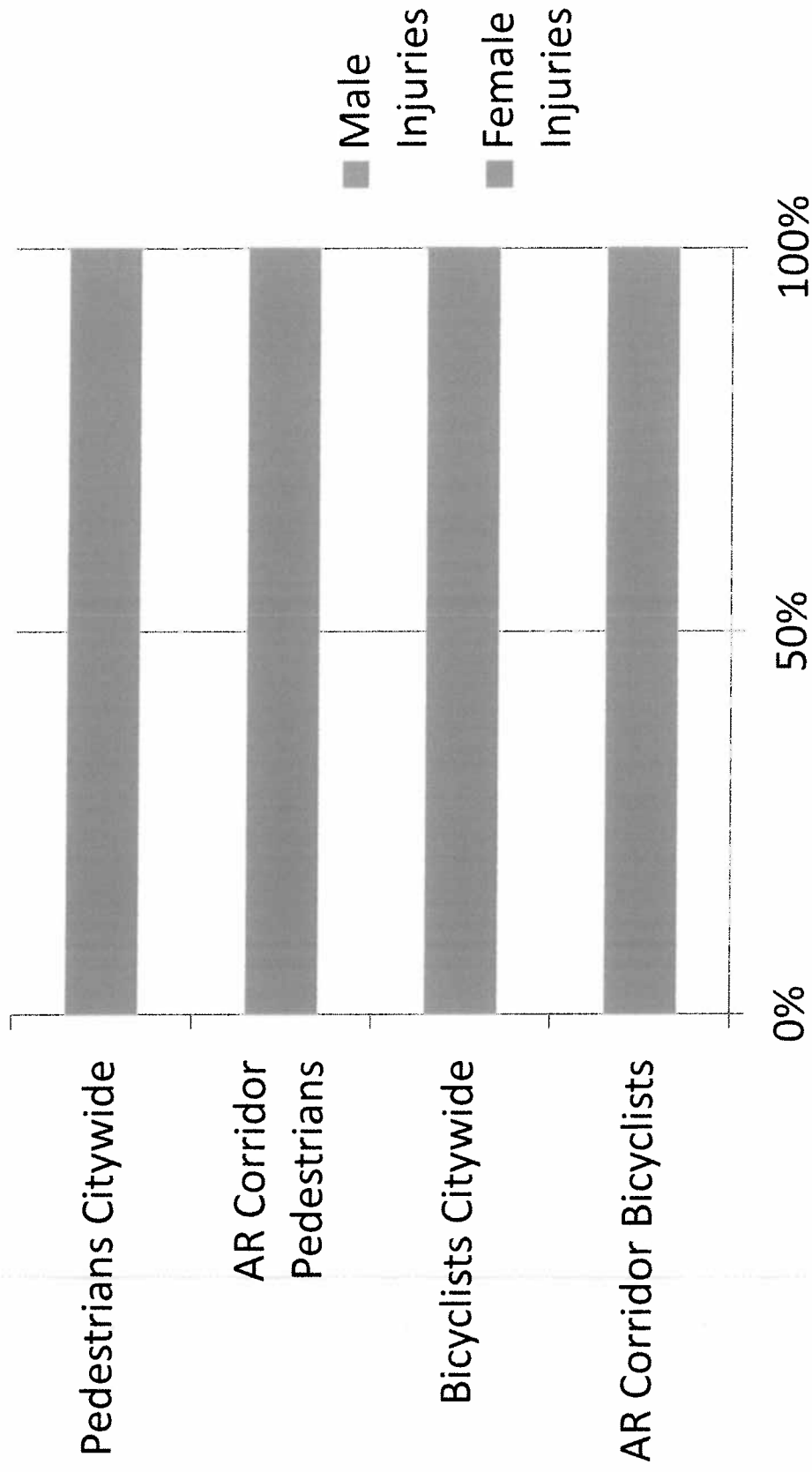
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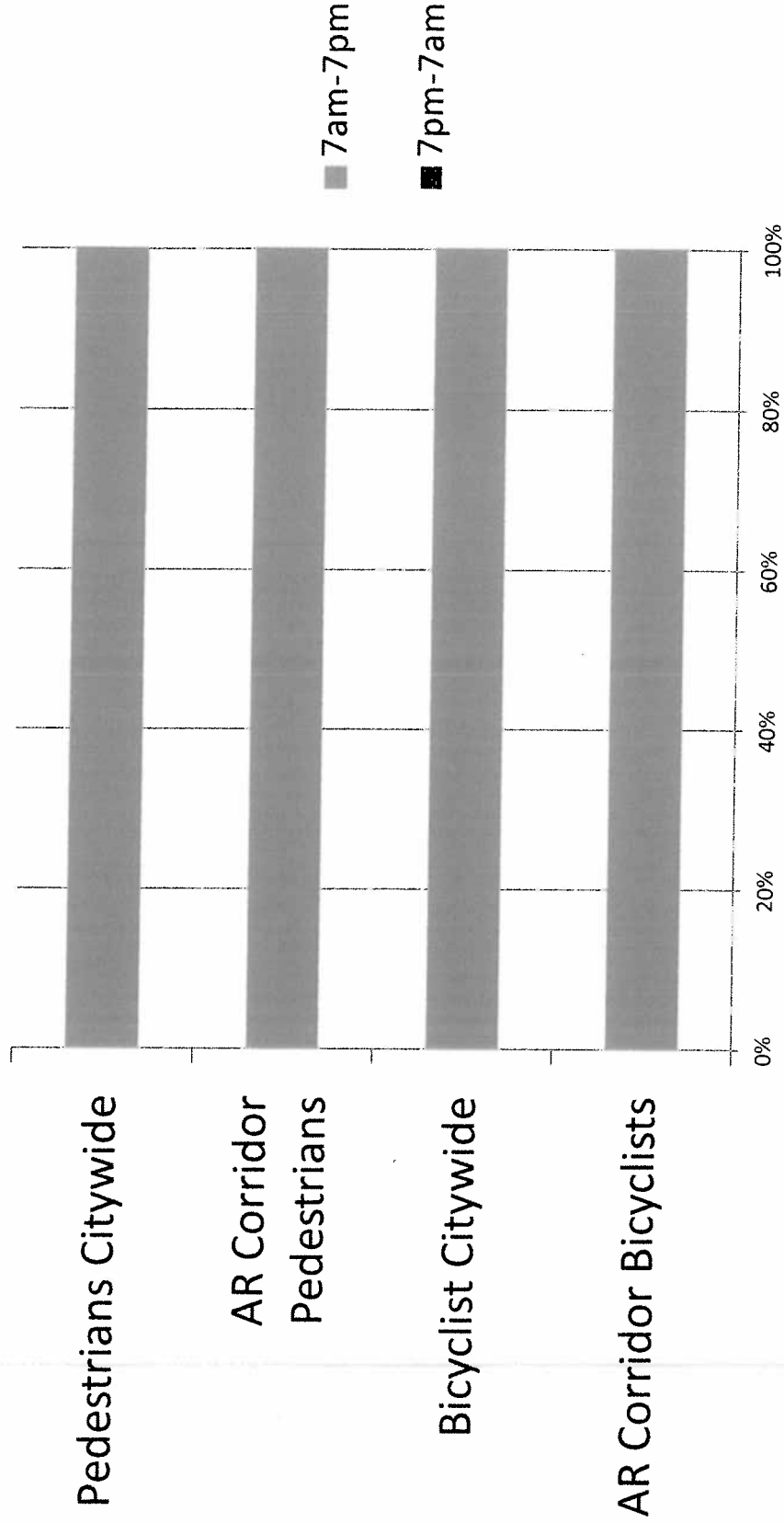
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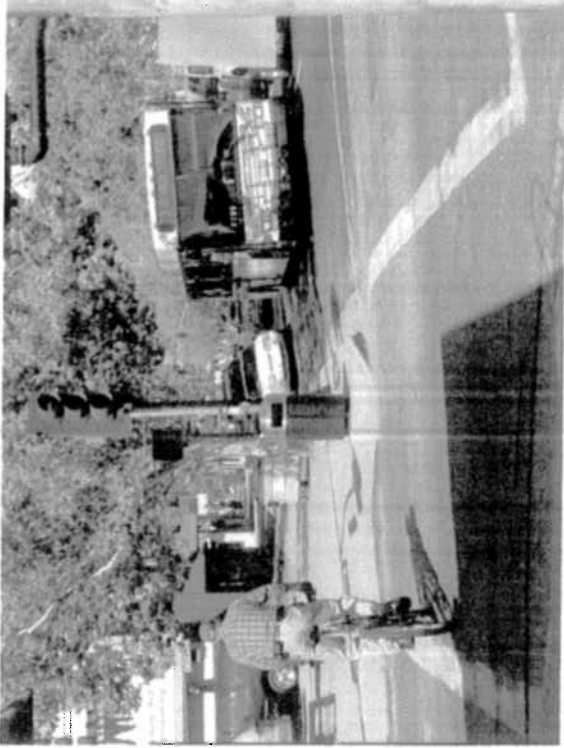


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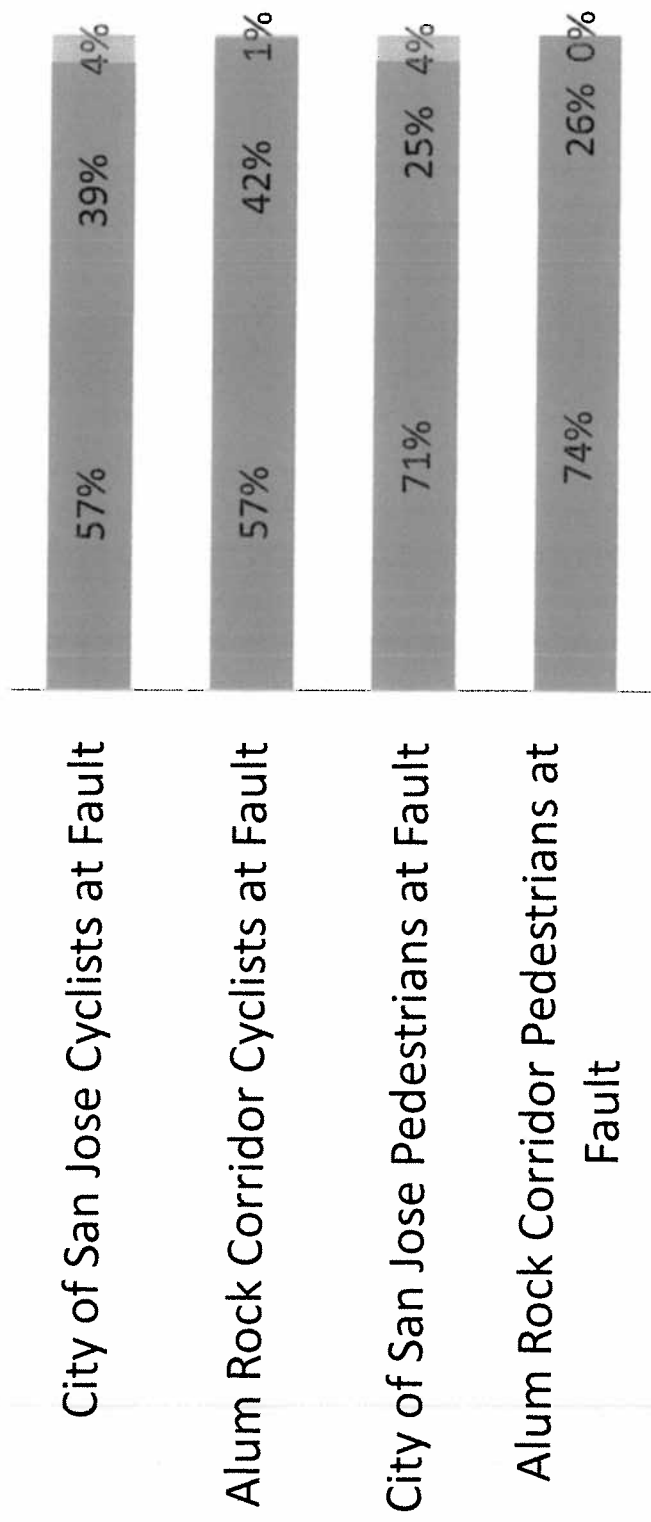




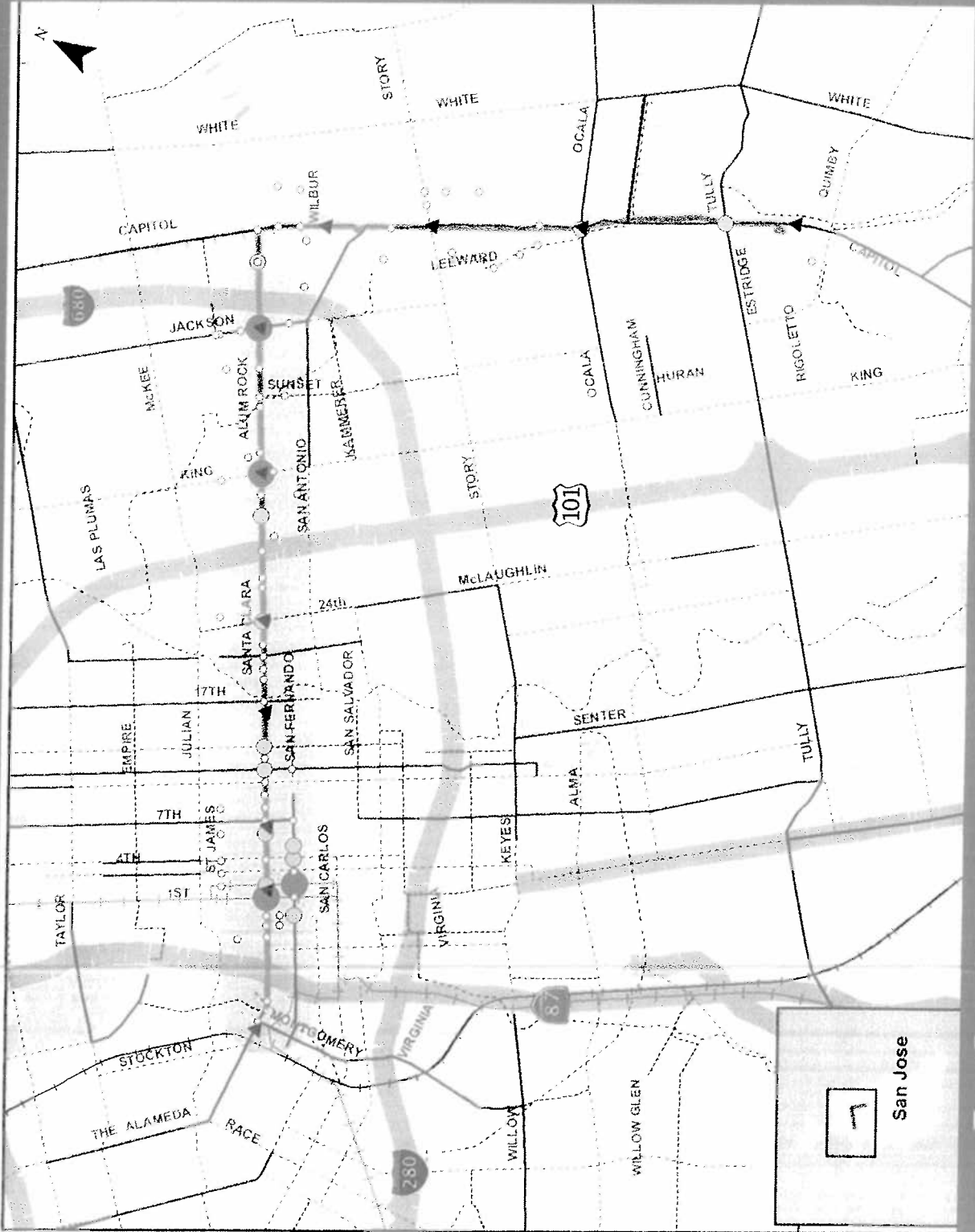
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Alum Rock Corridor Pedestrian Injuries, 2005-2009

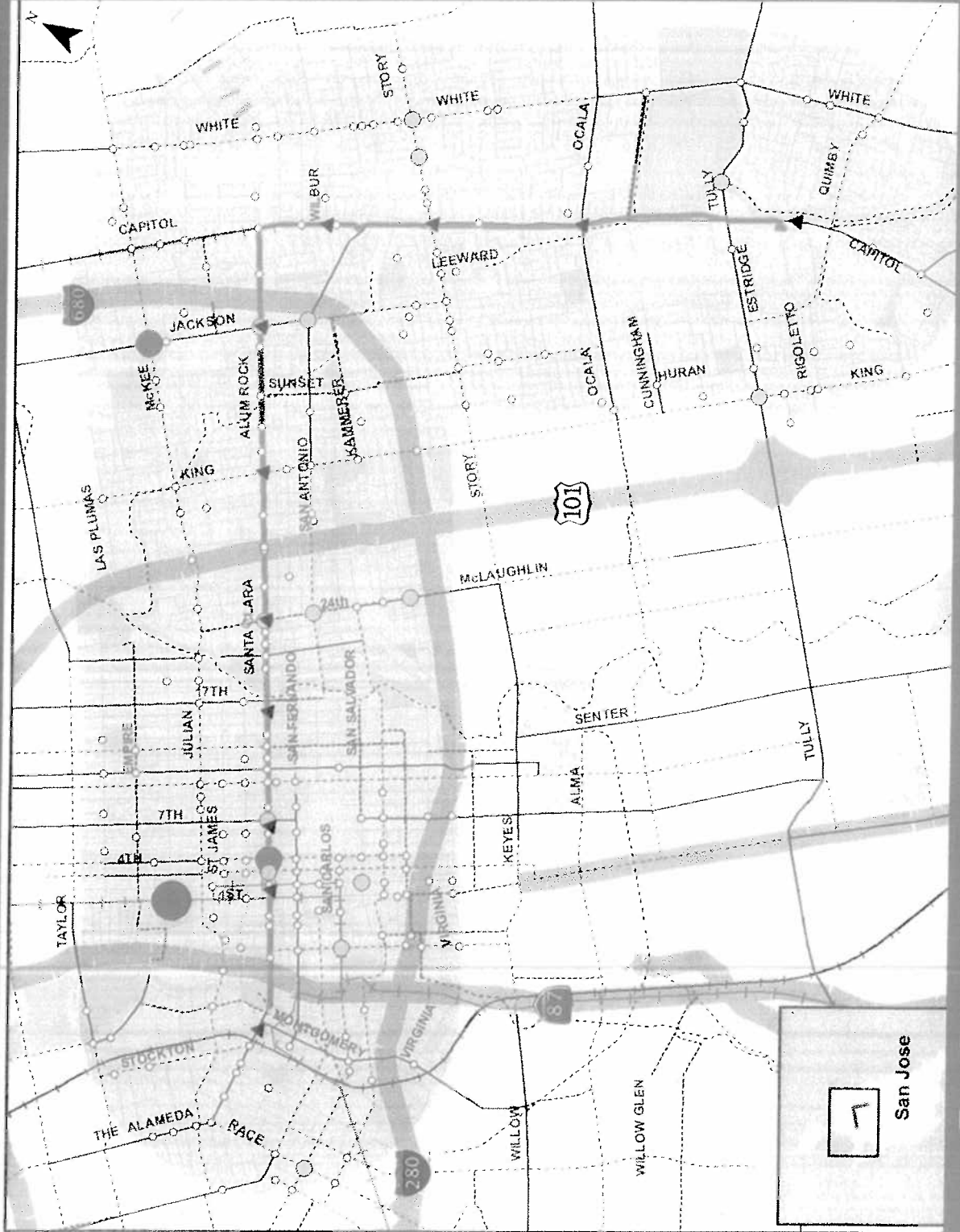


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Alum Rock Corridor Bicyclist Injuries, 2005-2009



Legend

Bicyclist Injuries

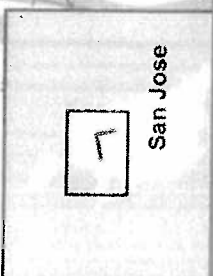
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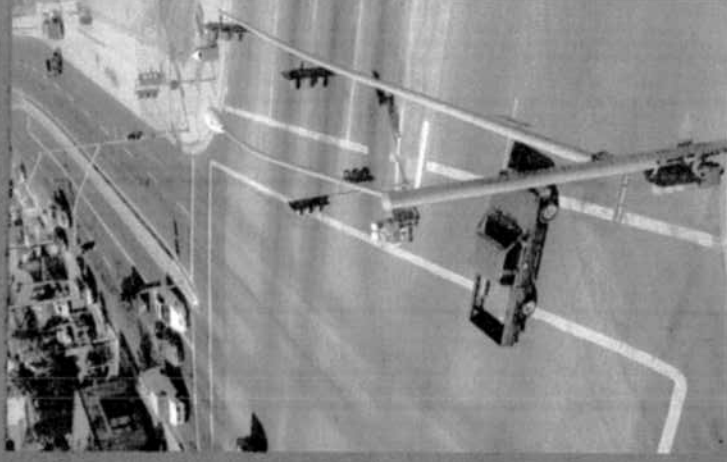
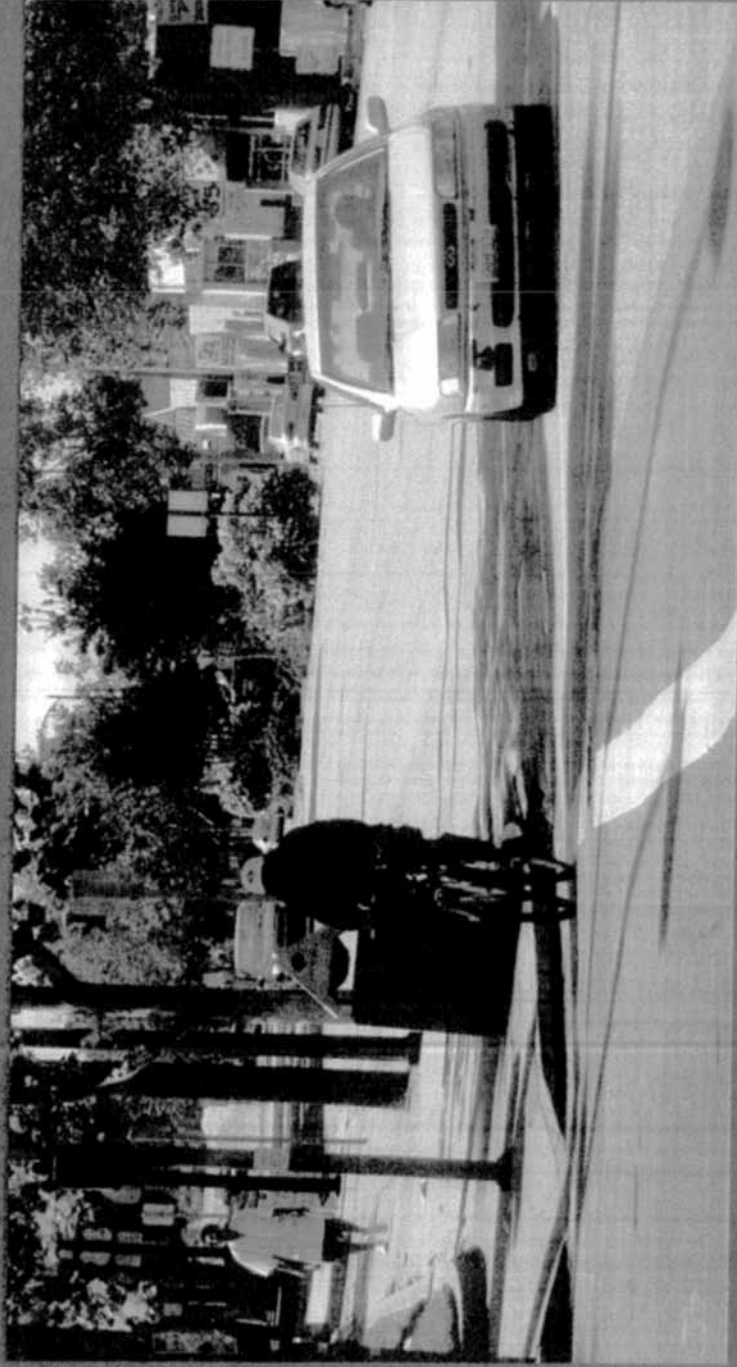


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- Summary: Auto-oriented design along much of the corridor with few pedestrian amenities, no bike lanes, traffic violations including speeding and jaywalking.



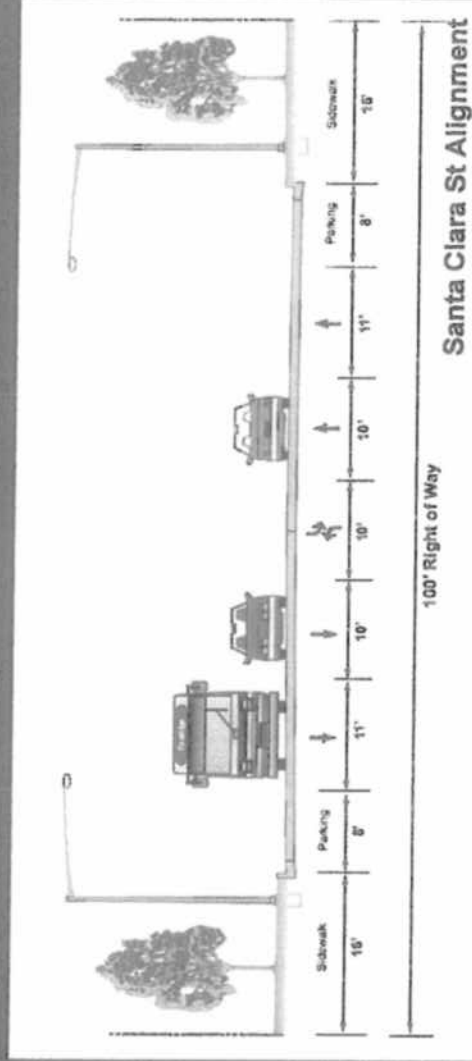
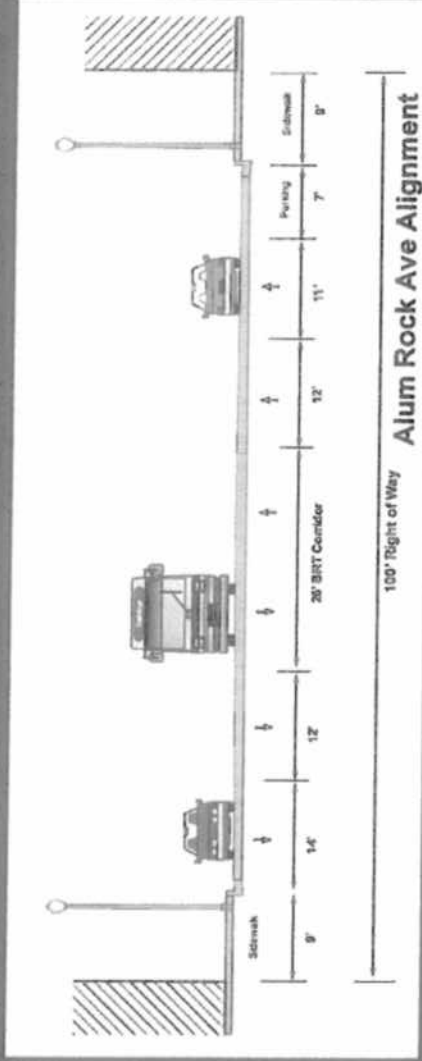
Survey: areas with high cyclist and pedestrian injuries also have considerable traffic.

| Future BRT Stops | Weekday | | | | | | Total | Rank |
|----------------------|--------------------------------|--------------------------|---------------------|-------------------------------|-------------------------|--------------------|-------|------|
| | Pedestrian Count 10 - 11 am | Bike Count 10 - 11 am | Total 10 - 11 am | Pedestrian Count 5 to 6 pm | Bike Count 5 to 6 pm | Total 5 to 6 pm | | |
| 1st & Santa Clara | 421 | 42 | 463 | 559 | 86 | 645 | 1 | |
| Diridon | 113 | 98 | 211 | 161 | 134 | 295 | 2 | |
| 7th Santa Clara | 134 | 31 | 165 | 171 | 76 | 247 | 3 | |
| Jackson & AlumRock | 122 | 22 | 144 | 103 | 54 | 157 | 4 | |
| Wilbur & Capitol | 85 | 13 | 98 | 137 | 23 | 160 | 5 | |
| King & Alum Rock | 83 | 28 | 111 | 91 | 42 | 133 | 6 | |
| 17th & Santa Clara | 57 | 40 | 97 | 75 | 72 | 147 | 7 | |
| 24th & Santa Clara | 79 | 31 | 110 | 57 | 51 | 108 | 8 | |
| Story & Capitol | 39 | 28 | 67 | 60 | 43 | 103 | 9 | |
| East Ridge & Capitol | 31 | 25 | 56 | 26 | 15 | 41 | 10 | |
| Ocala & Capitol | 25 | 18 | 43 | 21 | 16 | 37 | 11 | |

Counts taken by Transform interns

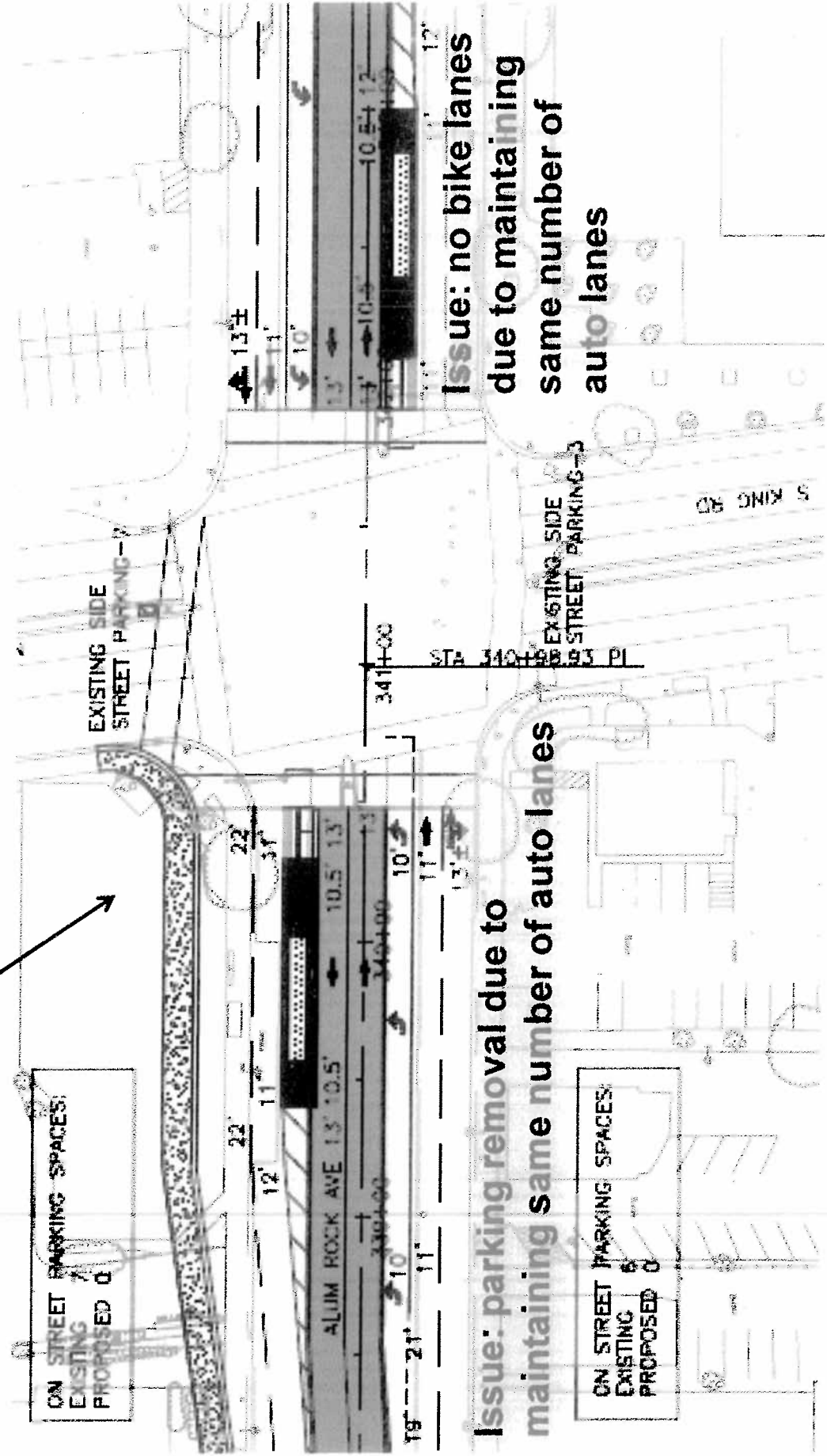
Alum Rock BRT Planned Bicycle & Pedestrian Design Elements

- Exclusive center-running lanes/stations on Alum Rock Ave for only 1.7 miles
- Bulb-outs on Alum Rock Ave at minor side-streets
- No removal of auto lanes = street widening and longer pedestrian crossing distances
- Mixed-flow alignment with side-running bulb-out stations on Santa Clara St
- No bike lanes
- No pedestrian refuges on Alum Rock Ave/Santa Clara St



Issue: immanent domain due to maintaining same number of auto lanes

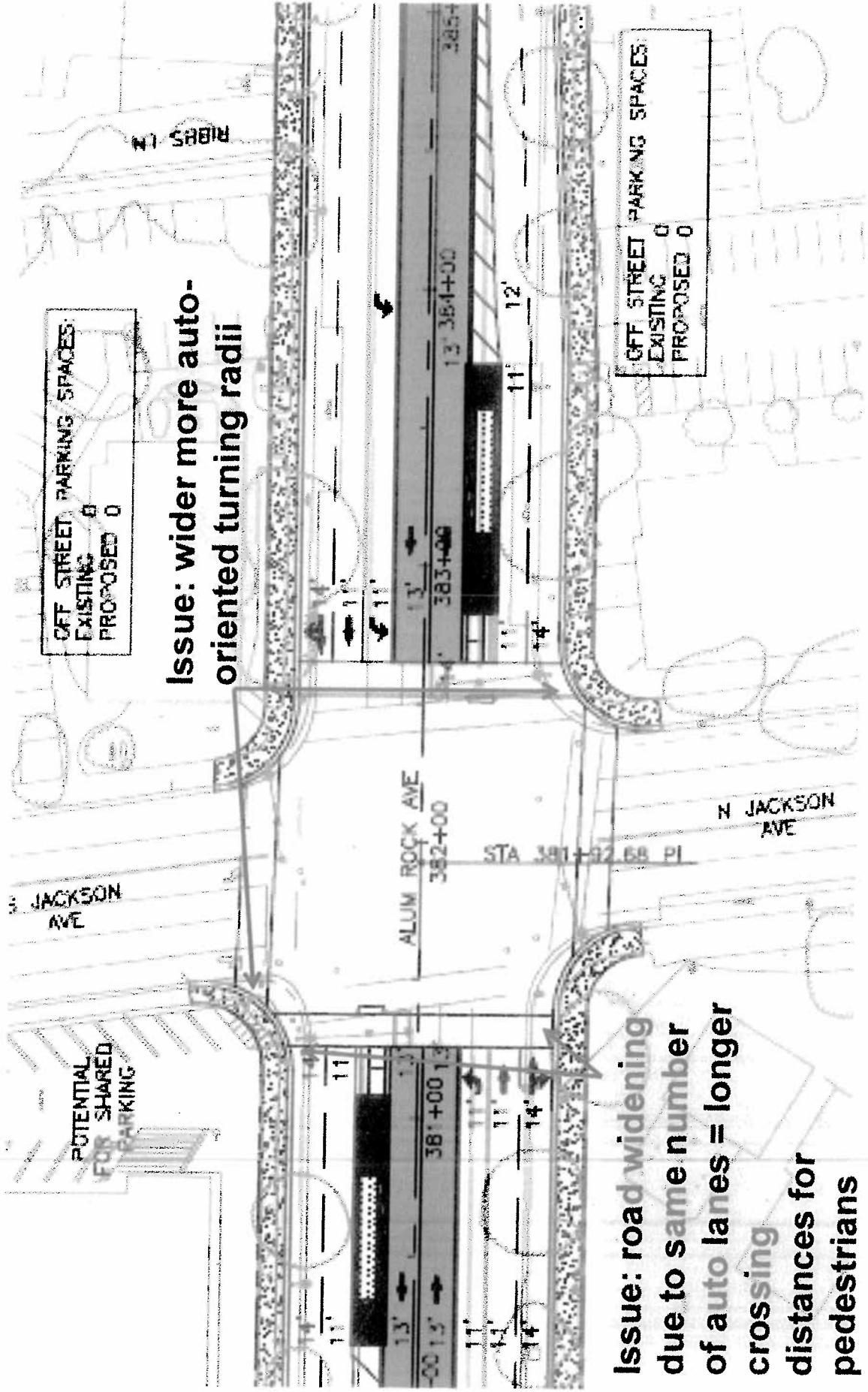
AR Corridor Proposed Design: Alum Rock Ave & King Rd



Issue: parking removal due to maintaining same number of auto lanes

Issue: no bike lanes due to maintaining same number of auto lanes

Alum Rock Ave & Jackson Ave



Recommendations

- VTA/City: Prioritize corridors with high numbers of bike/ped injuries for improvements, particularly routes to current/future high-use transit stations
- City: Relax current design standards to integrate bike/ped safety measures into the BRT design
- City: Consider a road-diet on the Alum Rock Corridor to integrate bike lanes, on-street parking, pedestrian improvements, and better transit.
- Future BRT projects; road-diet approach is critical for bike/ped safety and transit priority

Special thanks to our fabulous interns and volunteers!

- Diana Pancholi, SJSU, Urban and Regional Planning, Lead GIS and data analyst
- Soma Chatterjee, SJSU, Urban and Regional Planning, GIS assistant and pedestrian and bicycle safety audit lead
- Kirti Kulkarni, SJSU, Urban and Regional Planning
- Jason Lee, UBC, Community and Regional Planning
- Peter Roeper
- Renessa Kennelly, Lewis and Clark Law School
- Lillian Hua



**For More Information
Please Visit:**

www.TransformCA.org
www.Facebook.com/TransformCA

Chris Lepe
Community Planner, Silicon Valley
CLEpe@TransformCA.org
408.406.8074



RECEIVED
JUN 04 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE BOARD OF DIRECTORS OF THE
PARK AND PLANNING COMMISSION

From: Paula Bienenfeld <paula_bienenfeld@yahoo.com>
Sent: Tuesday, June 04, 2013 9:25 AM
To: MCP-Chair; MCP-Chair
Cc: kalexander@gazette.net; spivackm@washpost.com; Jen Bondeson; Aaron Kraut; kjacobson@washingtonexaminer.com; kryan@wtopnews.com; editor-mc@thesentinel.com

Dear Chair Carrier:

I understand an extension was given for the record to remain open on the BRT plan through Friday June 7th. I assume then that the worksession previously scheduled for Thursday June 6th will be rescheduled for another date to allow all the comments to be received by the Board before your deliberations begin. Shall I assume it will be scheduled for the following Thursday? Please let me know when the worksession will be rescheduled.

Thank you,
Paula Bienenfeld
North Bethesda Neighborhoods
240-899-2335

MCP-CTRACK

From: Giri Jadeja <Gjadeja@ifc.org>
Sent: Tuesday, June 04, 2013 9:58 AM
To: MCP-Chair
Subject: Please consider.

RECEIVED

JUN 04 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear madam/Sir,

The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34

-the possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile

-residents will not be able to safely execute a left turn onto Wisconsin Avenue

-residents will have difficulty merging right onto Wisconsin with BRT buses traveling 35 miles per hour on the curb lane in 2-3 minutes intervals (rush hour frequency) during BRT peak periods (6-10 a.m. and 3-7 p.m.)

-The narrowing of 355/Wisconsin Avenue to only 4 lanes for regular traffic will only increase congestion.

-No bike lane is included in the BRT Master Plan for our area

We do not need another commuter option on this route. Please consider.

Giri Jadeja
Latin America & The Caribbean Financial Markets Group
1202-468-1755

MCP-CTRACK

From: Helen Santiago Fink <helensantiagofink@verizon.net>
Sent: Tuesday, June 04, 2013 9:59 PM
To: MCP-Chair
Subject: BRT System

RECEIVED

JUN 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman:

A BRT system is a valuable component of a sustainable transport strategy by offering an alternative mode of mobility, reducing automobile congestion, and mitigating CO2 emission levels. Wisconsin Ave could surely benefit from such a system by fostering greater pedestrian traffic and in turn economic activity and community life.

Helen santiago fink
8805 Montgomery ave.
Chevy chase, md 20815

MCP-CTRACK

From: Leanne Macel <lmacel4@gmail.com>
Sent: Wednesday, June 05, 2013 1:42 PM
To: MCP-Chair
Subject: Proposed BRT route on Wisconsin Ave

RECEIVED
JUN 05 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hello,

I'm the parent of students attending Somerset Elementary, Westland, and Rock Creek Forest Elementary, and next year my oldest will start at BCC. One of my children crosses Wisconsin Avenue twice a day to walk to school, crossing at Dorset. The older student sometimes enjoys riding his bicycle to Westland, which also involves crossing Wisconsin Avenue. When he starts at BCC next year, he will likely ride his bike, which will be along Wisconsin Ave.

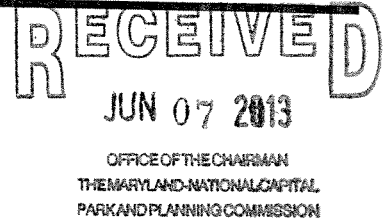
There is barely enough time for the children to cross over Wisconsin, and oftentimes we stop at the green meridian in the middle of Wisconsin. I am concerned about pedestrian safety if the meridian is removed or if sidewalks are impacted. Likewise, I am concerned about the effect of a dedicated bus lane on the safety of bicyclists attempting to travel on Wisconsin. The loss of trees would also have a negative effect on the neighborhood and the environment.

The 355 corridor is already served by a good Metro system so I don't see what more buses would add. In contrast, improving the public transportation from Bethesda to areas such as Silver Spring and beyond could be a great idea, so that people could travel quickly by bus rather than having to take the metro all around DC to get from Silver Spring to Bethesda & vice versa.

Thank you,
Leanne Macel
129 Grafton Street
Chevy Chase, MD 20815

MCP-CTRACK

From: Susan H. Besharov <sbesharov@yahoo.com>
Sent: Wednesday, June 05, 2013 10:29 PM
To: MCP-Chair
Cc: councilmember.berliner@montgomerycountymd.gov
Subject: Oppose 355/Wisconsin Ave. BRT corridor



We are writing to strongly oppose the 355/Wisconsin Ave BRT Corridor between Bradley Blvd. and Friendship Heights.

The plan would endanger cars turning onto Wisconsin Ave. from side streets and onto side streets from Wisconsin Ave. Pedestrians and bicyclists crossing Wisconsin Ave would also be at risk.

In addition the loss of one lane to cars will add to already problematic traffic congestion. We can see Wisconsin Ave. from our house and the traffic is often backed up in the morning, especially when one lane is not in use, due to cars stopping at the office buildings on Wisconsin Ave. south of Dorset.

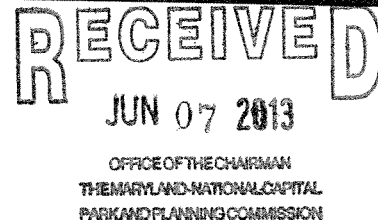
Finally, the BRT is the same as the metro route. The number of metro cars could be increased as well as the frequency of current buses along the route.

Thank you for considering our opposition and that of many others to this plans.

Sue and Doug Besharov
4518 Cumberland Ave.
Chevy Chase, MD 20815

MCP-CTRACK

From: Julie Billingsley <juliebi@msn.com>
Sent: Wednesday, June 05, 2013 10:42 PM
To: MCP-Chair
Subject: I oppose BRT in the Green Mile



Dear Planning Board,

I am writing in opposition to the inclusion of a Bethesda to Friendship Heights BRT in your planning. I have 4 reasons:

- 1) The route would entirely duplicate a Metro red line route and the 34 ride-on bus, at unnecessary cost to taxpayers. A small portion of the BRT money would be better spent improving what already exists. Your projected number of increased rush hour riders (I believe your models are flawed and overestimate the numbers) could easily be accommodated by the regular use of 8-car trains by Metro during rush-hour (I am well aware how few 8-car trains are used then as well as how rarely Metro gets its trains running every 3 minutes) plus increasing the number of natural-gas powered 34 buses that run up and down Wisconsin between Friendship and NIH. Those now-uncrowded buses currently run too infrequently--usually 2 times an hour--and rarely is traffic an issue for them. It would cost so much less than the BRT to increase the run of the 34 bus to 6 or even 8 times an hour during rush hour. Unlike BRT, those buses also stop in my neighborhood, Chevy Chase West, instead just barreling through it on behalf of distant commuters who would be better served by the metro (to which they will have to transfer in any case once they hit Friendship Heights if they are traveling downtown). Your plan is duplicative and increases taxpayer costs, while providing only negatives to my location. The money would be better spent by increasing the number and frequency of rush-hour 34 buses, and 8-car trains on Metro.
- 2) The BRT would make Bethesda less livable for residents who need to get to local schools, shops and other places along and around Wisconsin Ave. You will be depriving local residents (and businesses) of parking near Wisconsin stores, by creating a special BRT lane, which will make traffic patterns much more complex for everyone but distant commuters on the BRT. I bike many places in Bethesda, but as with many neighborhood residents, I also drive a school carpool and do larger errands that require a car. Our businesses do not have enough street parking as it is. And our public parking facilities, often less convenient for neighborhood shopping, fill up at popular times. New developments in Montgomery County attempt to mimic the feel of older, warm neighborhood areas by putting parking right in front of stores (Silver Spring, Kentlands, Rockville). Why would you be taking that feel away from a neighborhood that now has them?
- 3) One complication that I believe will make traffic worse, and more dangerous for all drivers, is the dedicated BRT and other bus line in what is now the turn lane for those who live in Chevy Chase West, Somerset and Chevy Chase Village. Having to cross a bus lane to turn into Chevy Chase West will be dangerous with the promised BRT every 3 minutes at rush hour, and will also cause tremendous backups on Wisconsin when drivers needing to turn slow or stop in a non-bus travel lane to wait for a clear and safe turning opportunity. This is a large public school neighborhood and we have many young drivers who use Wisconsin to get to BCC high school and then drive to after-school sports and events; these BRT lanes will be especially dangerous for them. As significant, though, will be the difficulty of going North on Wisconsin from the dead-end streets of Chevy Chase West. Your planners recently explained that drivers emerging from our neighborhood, which only has Wisconsin as an egress, will not in fact be able to go north once the BRT lanes are in. They will have to

drive south to Dorset Ave and make a u-turn there if we want to go North. That will cause a regular and huge backup at the Dorset light on Wisconsin, and that will in turn block one if the two non-BRT lanes for southbound traffic. This is not just a detail that can be worked out in the future by tinkering with red lights. And it will encourage dangerous driving at that light by young drivers, rushing to get to BCC high school in the morning, and others as well. It will also make an already dangerous intersection for young children who must cross there to get to Somerset ES or to the pre-schools in our area that much worse.

4) Finally, I have serious environmental concerns. The "green mile" has long been a protected (from development) stretch of Wisconsin, an environmentally beneficial area to the growing urbanization of the region. If car traffic is the worry, Metro's red line, and better, already existing natural-gas powered buses are a more environmentally protective way to do it. The BRT will inevitably force a widening of Wisconsin--at a minimum 5 feet on either side--taking up a leafy, old canopy tree area. It will also bring traffic, and bus exhaust that much closer to walkers, bikers and residents. If you have never walked up Wisconsin in the summer I suggest you try it; when you hit the green mile you can feel the temperature drop and the air grow sweeter. Recently PEPCO took down many trees in our area. The negative effects during the summer months were immediately apparent. Some streets went from shady and cool(er) to sunny and baking. It was stunningly noticeable. In this age of climate change concerns, stressing the canopy trees we have, or getting rid of them, is wrongheaded. Promises of replacement trees is not a solution; any new trees will be small and take 15-20 years to provide anything near what we have now. BRT is supposed to be an environmentally sensitive form of public transport. It is clearly less environmentally sensitive than encouraging greater use of Metro. In addition, while BRT lanes may be great in outer suburbs or new communities, where its design can be incorporated or accommodated easily, trying to shoehorn BRT lanes into the Bethesda-Friendship corridor is environmentally insensitive.

It will also make it that much harder to bicycle in our area unless you also plan to take even more green space/trees along Wisconsin for a dedicated bus lane, or remove the tree-lined Wisconsin median strip, both of which would have negative environmental impacts.

I hope this has been persuasive and you do not include the Bethesda-Friendship corridor in the BRT plan you send to the County Council.

Sincerely,

Julie Billingsley

4909 Chevy Chase Blvd.

Chevy Chase MD 20815

301-961-3446

MCP-CTRACK

From: Veneeta Acson <acson79@aol.com>
Sent: Thursday, June 06, 2013 12:15 PM
To: MCP-Chair
Subject: Brt

RECEIVED

JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

What about people like me who have chosen to no longer drive at all, but rather bike and walk everywhere? We want decent bike lanes and bike racks.

-Veneeta Acson
4630 hunt ave
Chevy chase, md 20815

MCP-CTRACK

From: Erica Brown <ericatuttle@hotmail.com>
Sent: Thursday, June 06, 2013 12:02 PM
To: MCP-Chair
Subject: BRT plans for lower Wisconsin Avenue/MD355

RECEIVED
JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. Planners have not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

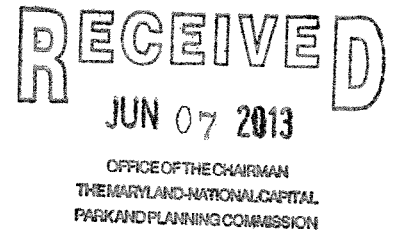
Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

Erica Brown
4609 Hunt Ave.
Chevy Chase, MD 20815

MCP-CTRACK

From: Howard Sokolove <hsokolove@starpower.net>
Sent: Thursday, June 06, 2013 2:33 PM
To: MCP-Chair
Cc: Roger Berliner
Subject: BRT for The Green Mile



June 6, 2013

*Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910*

Re: BRT

Dear Chair Carrier:

Regarding the proposed Bus Rapid Transit (BRT) along the so-called 'green mile' between Bradley Blvd. and Friendship Heights, I offer the following personal perspective:

- (1) There exists no high-density of population along this predominantly single-family home corridor.*
- (2) More so, there is zero population to serve on Northern 75% of the East side of this corridor.*
- (3) Statistical observation of the Northern 75% of this corridor - between Dorset Avenue and Bradley Blvd. - would indicate that there are few pedestrians to be served by a BRT system.*
- (4) There already exists a Metrobus service along this corridor to serve the small existing population.*
- (5) There already exists, below grade, the rapid transit Metrorail system along this corridor between Friendship Heights and Bethesda.*
- (6) The existing 'Green Mile' moniker will, in the near future, be questionable after the many, many trees on the East side of the corridor are removed to make way for a sidewalk to serve a most dubious need; even more so, a dearth of pedestrians to use it!*

In conclusion, if there is a one-mile corridor in all of Montgomery County that clearly needs the focus of Planning Board mental talent, financial resources and time, as well as an enormous amount of taxpayer funds for design and implementation expense, the corridor between Friendship Heights and Bradley Boulevard is absolutely NOT IT!

Best Regards,

*Howard Sokolove
5600 Lincoln St.
Bethesda, MD 20817*

MCP-CTRACK

From: Julian Mansfield <jmansfield@friendshipheightsmd.gov>
Sent: Thursday, June 06, 2013 3:50 PM
To: MCP-Chair
Cc: Robert M. Schwarzbart; Ken Hartman
Subject: BRT Comments
Attachments: Bob Schwarzbart BRT Comments.pdf

RECEIVED

JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Attn: Francoise Carrier

I am attaching comments on the Countywide Transit Corridors Functional Master Plan from Friendship Heights Village Council member Robert Schwarzbart.

Thank you,

Julian Mansfield
Village Manager
Village of Friendship Heights

VILLAGE OF FRIENDSHIP HEIGHTS

4433 SOUTH PARK AVENUE
CHEVY CHASE, MARYLAND 20815

Phone: 301-656-2797

Fax: 301-907-3922

Email: info@friendshipheightsmd.gov

Website: www.friendshipheightsmd.gov



VILLAGE COUNCIL

MELANIE ROSE WHITE, *Mayor*

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JOHN MERTENS, *Parliamentarian*

JULIAN P. MANSFIELD, *Village Manager*

LESLIE STRATHMANN, *Village Manager 1987-1996*

June 6, 2013

Ms. Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Countywide Transit Corridor Functional Master Plan

Dear Ms. Carrier:

I am writing as a member of the Friendship Heights Village Council, the elected governing body of the Village of Friendship Heights, to express my opposition to the proposed Bus Rapid Transit (BRT) system extending into the Friendship Heights area of Wisconsin Avenue. Although importantly informed about BRT matters while a member/two-term Chair of the County's Friendship Heights Transportation Management District Advisory Committee (2006-2012) and as a current resident member of the Western Montgomery County Citizens Advisory Board, I am not authorized to speak for either of these organizations.

Introducing the dedicated BRT lanes into our already traffic-congested area would create many more problems than it would resolve, potentially causing a huge, unremediable bottleneck here that would be inconsonant with current public policy and which would generate exhaust fumes from slow-moving cars deleterious to health. Apart from the heavy vehicular traffic regularly experienced in our part of Wisconsin Avenue, public policy has been to promote the use of bicycles, both privately-owned or via the bike-share program, in or beyond dedicated lanes in space previously available only to motor vehicles. The introduction here of dedicated BRT lanes would further tax a burdened roadway that cannot be widened. Problems would be exacerbated by current plans, as I understand them, to situate a BRT station across from the existing Friendship Heights Bus Terminal, where, in addition to competing with the existing Metro buses and Ride-Ons, it would further physically block vehicular traffic. Viewed in context, it's hard to imagine what the planners were thinking.

It is not clear that introducing the proposed BRT lanes into our area would commensurately improve transportation. The Red Line trains that proceed north from the Friendship Heights Metro Station cover much of the route of the proposed BRT buses that would come here. Since many suburban areas still would remain under served by either existing or planned public transportation, the need for many private commuter automobiles will still be with us. So, the current traffic problem here will continue regardless. The questions raised are just how much more it should be burdened and what that would do to pedestrian safety. Many people walk here and cross Wisconsin Avenue moving to and from our two principal medical buildings.

In addition, these buses would drop a large number of commuters off in Friendship Heights with a corresponding increase in the traffic through the Friendship Heights Metro stop. At one of the Friendship Heights TMD Advisory Committee meetings, it was pointed out that 70% or more of the traffic through Friendship Heights is through traffic, so most of these commuters would have to continue on another form of public transportation. I don't believe the Friendship Heights Metro station can handle this large increase.

A few years ago, County Councilmember Mark Elrich, the BRT's principal proponent, described it at a TMD Advisory Committee meeting, no reference having been made then to bringing it here. The TMD Committee voted to support the concept which, then, was what it was. The BRT still is an excellent idea for introduction to County roadways less congested than ours. However, one idea, no matter how good, cannot be applied to fit every situation.

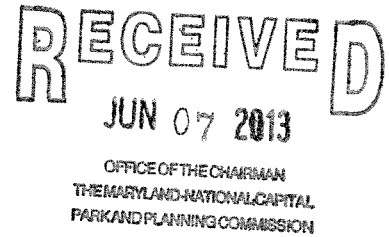
Sincerely,

A handwritten signature in black ink that reads "Robert M. Schwarzbart". The signature is written in a cursive, flowing style.

Robert M. Schwarzbart
Vice Chairman

MCP-CTRACK

From: Gale & Barbara Quist <twoquists@verizon.net>
Sent: Thursday, June 06, 2013 8:52 PM
To: MCP-Chair
Cc: tamecoalition@gmail.com
Subject: BRT and other mass transit vs highways



Dear Planning Commissioners:

I write to express my strong opinion that transit is the only viable route to a sustainable Montgomery County in the future. Our emphasis over the past 5 or 6 decades on roads has resulted in ever worsening gridlock, as increasing road capacity has disproportionately increased cars on the road. If there is a region which has worse traffic problems than ours, it is the greater Los Angeles area in California. After years of disastrous road construction, LA has moved into an impressive expansion of rail, BRT, and bikeways to solve their traffic problems. Montgomery County can afford to do no less!

We are on the brink of a decision on building a phenomenally expensive piece of road, M-83 or Mid-County Highway extended, when we need those financial resources to develop a transit system that will work now and in the future. The data, the public will, and much political support has been in place for years to remove this ill-conceived road from the master plans, but a desperate study drags on, pushing M-83 towards its destructive reality. It must be eliminated from all thinking on transportation planning.

I urge you all most strongly to move us towards mass transit options like rail, light rail, and bus rapid transit. And I urge thoughtful, creative design planning so that these systems can pick up major ridership as quickly as possible. To move more people more efficiently and conveniently around and through Montgomery County, transit is the only effective option, especially with the urgency of reducing carbon emissions from our atmosphere.

Transit is a win - win - win solution to transportation needs. Please point us emphatically toward that future.

Sincerely,
Gale Quist
11201 Neelsville Church Road
Germantown, MD 20876

MCP-CTRACK

From: waltsonneville@earthlink.net
Sent: Thursday, June 06, 2013 10:07 PM
To: MCP-Chair
Cc: skatz@gaithersburgmd.gov
Subject: Public Transit is Superior to M-83

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JUN 07 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Slicing a major road designed for 6 lanes from Clarksburg to Gaithersburg may have made sense 40 years ago, but not today. Urban transportation should begin with a focus on public transit. It's an essential part of Smart Growth planning.

waltsonneville@earthlink.net
EarthLink Revolves Around You.

RECEIVED
JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Morris Panner <mpanner@gmail.com>
Sent: Thursday, June 06, 2013 11:37 PM
To: MCP-Chair
Cc: Morris Panner; Somerset_List@yahoo.com; Roger Berliner
(Councilmember.berliner@montgomerycountymd.gov)
Subject: Public Comment to the Planning Board re: the BRT

Dear Planning Board:

I write to express my strong concern regarding the proposed high speed bus project (BRT) as outlined in the public meeting on May 28 at the Concord Hill School.

The proposal will not alleviate congestion and improve access from Montgomery County to Washington DC. It also fails to protect our green spaces, pedestrian walkways, and children's safety. We very much need innovative solutions to congestion, but this proposal does not do it.

The BRT, which would run down Wisconsin Avenue, essentially on top of the Metro, simply drops commuters at Friendship Heights, where they would board the Metro. Community activist, Marie Park, spoke eloquently about the dangers such a plan poses for our kids (there are eight schools along the near in route serving almost 7,000 children, who walk in this area), pedestrians and traffic. Marie has organized a face book group "Development Impacts Schools" where there is more information on these specific hazards.

We are in an era where we need to take advantage of and improve the Metro, rather than simply run more traffic on top of it. We also need to do everything we can to enhance our green spaces and anticipate the role of new technologies in enabling a greener and cleaner planet.

The core of the planning board's analysis is to project population, usage trends and preferences in 2040 and then make significant changes based on these very questionable assumptions. In the meantime, we already face a significant challenge encouraging more biking and walking in an increasingly vibrant and growing area.

There are real and serious problems of how to manage development in Montgomery County and we need smart solutions. The question of how an expanding population is going to easily move from all parts of the county to jobs in and near Washington, DC is an important one to answer.

We need real and effective solutions to manage the growth our County enjoys. This BRT proposal is not the answer.

Sincerely,

Morris Panner

RECEIVED
JUN 07 2013

MCP-CTRACK

From: jim hall <jimhallmd@yahoo.com>
Sent: Friday, June 07, 2013 8:34 AM
To: MCP-Chair; Cole, Larry
Cc: tamecoalition@gmail.com
Subject: BRT Public Hearing Report - Planning Board 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Commissioners,

This is a request that you include a robust public transit system serving Clarksburg in your current study of bus rapid transit in Montgomery County.

As you know Clarksburg is the last major area of the County to be developed and includes plans for over 15,000 new residences. Transportation planning for this area so far has relied heavily on building a new major highway - Midcounty Highway Extended.

The recently released Draft Environmental Effects Report for the Midcounty Corridor Study does not even address public transit as a part of the transportation picture for Clarksburg, other than to give public transit passing mention and dismiss it. This is particularly unfortunate because the master plan alignment for this highway, as indicated in the report, bears a huge cost both economically and to some of the last remaining natural forest and stream valleys in this part of the County.

We must develop an alternative to extending Midcounty highway to Clarksburg. The best alternative will be a combination of innovative public transit, widening M355, and making a variety of intersection improvements. To this end, it is absolutely essential to develop a viable, attractive public transit component to the transportation planning for Clarksburg including extending bus rapid transit through its many new residential neighborhoods and using dedicated lanes along existing roads to reach transit hubs and employment areas downcounty, and commercial areas in Germantown.

It is already late in the planning process for transportation in Clarksburg. By insuring that your current study of BRT in the County includes Clarksburg, it may still be possible to achieve a modern, robust public transit system in Clarksburg, and a viable alternative to building Midcounty highway extended.

Thank you for your consideration of this request.

Sincerely,

James L. Hall
11203 Neelsville Church Road
Germantown, MD 20876

COMMENTS ON: Countywide Transit Corridors Functional Master Plan (for BRT) -- submitted by Email June 6, 2013

FROM: Paul Seder, Ph.D. 5450 Whitley Park Terrace, Suite 104, Bethesda, MD 20814
pseder@verizon.net 301-530-7773 Dr. Seder previously served as the chief of all NIH Planning. He contributed to the Walter Reed Hospital (WR) Strategic Plan and participated in Montgomery County Government/Community Representatives BRAC (base realignment) meetings. His analyses of traffic and pollution problems were published in the *Washington Post*.

The proposed BRT (Bus Rapid Transit) Route 355 corridor segment from White Flint to downtown Bethesda should be rejected because it:

(These comments also apply other parts of the Route 355 corridor and the BRT plan more generally.)

1. Increases congestion. The planned all-day service BRT can result in a counterproductive increase in congestion for this critical Route 355 segment where rush hour congestion has been increased substantially by the merger of Bethesda Naval and Walter Reed hospitals. Cutting auto lanes from six to four lanes will increase congestion for the large proportion of Route 355 auto users whose short trips would not be efficiently made using BRT. A typical BRT round trip could exceed one hour in waiting for and riding on a feeder bus and the BRT. This time could well exceed the time for these noncommuter trips purpose, such a patient visit, a meal or brief shopping. Short trips are typically made at non-rush times where traffic congestion is not a serious problem. As a result, such brief trips are more effectively made by private car. Brief noncommuter trips may be especially prominent in this corridor segment with its three hospitals, more than 200 restaurants and numerous small stores. For example, WR hospital estimates that it has approximately one million patient visits annually. On the other hand, for commuters, lengthy rapid transit travel times are less of a problem when compared to an eight to ten hour workday.

The BRT plan and consultant study fails to effectively address these unique aspects of this corridor (segment) above and noted below.

2. Duplicates proven Metrorail. In this segment, existing proven Metrorail travels the same route as the proposed unproven BRT. Metrorail also provides critical access to and from substantial portions of the entire metropolitan region. Metrorail capacity can be economically increased by more frequent and longer (eight car) trains -- facilitated by improving control systems and providing additional electrical power.

3. Encompasses many areas that are either within a short walk to Metrorail or are non-residential. A touted benefit of the proposed BRT is more frequent stops than Metrorail. This is not a problem, as more feeder bus lines are needed to improve access for both Metrorail and the BRT. In addition, much the corridor from White Flint to Bethesda is within short walking distance of its four Metrorail stops or is non-residential. Extensive portions of this corridor are non-

residential areas, including the Route 355/495/270 interchange, NIH and WR campus, Strathmore complex, two large private school campuses, a church/cemetery, retaining walls and extensive woods or wooded road frontage.

4. Impedes successful NIH and WR traffic reduction programs. For example, NIH has at least ten traffic reducing options used by many staff, patients and visitors. NIH transportation options include 1. Car pools; 2. Van pools; 3. Shuttle vans; 4. NIH Express/Commuter Bus Routes (with Park and Ride lots to/from NIH); 5. Metrobus; 6. County Ride-On bus; 7. NIH guaranteed ride home; 8. Walking from the densely populated surrounding areas; 9. Bike riding; 10. Metrorail - with a station at NIH and planned underground walkway to WR.

This traffic-reducing program would be rendered less effective by the increased congestion from proposed elimination of two Route 355 lanes. Note that because these extensive options are not available in most parts of D.C. (which has a Federal agency standard of a 4:1 ratio of staff to parking spaces outside of downtown), the NIH staff to parking place ratio should be increased from 2:1 to 4:1 and should be effectively enforced. WR also warrants a 4:1 ratio. This would reduce rush hour traffic. Saturday and longer weekday working days would spread traffic away from current peak periods.

5. Increases pollution. Because, based on local and national experience, all-day service busses are likely to be substantially empty during non-rush hours, even hybrid BRTs will generate more local pollution per rider and use more fuel than does Metrorail or autos.

6. Potentially is needed only a few hours a day. Rush hour congestion typically exists on only one half of Route 355 (South toward Bethesda in the early morning and Northward in the mid to late afternoon). Rapid transit can be helpful only during these few hours of the day and in one direction at a time. Because of the existing proven Metrorail (see #2 above), a highly expensive, duplicative, potentially problematic and unproven BRT system is not needed in this corridor. Furthermore, if a BRT system reduces Metrorail ridership, higher Metrorail fares or greater subsidies may be needed.

Cole, Larry

m: L. Mark Winston <mwinston@glazerwinston.com>
Sent: Thursday, June 06, 2013 8:47 AM
To: Cole, Larry
Subject: RE: Work Session on Transit Corridors Functional master Plan - Participation of Task Force

Larry: Good morning. What the Task Force comment is saying is that while the Planning Board and Council obviously have the authority to decide whether or not to identify potentially necessary ROW that is appropriate for the RTS in specific circumstances and, consequently, have the authority to determine the criteria they will use in making such a decision, neither the Planning Board nor the Council should specifically decide on the treatments that go on within any corridor – because there are numerous factors which will determine the best treatments and that specific determination is not a legislative function and should not be viewed as a necessary part of the development of a functional plan. [This does not mean that the Task Force is not arguing for the maximum possible designation of ROW for the RTS, but simply is saying that the Functional Plan should be adopted without prejudice as to what is built within approved corridors. I trust that makes things perfectly obscure.] Thanks.

Mark

GLAZER | WINSTON | HONIGMAN | ELLICK
A Professional Limited Liability Company

L. Mark Winston

5301 Wisconsin Avenue, Suite 740
Washington, DC 20015
202 537 5500
Fax 202 537 5505
mwinston@glazerwinston.com

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Wednesday, June 05, 2013 5:58 PM
To: L. Mark Winston
Subject: RE: Work Session on Transit Corridors Functional master Plan - Participation of Task Force
Importance: High

Mark, Re #6: Can you clarify what you think the misunderstanding is? Thanks. - Larry

From: L. Mark Winston [<mailto:mwinston@glazerwinston.com>]
Sent: Wednesday, June 05, 2013 3:49 PM
To: Carrier, Françoise
Cc: Cole, Larry
Subject: Work Session on Transit Corridors Functional master Plan - Participation of Task Force

06-05-13

Dear Chair Carrier: Thank you very much for your consideration of participation by representatives of the County Executive's Transit Task Force in the above-referenced Work Session. The purpose of this note is to identify, at your request, those items in Attachment 1 (the matrix cataloging the public comments and testimony) as to which the Task Force might wish to make further comments and observations.

1. Selection of Mode.
2. Purpose of BRT System. Focus on SHA comments.
3. Park and Ride Lots. Focus on appropriate location of such lots.

4. Dedicated Lanes. Focus on premise that treatment should be commensurate with the forecast ridership to ensure that network is cost effective and efficient.
5. Lane Repurposing. Focus on MCDOT comment.
6. Flexibility in Implementation. At page 18, Staff misconstrues Task Force comment. At page 19, first comment regarding construction and operating costs confuses operating and capital costs.
7. Transit way Treatment. At page 38 regarding Route 29 and re-purposing of lanes, there is an insufficient appreciation of the people-moving capacity of the proposed system and in fact how few people need to get out of their cars on a relative basis to begin to alleviate automobile congestion.
8. Stations. Plan needs to retain flexibility, both substantively and procedurally, to be able to identify specific station locations. This will not only impact RTS network but also will impact integration of Ride-On and other modes with RTS.
9. Speed of Implementation. At page 45, while implementation will be phased, incremental implementation suggests an open-ended time period. AT page 46, disagree with Staff's statement regarding levels of transit corridor treatment.
10. Ridership forecasting, its role and use.
11. Network integrity. Page 82

The foregoing is not necessarily a complete list and I hope that, depending on how discussion proceeds, you might allow the Task Force to comment on other issues as well. I also hope that we will be able to participate in subsequent Work Sessions as appropriate. Thanks very much.

Mark

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L. Mark Winston

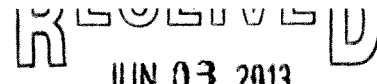
5301 Wisconsin Avenue, Suite 740

Washington, DC 20015

202 537 5500

Fax 202 537 5505

mwinston@glazerwinston.com



UN 03 2013

MCP-CTRACK

From: Rafael <rafatrek@gmail.com>
Sent: Friday, May 31, 2013 1:46 PM
To: MCP-Chair
Subject: BRT on 355

OFFICE OF THE CHAIRMAN
 THE MARYLAND-NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION

Hello chairman,

My name is Rafael Castro & I live at Strathmore & Rockville Pike. My wife & I who are in our mid-30s moved to our new home last July from DC. My wife moved with great hesitation because of the lifestyle change. Yet I made one argument we couldn't afford private schools. Other than that we would not have come to "North Bethesda/White Flint/Rockville/Kensington" (it has lots of names).

Now this is tough to say as I grew up in Garrett Park where I went to GPES, Tilden, WJ, Mont College, UMD & JHU[grad school]; but during college and up to the point I got engaged I said I only want to live & work in DC. As socially living in Bethesda I found the environment to be either too old or too PTA. I wanted the diversity of DC's nightlife & culture.

Now given being married (just over a year) my priorities have changed yet I still have friends who live in DC & Arlington and I hope to do anything I can to make them want to move to my area. Yet no one will want to as much visit me a second time if they have to deal with the traffic woes of 355.

So know that while BRT isn't for everyone you have one very excited family that awaits it.

Top problems for me:

- Walking path crossing strathmore is very dangerous with cars coming in the north bound direction turn on to Strathmore at a very fast rate.
- traffic jams in downtown Bethesda
- traffic jams at NIH
- no ability to ride a bike safely on 355 from Grovesnor till Medical Center
- No bus route that goes from Grovesnor to Bethesda (need to take two)

I see BRT as an incredible way to set up White Flint as a new exciting place to live; I and my family will be here regardless but I am asking so our friends join us.

Thank you,
 --Rafael

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MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Lyric Winik <lyricwinik@mac.com>
Sent: Tuesday, May 28, 2013 10:02 PM
To: MCP-Chair
Subject: Follow up questions from the May 28 meeting with Larry Cole at Concord Hill School

Follow up questions from the May 28 meeting with Larry Cole at Concord Hill School:

1. Please explain how you will address pedestrian crossing and pedestrian safety on 355 from Bethesda Metro South, particularly during non-daylight hours in the winter, when hundreds of BCC students are crossing Wisconsin Avenue on foot and on bicycles, and when elementary school students and preschool students are crossing at Dorset during the rush hour.
2. Please explain how EMS, Fire, and Police vehicles will proceed down 355 to Friendship Heights when at present they often have to travel on the opposite side of the road, against traffic, because of the backups and delays.
3. Please explain how you will integrate the fire house at Bradley and Wisconsin and its emergency response needs into the cut-over bus crossing.
4. Please explain what the average wait time will be for cars at each traffic light to accommodate pedestrian crossings and BRT bus signal priority at the lights along the 355 corridor from the Beltway to Friendship Heights. How will that new wait time differ from the present wait time per traffic signal? What will be the impact on road congestion? What will be the impact on air quality from the additional wait times at the lights along 355 and the additional idling? (Although you assume that some drivers will switch to buses, based on your population increase projections, it would be safe to assume the same or greater number of cars, with some of the population overflow going to buses).
5. Please clarify how residents in Chevy Chase West will be able to turn left to travel northbound on 355 in all proposed phases of the BRT plan.
6. Please clarify how residents in Chevy Chase West, Chevy Chase Village, and Friendship Heights will be able to turn right when the curb lanes are dedicated for BRT buses, both to exit their neighborhoods and to enter their neighborhoods? What provisions will be made during heavy traffic periods to ensure safe right turns? What merge provisions will be made for entering heavy traffic along 355 for vehicles turning right and crossing over the BRT lanes?
7. What provisions will be made to provide ADA accommodations for disabled and elderly patients who are dropped off by car, taxi, or special transport in front of the two major medical buildings in Friendship Heights along the curb lanes, which are designed to be bus lanes?
8. What provisions will be made for ambulance and fire vehicles that are routinely called to those buildings to provide emergency services and hospital transportation for seriously ill patients. Again, those vehicles park in the curb (bus) lane, often for extended periods of time.
9. Please clarify what will happen to the sidewalk to be built by the State Highway Authority along the northbound portion of 355 between Grafton Street and Bradley Blvd. if the bus lanes require additional

Cole, Larry

From: wpcatraffic <wpcatraffic@yahoo.com>
Sent: Wednesday, June 05, 2013 9:23 AM
To: Cole, Larry
Subject: Staff Memo on BRT

Hi Larry,

I was wondering if you could break your memo up into 3 parts/separate links because it is such a large file. Usually staff separates these. Some are having a problem downloading.

1. your memo
2. your matrix
3. the comments.

Also I find some comments mischaracterized. For example I did not say during my testimony what was attributed to me in your matrix. I said I supported Tina Slater's recommendation for a pilot project along New Hampshire Avenue if those neighbors agree. She had just testified before me. I also find you left out other comments. I will be submitting those again.

Thank you,
Harriet Quinn

Cole, Larry

From: Shahriar Etemadi <setemadi@mjwells.com>
Sent: Wednesday, June 05, 2013 11:53 AM
To: Cole, Larry
Subject: RE: Transit station at Hillandale-White Oak

Thanks anyway

 **Shahriar Etemadi**, PTP | Senior Associate
WELLS + ASSOCIATES
8730 Georgia Avenue, Suite 200 | Silver Spring, MD 20910
P: (301) 448-1333 | D: (301) 971-3419
setemadi@mjwells.com | www.mjwells.com

 Follow us on Twitter  Find us on Facebook  Connect on LinkedIn

I have moved! Please note my new address and phone number.

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Wednesday, June 05, 2013 11:29 AM
To: Shahriar Etemadi
Subject: RE: Transit station at Hillandale-White Oak

 n't help you on that one.

From: Shahriar Etemadi [<mailto:setemadi@mjwells.com>]
Sent: Wednesday, June 05, 2013 11:31 AM
To: Cole, Larry
Subject: RE: Transit station at Hillandale-White Oak

Thanks. But how many buses do you think will queue up during that time, should I assume 5 to 10 buses or more in relation to storage.

 **Shahriar Etemadi**, PTP | Senior Associate
WELLS + ASSOCIATES
8730 Georgia Avenue, Suite 200 | Silver Spring, MD 20910
P: (301) 448-1333 | D: (301) 971-3419
setemadi@mjwells.com | www.mjwells.com

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I have moved! Please note my new address and phone number.

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Wednesday, June 05, 2013 10:48 AM
To: Shahriar Etemadi
Subject: RE: Transit station at Hillandale-White Oak

Shahriar,

The answer to this question is highly subject to the final treatment selected but somewhere in the range of one every three minutes in the peak of the peak for the forecast year 2040. - Larry

From: Shahriar Etemadi [<mailto:setemadi@mjwells.com>]
Sent: Tuesday, June 04, 2013 6:47 PM
To: Cole, Larry
Subject: Transit station at Hillandale-White Oak
Importance: High

Hi Larry, do you have any idea when the BRT is on NH Avenue, how many buses we are talking about. I appreciate it if you get back to me by noon tomorrow. Thanks

 **Shahriar Etemadi**, PTP | Senior Associate
WELLS + ASSOCIATES
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I have moved! Please note my new address and phone number.

Cole, Larry

Subject: FW: BRT 355/Wisconsin Ave.

From: Elizabeth Brenner-Leifer [<mailto:ebrenner@rothwellfigg.com>]

Sent: Wednesday, June 05, 2013 5:08 PM

To: MCP-CTRACK

Subject: FW: BRT 355/Wisconsin Ave.

This is the letter I received informing me that the deadline had been extended until June 7th. I demand that you distribute my letter to the Board immediately.

Elizabeth Brenner-Leifer
Mayor, Village of Drummond.

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]

Sent: Thursday, May 30, 2013 11:26 AM

To: Elizabeth Brenner-Leifer

Cc: 'citizenscommittee@villageofdrummond.com'; Autrey, Thomas; Dolan, Mary; Anspacher, David

Subject: RE: BRT 355/Wisconsin Ave.

Dear Ms. Brenner-Leifer,

Chair Françoise Carrier agreed this morning to extend the comment period on the transit corridors plan to June 7th. Please see a copy of her e-mail to Marie Park below. We will copy you in the future on all relevant Planning Board communications in regard to this plan.

If you have any additional questions or concerns, please feel free to e-mail me back or call me. - Larry

Dear Ms. Park,

Due to the complexity of the draft Countywide Transit Corridors Functional Master Plan, I am willing to grant your request to extend the deadline for written comments by one week, until June 7, 2013. I will be unable to grant any further extensions due to our deadline to get the plan to the Council. We look forward to seeing your written testimony and thank you for your interest in this important undertaking.

Françoise M. Carrier

*Chair, Montgomery County Planning Board and Vice-Chair, Maryland-National Capital Park and Planning Commission
Phone 301-495-4605*

Lawrence Cole, P.E.

Master Planner/Highway Coordinator

Functional Planning & Policy Division, Multi-Modal Networks Unit

Maryland-National Capital Park and Planning Commission

8787 Georgia Avenue, Silver Spring MD 20910

301-495-4528
301-495-1302 (fax)
larry.cole@montgomeryplanning.org
<http://www.MontgomeryPlanning.org>

From: Elizabeth Brenner-Leifer [<mailto:ebrenner@rothwellfigg.com>]
Sent: Wednesday, May 29, 2013 2:34 PM
To: 'thomas.autry@montgomeryplanning.org'; Cole, Larry
Cc: 'citizenscommittee@villageofdrummond.com'
Subject: BRT 355/Wisconsin Ave.

Messrs. Cole and Autry,

Thank you for talking last night at the Concord Hill School.

I want to make sure that the Village of Drummond is on all of your mailing and emailing lists.

I have been on the Citizen's Committee for over two years, and the April 17, 2013 letter from Ms. Carrier to notify us about the public hearing on May 16, 2013 was the first letter we received about BRT in the time I've served.

Could you please make sure we are on your letter and email lists for all relevant Planning Board communications in the future?

Citizen's Committee
Village of Drummond
PO Box 70642
Chevy Chase, MD 20815

Citizenscommittee@villageofdrummond.com

Also can you please let me know if the date for public comments will be extended?

Thank you and best regards,

R. Elizabeth Brenner-Leifer
Mayor
Village of Drummond

Cole, Larry

From: Elizabeth Brenner-Leifer <ebrenner@rothwellfigg.com>
Sent: Wednesday, June 05, 2013 4:07 PM
To: MCP-Chair
Cc: 'ike.leggett@montgomerycountymd.gov'; 'ocemail@montgomerycountymd.gov';
'councilmember.berliner@montgomerycountymd.gov';
'councilmember.elrich@montgomerycountymd.gov';
'councilmember.floreen@montgomerycountymd.gov';
'councilmember.leventhal@montgomerycountymd.gov';
'councilmember.riemer@montgomerycountymd.gov'; Cole, Larry; Autrey, Thomas;
Dolan, Mary; 'citizenscommittee@villageofdrummond.com';
'dgershowitz@concordhill.org'; 'mayor@townofsomerset.com';
'Kelly_Morris@mcpsmd.org'; 'Celesta Jurkovich'
Subject: Village of Drummond--Opposition to BRT on 355 South/ Wisconsin Ave. between
Bethesda and Friendship Heights Metro stations
Attachments: Village of Drummond_s Opposition to BRT.PDF

Dear Chairman Carrier,

I hereby submit for the Montgomery County Planning Board's consideration the attached letter on behalf the Village of Drummond regarding the Village's opposition to BRT between Bethesda and Friendship Heights Metro Stations.

Thank you and best regards,

R. Elizabeth Brenner-Leifer
Mayor, Village of Drummond

VILLAGE OF DRUMMOND
P.O. Box 70642
CHEVY CHASE, MD 20815

June 5, 2013

by e-mail

Francoise Carrier
Chair, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Countywide Transit Corridors Functional Master Plan—BRT

Dear Chairman Carrier,

I write on behalf of all residents of the Village of Drummond to voice the Village's strong opposition to any Bus Rapid Transit system (BRT) on the section of Route 355 South/ Wisconsin Avenue between the Bethesda Metro Station and Friendship Heights Metro Station. We believe BRT will make the stretch of Wisconsin Avenue between Bradley Boulevard and Friendship Heights—which is 100% residential—a more crowded, hostile, and hazardous thoroughfare for our residents, our neighbors, and all others who travel on Wisconsin Avenue by foot, bicycle, or car to Somerset Elementary, Concord Hill School, or Norwood Park. The suggested advantages to extending BRT south past the Bethesda Metro Station and adding a BRT stop at Bradley Boulevard are doubtful and are heavily outweighed by the costs and risks to us, our neighbors, and schoolchildren.

The Village of Drummond urges the Planning Board to recommend that BRT not be built between the Bethesda and Friendship Heights Metro Stations on Wisconsin Avenue.

We further urge our elected and appointed officials to oppose any BRT south of the Bethesda Metro Station and to oppose any efforts to impose a tax or levy upon our residents to fund a BRT in this section.

Who we are and where we live

The Village of Drummond is a neighborhood of single-family homes located just north of Friendship Heights in Chevy Chase, Maryland. Fifty percent of the homes in the Village of Drummond are occupied by families with school-aged children. Almost all other homeowners are long-time residents who previously raised children in our Village. We are hard-working, highly educated, civic-minded taxpayers and politically active voters who pay close attention to who our elected and appointed local officials are and how they represent us and spend our tax dollars.

The Village of Drummond is located on Drummond Avenue—a dead-end street off of Wisconsin Avenue—one-half mile north of the Friendship Heights Metro Station. Wisconsin Avenue is the only public ingress to and egress from Drummond Avenue. Warwick alley connects Drummond

VILLAGE OF DRUMMOND

Opposition to BRT

June 5, 2013

p. 2

Avenue to Cumberland Avenue (in the Town of Somerset), but is closed during school hours for the safety of schoolchildren walking through the alley to Somerset Elementary School. The Village of Drummond lies directly between the Town of Somerset and West Chevy Chase.

The entrance to the Village of Drummond is located:

- ½ mile north of the Friendship Heights Metro Station—a 12-minute walk
- ½ mile south of Bradley Boulevard
- 1.1 miles south of the Bethesda Metro Station—a 25 minute walk
- 1 block from Somerset Elementary School
- 1 block from Concord Hill School (which serves grades pre-K through 3rd grade)
- 7 blocks (½ mile) from Norwood Park

Because of our location, many residents walk to the Friendship Heights Metro Station to commute to work. Our children attend Somerset Elementary School, Westland Middle School, and Bethesda-Chevy Chase High School, as well Concord Hill School and other independent schools.

The Village of Drummond strongly opposes BRT for the following reasons:

1. BRT between Bradley Boulevard and Friendship Heights would be dangerous for pedestrians, particularly schoolchildren, and bicyclists, and hinder current efforts to incentivize people to walk, bicycle, or ride buses north on Wisconsin Avenue.
2. BRT between Bradley Boulevard and Friendship Heights would be dangerous for drivers entering or leaving Drummond Avenue and other streets in West Chevy Chase.
3. BRT will serve no purpose for residents of the Village of Drummond because it does not add anything to other public transportation, including Metrorail, Metrobus, and Ride-On.
4. A BRT stop at Bradley Boulevard will incentivize development and increase the very vehicular traffic on Wisconsin Avenue that we want to curtail.
5. The suggested advantages of extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station are doubtful.

Reasons for Opposition

1. **BRT between Bradley Boulevard and Friendship Heights would be dangerous for pedestrians, particularly schoolchildren, and bicyclists, and hinder current efforts to incentivize people to walk, bicycle, or ride buses north on Wisconsin Avenue.**

The public's current right-of-way (ROW) on Wisconsin Avenue between Bradley Boulevard is barely large enough to accommodate even the most modest implementation of a curb-lane BRT. The sidewalk alongside Wisconsin Avenue is narrow and already perilously close to the street,

which has a 35-mile-per-hour speed limit that is often exceeded by drivers. The Wisconsin Avenue sidewalk is shared by pedestrians and by bicyclists who wisely choose, for their own safety, to bicycle on the sidewalk instead of Wisconsin Avenue.

Expanding Wisconsin Avenue closer to the current sidewalk would be exceedingly dangerous and unsafe for pedestrians, particularly schoolchildren walking on or crossing Wisconsin Avenue to Somerset Elementary School, Concord Hill School, and Norwood Park, as well as bicyclists riding on the sidewalk. It also would require the destruction of the many beneficial and attractive trees that line this thoroughfare.

Expansion of the public ROW to build a dedicated bicycle lane and to move the sidewalk would pose the same problems, and also require taking private residents' property by eminent domain, which we also strongly oppose. The houses next to Wisconsin Avenue, as well as Concord Hill School, are already just feet away from the ROW. Expanding the ROW would be dangerous and a great sacrifice for those residents, as well as very costly to taxpayers. We do not believe BRT justifies these sacrifices and costs.

Expansion of the public ROW also conflicts with the State of Maryland's plan to build a sidewalk/ bicycle path on the east side of Wisconsin Avenue—in the very space that BRT would need for an expanded ROW.

There currently are no points in the 0.7 mile stretch between Dorset Avenue and Bradley Boulevard for pedestrians to legally or safely cross Wisconsin Avenue. Even the most modest curb-lane BRT would make the east side of Wisconsin Avenue less accessible to our residents who want to use the State's planned sidewalk/ bicycle lane or to take Metrobus or Ride-On bus north.

BRT therefore would make Wisconsin Avenue less safe and is counterproductive to other efforts to incentivize people to walk, bicycle, or ride buses north on Wisconsin Avenue.

2. BRT between Bradley Boulevard and Friendship Heights would be dangerous for drivers entering or leaving Drummond Avenue and other streets in West Chevy Chase.

A BRT lane on Wisconsin Avenue between Bradley Boulevard and Friendship Heights also would make drivers' ingress to and egress from Drummond Avenue more difficult and hazardous, particularly during the morning rush hour, when traffic is heaviest and Warwick alley is closed. BRT on Wisconsin Avenue would also be dangerous to drivers attempting to enter or leave other streets in Chevy Chase West. The danger is even more acute for drivers attempting to enter or leave Drummond Avenue, however, because Wisconsin Avenue is the ONLY ingress and egress during the morning rush hour—drivers do not have the option of finding an easier way in or out.

Even a curb-lane BRT, with no change to the median, would make drivers' access to and egress from Drummond Avenue more difficult and hazardous. The increased traffic on the lanes still available to cars, and fast-moving buses in the BRT lane, would make it more difficult and

hazardous for drivers to turn right or left onto Wisconsin Avenue from Drummond Avenue, and for drivers to enter Drummond Avenue from the left northbound lane of Wisconsin Avenue.

Moreover, any right-turn-only restrictions at the Wisconsin Avenue/ Drummond Avenue intersection necessitated by BRT would not only make it more difficult for drivers, such restrictions would actually worsen traffic on Wisconsin Avenue. Drivers wanting to travel north on Wisconsin Avenue from Drummond Avenue would have to turn south, make a U-turn or other complicated turn on Wisconsin Avenue (where the turns would be is unknown), and then drive north. Drivers trying to enter Drummond Avenue from the south would have to drive north on Wisconsin Avenue, past Drummond Avenue, make a U-turn (again where the U-turn would be is unknown), drive south on Wisconsin Avenue, and then turn right on Drummond Avenue. The traffic on Wisconsin Avenue would thereby be increased by such turn restrictions.

3. BRT will serve no purpose for residents of the Village of Drummond because it would not add anything to other public transportation, including Metrorail, Metrobus, and Ride-On.

The entrance to the Village of Drummond is only one-half mile to the Friendship Heights Metro Station—a 12-minute walk. Many of our residents already walk to the Friendship Heights Metro Station to travel both for work and for leisure. Our residents would not use a BRT stop at Bradley Boulevard.

First, almost all Village residents to who take Metrorail to commute to work are travelling south to work in Washington, D.C. They are not travelling north.

Second, we do not think our residents would walk to a BRT stop at Bradley Boulevard just to travel one stop to the Bethesda Metro Station.

Third, residents who want to travel north of Bethesda would find it more convenient to walk to the Friendship Heights Metro Station than to walk to a BRT stop at Bradley Boulevard, travel one stop, and then get on Metrorail at the Bethesda Metro Station.

Last, we also oppose an additional BRT stop between Bradley Boulevard and Friendship Heights. We believe Metrobus and Ride-On bus adequately serve and will continue to adequately serve the very few residents and day-workers who ride these buses. The Metrobus and Ride-On buses that pass though this section of Wisconsin Avenue often have very few riders on them—even during the rush hours—which itself demonstrates that BRT in this section is of doubtful value.

4. A BRT stop at Bradley Boulevard will incentivize development and increase the very vehicular traffic on Wisconsin Avenue that we want to curtail.

If a BRT stop at Bradley is added, then that surrounding neighborhood, particularly the adjacent stretch of Wisconsin Avenue north of Bradley Boulevard, will become more attractive to and incentivize developers who will want to demolish nearby existing buildings on Wisconsin Avenue close to Bradley Boulevard to build larger buildings, more residences, and more

businesses. We oppose more development close to Bradley Boulevard because such development will lead to increased vehicular traffic on Wisconsin Avenue between Bethesda and Friendship Heights, as well as on Bradley Boulevard. Bradley Boulevard between Wisconsin Avenue and Connecticut Avenue is already an over-crowded and backed-up thoroughfare. We believe a BRT stop at Bradley Boulevard will encourage nearby development and make traffic on Wisconsin Avenue and Bradley Boulevard worse.

We believe smart growth and smart development means keeping future development further north and closer to the Bethesda Metro Station in order to stem the already heavy rush-hour traffic on Wisconsin Avenue and to prevent Wisconsin Avenue between Bradley Boulevard and Friendship Heights from becoming a total gridlock.

5. The suggested advantages of extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station are doubtful.

The two suggested advantages of extending BRT south past Bethesda Metro and adding one BRT stop at Bradley Boulevard are (1) incentivizing drivers living near Bradley Boulevard to take public transportation rather than drive their own cars, and (2) relieving projected Metrorail congestion. We doubt these advantages will be realized by this plan.

First, a BRT stop near Bradley Boulevard is not necessary to incentivize people to take public transportation. Bradley Boulevard is only one-half mile—a 12-minute walk—to the Bethesda Metro (and future BRT) Station. This is the same distance the residents in Village of Drummond regularly walk to the Friendship Heights Metro Station to travel both north and south on Metrorail. Our residents do not ride the Metrobuses and Ride-On buses that stop at the intersection of Drummond Avenue and Wisconsin Avenue to get to Friendship Heights—they walk because it is not far away. We believe people near Bradley Boulevard already walk to the Bethesda Metro Station, and do not need bus service at Bradley Boulevard to get to the Bethesda Metro (and future BRT) Station for the same reason our residents do not need bus service to get to the Friendship Heights Metro Station.

Second, whatever Metrorail congestion is projected in the decades ahead will not be relieved by extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station. BRT riders still must transfer between BRT and Metrorail to travel south of Friendship Heights on Metrorail, no matter where they do it, and Friendship Heights will not be a desirable BRT/ Metrorail transfer point. Because Metrorail congestion increases the further south you travel on the red line, riders travelling south likely would prefer to transfer from BRT to Metrorail at the Metro Station closest to their residence. Metrorail riders travelling north from downtown Washington, D.C. likely would prefer to transfer from Metrorail to BRT at the Metro Station closest to their residence as well, because travel by Metrorail will be faster than by BRT.

Conclusion

The Village of Drummond urges the Planning Board to recommend that BRT not be built between the Bethesda and Friendship Heights Metro Stations on Wisconsin Avenue. We further urge our elected and appointed officials to oppose building any BRT south of the Bethesda Metro

VILLAGE OF DRUMMOND

Opposition to BRT
June 5, 2013
p. 6

Station and to oppose any effort to impose a tax or levy upon our residents to fund the building of BRT in this section.

BRT will make this stretch of 355 South/ Wisconsin Avenue between Bradley Boulevard and Friendship Heights—which is 100% residential—a more crowded, hostile, and hazardous thoroughfare for our residents, our neighbors, and all others who travel on Wisconsin Avenue by foot, bicycle, or car to Somerset Elementary School, Concord Hill School, or Norwood Park.

BRT would not serve the interests of our residents, and the suggested advantages are doubtful. The marginal benefit—if any—of extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station is doubtful and does not outweigh the significant costs and risks to our families, our neighbors, and schoolchildren.

Submitted on behalf of the Village of Drummond,

R. Elizabeth Brenner-Leifer

R. Elizabeth Brenner-Leifer
Mayor, Village of Drummond

Cc:

Ike Legett, Montgomery County Executive
Marye Wells-Harley, Montgomery County Planning Board Vice Chair
Amy Presley, Montgomery County Planning Board Member
Norman Dreyfuss, Montgomery County Planning Board Member
Casey Anderson, Montgomery County Planning Board Member
Roger Berliner, Montgomery County Councilmember
Marc Elrich, Montgomery County Councilmember
Nancy Floreen, Montgomery County Councilmember
George Leventhal, Montgomery County Councilmember
Hans Riemer, Montgomery County Councilmember
Larry Cole, Master Planner, Functional Planning and Policy, Montgomery County Planning Department
Tom Autry, Supervisor, Functional Planning and Policy, Montgomery County Planning Department
Mary Dolan, Chief, Functional Planning and Policy, Montgomery County Planning Department
Celesta Jurkovich, President, West Chevy Chase Neighborhood Association
Jeffrey Slavin, Mayor, Town of Somerset
Kelly Morris, Principal, Somerset Elementary School
Denise Gershowitz, Director, Concord Hill School
All Village of Drummond residents

MCP-CTRACK

UU

JUN 03 2013

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From: Afnan, Brian <BAfnan@nvrinc.com>
 Sent: Friday, May 31, 2013 4:22 PM
 To: MCP-Chair
 Subject: Opposition to Proposed Transit Corridors Master Plan

OFFICE OF THE CHAIRMAN
 THE MARYLAND-NATIONAL CAPITAL
 PARK AND PLANNING COMMISSION

Dear Ms. Carrier,

I do not support the proposed Transit Corridors Master Plan, in particular the proposed configuration of the Southern Rt. 355 corridor. My objections are primarily as follows:

1. Coincidence of proposed BRT stations with existing Metro stations. There are relatively few new BRT stations relative to existing Metro stations, so the increased convenience and connectivity that one would expect from a BRT system appears to be very limited. The southern Rt. 355 corridor is already well serviced by Metro and it seems that the cost of BRT in this area, as well as the reduction in automobile lanes, is counterproductive. Investments in BRT should only be considered when there is a meaningful increase in the number of stops in areas that are poorly served by public transit currently.
2. Reduction from 6 to 4 automobile lanes. Reducing availability of general use automobile lanes in already heavily congested areas such as the southern Rt. 355 corridor seems to be an imprudent decision. Motorist and commuting behavior is difficult to change and just because the number of general use automobile lanes is reduced does not mean that demand will be reduced. Although the master plan contains claims to the contrary (with no supporting appendix of modeling methodology and calculations for the reader to refer to), it is difficult to understand and accept how throughput automobile capacity will be maintained or enhanced by introduction of BRT. It almost appears as though this Plan seeks to induce congestion as a means of justifying the expense of implementing BRT as proposed.
3. Emergency Preparedness/Evacuation. Many of the proposed BRT corridors, including the southern portion of Rt. 355, are designed for use as evacuation routes. Any possible reduction in automobile lanes or limitation on full, unfettered use of BRT lanes that may be shared with automobile traffic, would constitute a threat to emergency evacuation from southern Montgomery County and the District of Columbia.
4. Right-Of-Way Acquisition. The overall discussion in the proposed Transit Corridors Master Plan is that implementation of BRT is designed to occur on an incremental basis, utilizing existing right-of-ways. This approach seems reasonable on the surface, but it seems little consideration has been given to the impacts that such implementation will have on existing automobile traffic. It appears as though this "implementation-on-the-cheap" avoids the fundamental issue of necessary right-of-way acquisition and possible condemnation of property through proposed routes.
5. Neglect of Bike Lanes. There is not much discussion about dedicated bike routes/lanes. Failure to more thoughtfully consider bike lanes would be a terrible oversight. The issue of dedicated bike lanes is closely linked to the fundamental issue of right-of-way acquisition. It appears as though there is just not enough emphasis being placed on acquiring enough land to fully accommodate the proposed BRT service, bike lanes and existing general automobile use lanes. This may not be as much of a concern in upper Montgomery County, but for down county residents this is an important topic.
6. Inaccurate Classification of Light Rail Travel Speed. The proposed Purple Line travel speed is listed as moderate, and Metro is listed as high speed. In fact, the proposed design speed of the Purple Line on the segment between Chevy Chase Lake and Bethesda is fifty miles per hour (50 MPH), much faster than many segments on Metro. I live in close proximity to the proposed Purple Line and object to the characterization of the proposed Purple Line speed as being "moderate" – this characterization is grossly inaccurate with respect to the Chevy Chase/East Bethesda area.

Thanks in advance for your consideration of my comments on the proposed Transit Corridors Master Plan – I hope that, at a minimum, you will direct staff to more thoroughly research and report back on the items above so that members of the planning commission and general public are afforded the opportunity to examine the findings and scrutinize methodology/data.

Brian Afnan

4103 Edgevale Court
Chevy Chase, MD 20815
Email: bafnan@nvrinc.com

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MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Wm. Franklin <wjfranklin@gmail.com>
Sent: Friday, May 31, 2013 3:20 PM
To: MCP-Chair
Subject: Comments of Bus Rapid Transit Plan - Wisconsin Avenue south of Bradley Blvd.

Dear Chair Carrier and members of the Planning Board,

We are homeowner-residents and voters of Chevy Chase West (CCW) who is concerned about the Countywide Transit Corridors Functional Master Plan as it will disastrously affect Wisconsin Avenue (MD 355) south of Bradley Boulevard, i.e., between Bethesda and Friendship Heights. We see potentially horrible effects to our neighborhood and the county, and no offsetting benefits.

Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real hinder access to the neighborhood, for residents, visitors, commercial vehicles, and school buses. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

Further, removing the median in Phase 2 of the BRT -- which is described as have continuous, unbroken BRT service -- would prevent northbound drivers seeking to enter CCW from doing so; they would have to proceed north to Bradley Boulevard and U-turn at the traffic light so they could turn into CCW. Similarly, northbound drivers seeking to exit CCW would have to proceed south to Friendship Boulevard/Saks Fifth Avenue traffic light, and U-turn there to proceed northbound. This unquestionably would be a burden on traffic flows, greatly inconvenient, and potentially dangerous for all.

We believe that BRT will reduce pedestrian safety. It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. Northbound bus riders must walk across 6 lanes of Wisconsin Avenue, without pedestrian walkways or traffic lights, to assist them. BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets. Adding speeding BRT buses to the configuration can only increase the danger to pedestrians.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering our children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, Wisconsin Avenue is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan. Making the entire segment of Wisconsin Avenue between Bradley Boulevard and Friendship Heights two lanes each way for cars would further cause traffic backups both north into Bethesda and south into Friendship Heights and the District, especially during peak traffic periods.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders to offset the loss of a car lane.

Sincerely,

William and Kathleen Franklin
6300 Stratford Road
Chevy Chase, MD 20815

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JUN 03 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Ralph Moore <m2oahe@webtv.net>
Sent: Saturday, June 01, 2013 8:28 AM
To: MCP-Chair
Subject: Fw: Proposed BRT between Bethesda and Friendship Heights

We are resending our original message, as we left out a letter in the email address. Please see below. Thank you.

From: Ralph Moore
Sent: Saturday, June 1, 2013 8:15 AM
To: MCP-Chair@mncpp-mc.org
Subject: Proposed BRT between Bethesda and Friendship Heights

Dear Chairman and Planning Board members,

We live and own property in Chevy Chase West.

We believe the proposed Bus Rapid Transit between Bethesda and Friendship Heights will seriously disrupt entering and exiting Chevy Chase West. Wisconsin Avenue is the only way in or out. Cars must wait for a break in Wisconsin Avenue traffic to exit or enter.

Exiting will become more difficult with the denser traffic on Wisconsin Avenue due to the reduction in lanes on the Avenue, and with rapid busses coming by every 2-3 minutes.

Delay in exiting Chevy Chase West will be further increased by the elimination of the median strip on Wisconsin Avenue. Residents wishing to turn north on Wisconsin Avenue now wait for a gap in southbound traffic to get to the opening in the median strip, and shelter there until there is a gap in the northbound traffic. Under the proposed BRT plan, turning north from Chevy Chase West will require simultaneous gaps in both directions on Wisconsin Avenue.

The problem of exiting Chevy Chase West will be replicated on Wisconsin Avenue by cars waiting in line to enter, especially northbound vehicles which will have no median place in which to wait for a gap in southbound traffic to make the left turn. There will also be issues of who gets to use the gap in traffic, the outgoing or incoming cars.

The reduction of lanes on Wisconsin Avenue will in itself impede and often stop traffic altogether. The problem for travelers northbound on Wisconsin will be further exacerbated by the line of cars waiting to turn left into Chevy Chase West with no median in which to shelter.

A traffic light aimed at facilitating movement into and out of Chevy Chase West would make this stretch of Wisconsin Avenue even more of a bottleneck, stopping traffic, including busses, in both directions.

In sum, extension of the BRT between Bethesda and Friendship Heights is likely daily to cause serious and permanent problems for Wisconsin Avenue traffic as well as for traffic exiting and entering Chevy Chase West, for which there would be no remedy. We believe a logical southern terminal for the BRT would be the Bethesda Metro Station.

Thank you for your consideration of these comments.

Ralph and Sandra Moore
6310 Stratford Road
Chevy Chase MD 20815

MCP-CTRACK

From: Carol A. Jason <justcarol@verizon.net>
Sent: Saturday, June 01, 2013 2:13 PM
To: MCP-Chair
Subject: Brt corridor pland

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I oppose the Wisconsin Ave/BRT corridor plan for the reasons below.

Carol Jason
Chevy Chase MD

- The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34
- the possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile
- residents will not be able to safely execute a left turn onto Wisconsin Avenue
- residents will have difficulty merging right onto Wisconsin with BRT buses traveling 35 miles per hour on the curb lane in 2-3 minutes intervals (rush hour frequency) during BRT peak periods (6-10 a.m. and 3-7 p.m.)
- The narrowing of 355/Wisconsin Avenue to only 4 lanes for regular traffic will only increase congestion.
- No bike lane is included in the BRT Master Plan for our area

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MCP-CTRACK

From: Richard A. Allen <raallen@zsrlaw.com>
Sent: Sunday, June 02, 2013 1:52 AM
To: MCP-Chair
Subject: 355/Wisconsin Ave Corridor

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am a resident of Somerset and I strongly oppose the proposal for a high speed bus corridor on Wisconsin Ave. I adopt Marie Park's comments.

Richard Allen
4715 Cumberland Ave
Chevy Chase, MD 20815

MCP-CTRACK

From: Ari Antonelli <ari@amediabuy.com>
Sent: Sunday, June 02, 2013 1:43 PM
To: MCP-Chair
Subject: BRT

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I highly oppose the development of the BRT along the Wisconsin Avenue corridor.

Ari Antonelli
Drummond Avenue, Chevy Chase
Children at
Westland Middle School
Bethesda Chevy Chase High School

MCP-CTRACK

From: Willread2you@aol.com
Sent: Sunday, June 02, 2013 2:49 PM
To: MCP-Chair
Subject: proposal for Wisc. Ave.

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

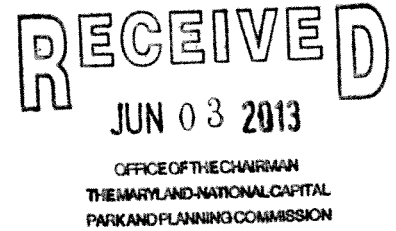
I oppose the proposal to change the median strips on Wisc. Ave. into bus lanes.

Sarita Jo Mattson
8012 Park Lane
Bethesda, Md. 20814

Bethesda Elementary

MCP-CTRACK

From: Maya Larson <maya.ian99@yahoo.com>
Sent: Sunday, June 02, 2013 3:25 PM
To: MCP-Chair
Subject: BRT in Chevy Chase MD



Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West with many safety and cost concerns about the BRT pilot on Route 355 between Friendship Heights and Bethesda. It is already difficult to exit our neighborhood onto Route 355 safely. Not only is there usually heavy traffic there is also a steady stream of people who walk and bike too. BRT buses will make driving, biking, and walking along this stretch more dangerous. BRT will not provide benefits to local citizens. The BRT pilot should stop at the Bethesda Metro Station.

Friendship Heights is already a terrible bottleneck, starting with the traffic light at Dorset it slows to a crawl. It is effectively 2 lanes because of all the delivery trucks and traffic for the high density buildings and the commercial activity. There is no way that taking away a car lane for BRT will help. It is sure to clog this section of Route 355 even further. This stretch is also congested for people on foot and people on bikes. Pedestrians need to cross the street in many places to access the stores and medical offices. Fast buses from BRT lanes simply will not work here. Planners need to account for all the factors that will impact the BRT pilot and do more analysis of whether any local citizens will actually benefit.

There are also long term serious costs to our neighborhood in loss of the green median in the later stage of the BRT pilot. This green median strip is important for our neighborhood. Drivers in cars, pedestrians and people commuting on bikes all need this median space in order to safely make left turns.

Drivers frustrated with the existing high level of congestion all ready turn into our neighborhood to try to circumvent the traffic. The BRT pilot will take away lanes and make traffic more congested and slower, this is sure to result in more frustrated drivers speeding through the small streets in our neighborhood. I walk my dog often and see many small children and elderly citizens walking to neighborhood schools, the park, and the swimming pool. The BRT pilot will make our neighborhood more dangerous for people of all ages.

Putting a BRT pilot between Bethesda and Friendship Heights is a bad idea that won't work. A much better idea would be to invest in the city bike share program. The red bicycles that people can rent for local trips in DC work great. Bethesda and Chevy Chase are similar to DC with urban traffic patterns. Public bicycles would benefit local citizens. BRT will not.

Sincerely,
Maya Larson Burns
4804 Nottingham Drive
Chevy Chase MD 20815

MCP-CTRACK

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JUN 08 2013

From: Alexandre Pinheiro Rego <alexandre.pinheiro.rego@gmail.com>
Sent: Sunday, June 02, 2013 5:25 PM
To: MCP-Chair
Subject: Rapid Bus Transit System (BRT) slated for 355/Wisconsin Avenue

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Sir/Madam'

I oppose the BRT slated for 355/Wisconsin Ave between Bradley and Friendship Heights.

Alexandre Rego
Somerset Elementary School

5415 Uppingham Street
Chevy Chase-MD
20815

MCP-CTRACK

From: Trina Gandal <tgandal@aol.com>
Sent: Sunday, June 02, 2013 6:29 PM
To: MCP-Chair
Subject: BRT- Rapid Bus Transit System

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman,

I live at 4716 Drummond Ave Chevy Chase, MD 20815. I do not support the BRT system at all! I have children that attend Somerset Elementary and BCC High School. I feel that this system would make it very unsafe for my children to walk along Wisconsin Ave with high speed buses whizzing by. Also, I feel that our neighborhood will not benefit at all from this new bus line. The fact that the county is considering raising the property taxes of those people who live within a half mile of Wisconsin Ave is very upsetting and unfair...particularly because we could never use the bus line. Please consider the people whose safety and wallet will be affected by the BRT.

Thank you!
Trina Gandal

tgandal@aol.com

MCP-CTRACK

From: Marc Schliefer <Marc@equityplanning.com>
Sent: Sunday, June 02, 2013 6:32 PM
To: MCP-Chair
Subject: BRT

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Please oppose the BRT.

There is no need for this and our property taxes are too high already. It would be irresponsible to raise our property taxes by 15%. You will force people like me to consider leaving the state where I have lived for the past 40 years.

Sincerely,

Marc Schliefer

Marc Schliefer, CFP
Equity Planning Institute, Inc
7910 Woodmont Avenue
Suite 900
Bethesda, Maryland
20814
Phone. 301-652-8702
Fax. 301-652-9066
www.equityplanning.com
marcs@equityplanning.com

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MCP-CTRACK

From: Sandra Aresta <sandra.aresta@verizon.net>
Sent: Sunday, June 02, 2013 7:44 PM
To: MCP-Chair
Subject: No rapid bus

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

My family and I live in Bethesda along

Wisconsin Ave. I am against rapid bus for numerous reasons:

- The metro is available underground along Wisconsin Ave and the county should do whatever it takes to encourage the use of metro rather than compete with it.
- Due to too much construction along Wisconsin Ave and more being regularly approved by the county the traffic has become a bottle neck. Reducing lane usage will only make this worst.
- I can only enter my street from Wisconsin Ave. Reduced lanes will complicate this further.
- It is already a challenge for school kids and adults alike to cross Wisconsin Ave. This proposal will make it worst.
- Fast buses make more sense in areas. without metro.
- Bethesda is not a highway! There are already many pedestrian related accidents.
- Bethesda is not a city. Those of us who have lived here do not want to live in a high density area. Enough with the over building and overcrowding of our schools and streets!

Sandra Aresta
Westland Parent
Montgomery county citizen

Sent from my iPhone

MCP-CTRACK

From: Jishnu Das <jdas.dcwala@gmail.com>
Sent: Sunday, June 02, 2013 9:33 PM
To: MCP-Chair
Subject: Concerns regarding proposed BRT

RECEIVED
JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman

We are residents of Chevy Chase village, just off Wisconsin Avenue. We have carefully reviewed the information available on the proposed BRT line, and wish to express our dissatisfaction with the project. There is already a metro line serving the same route, and this project will contribute to increased congestion on Wisconsin and the Friendship Heights metro station. We were unable to find contingency plans for the increased congestion at Friendship Heights. We are also concerned about losing the green median on Wisconsin avenue, and contributing further to turning the avenue into a major highway that is difficult to cross, especially with children. The communities on both sides of Wisconsin are closely tied (our children, for instance, attend school across Wisconsin). Finally, we have also received news stories suggesting the financing will be borne by those living within 1/2 a mile of Wisconsin Avenue. This makes no sense, since any potential benefits will accrue to a much broader community, while the significant costs in terms of convenience and construction activity will be borne by us.

Therefore, at this point, based on the information we have, we strongly oppose the project.

Since this is becoming a significant issue, we would ask you to forward any documents you may have on

1. Traffic projections with and without the BRT. In particular, we are unable to find any statistical analysis of transportation choice in the district across bus/car/metro, and therefore the projected switching of transportation choices.
2. A congestion impact study for Wisconsin and the Friendship Heights metro station area.
3. The environmental impact of the program.
4. Costing and financing options.

Thank you

Jishnu Das and Carolina Sanchez
Somerset School
4109 Oliver Street
Chevy Chase Village
Maryland

Sent from my iPad

RECEIVED
JUN 03 2013

MCP-CTRACK

OFFICE OF THE SECRETARY
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Daniel Mullen <danielmullen@ymail.com>
Sent: Sunday, June 02, 2013 9:44 PM
To: MCP-Chair
Subject: Please Reconsider the Rapid Bus Transit System (BRT) Slated for 355/Wisconsin Avenue

Dear Chair,

As a parent of two children who cross Wisconsin Avenue (at Dorset Avenue) to go to Somerset Elementary School, I am disturbed by the unvetted plans for the Rapid Bus Transit System (BRT) slated for 355/Wisconsin Avenue. As it is, an adult can barely cross Wisconsin Avenue during the 20-second crossing signal -- let alone young children. The idea of a rapid bus on an already-congested and dangerous local road sends shivers down my spine. Moreover, reports indicate that those within a 1/2 mile of the route -- such as me -- will have to bear the massive cost of something we will never use and do not want. Please reconsider this ill-advised plan.

Very truly yours,
Daniel Mullen
5509 Grove Street
Chevy Chase, MD 20815
301-518-4225

MCP-CTRACK

From: Scott Kragie <skragie@verizon.net>
Sent: Monday, June 03, 2013 12:46 AM
To: MCP-Chair
Subject: BRT Wisconsin Ave

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am Scott Kragie of 4713 Drummond Ave, Chevy Chase MD 20815. Wisc Ave is the only means of entry/exit from Drummond Ave. It is already a perilous intersection. It would become unreasonably dangerous if the break in the median is made smaller.

Thank you for considering my comments.

Scott Kragie

MCP-CTRACK

From: Beth Rosner <brosner@aaas.org>
Sent: Monday, June 03, 2013 9:56 AM
To: MCP-Chair
Subject: Opposed

Beth Rosner
5011 Del Ray Avenue
Bethesda MD 20814
Bethesda Elementary School area

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Meredith Davis <mereldavis@yahoo.com>
Sent: Monday, June 03, 2013 9:59 AM
To: MCP-Chair
Subject: NO to BRT!

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hello! Our family is a resident in Somerset neighborhood and our school affiliation is Somerset Elementary. We live 6 houses in off of Wisconsin Ave on Cumberland Ave. We are strongly apposed to the BRT plans for many reasons. The beauty of Wisconsin avenue with the tree lined median would be a terrible shame to rip out! The median is necessary in order to cross traffic via car and on foot when exiting the neighborhood. I believe the traffic would be worse, not better with the BRT. It is very heavy now and it is not because those car riders would switch to the bus. The metro was put into place to assist with the traffic. Lastly, as a resident within 1/2 mile of the proposed BRT...we will refuse to help pay for this.

Meredith Davis
4515 Cumberland Ave
Chevy Chase, MD 20815

RECEIVED
JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Magruder, John <john.magruder@lmco.com>
Sent: Monday, June 03, 2013 10:34 AM
To: MCP-Chair
Cc: councilmember.berliner@montgomerycountymd.gov
Subject: Bus Rapid Transit (BRT)- Citizen "NO" vote especially the segment from Bradley Blvd to Friendship Heights on 355

Thank you for allowing my wife and I to comment.

My son attends BCC Nursery School in Norwood Park, as well as the Concord Hill Day School for camp.

There are numerous reasons why we are against this going forward.

Some tied to the issues related to his schools (and children's safety). Some tied to the unneeded costs and waste of our County tax dollars, and the one issue that seems absurd is.... "redundancy".

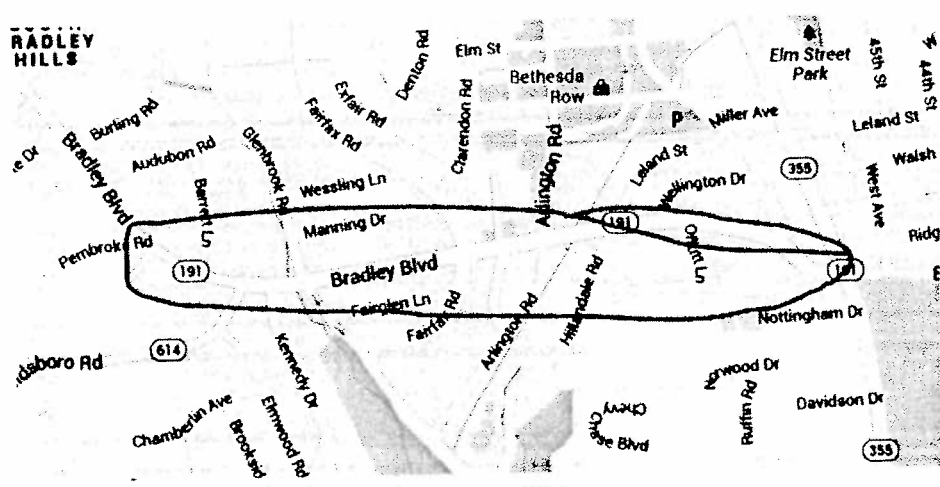
The is a perfectly good Metro system under ground.

Do not spend our tax dollars on this. Fix and blacktop the streets and make wider sidewalks for people and bikes.

By the way, have you driven on Bradley Blvd from 355 west to Goldsboro Road recently? Is the County (or WSSC) going to pave the ruts caused by water line repairs?

Thank you for listening

John Magruder
4827 Chevy Chase Drive
Chevy Chase, MD 20815



MCP-CTRACK

From: Zaft, Matthew <Matthew.Zaft@morganstanley.com>
Sent: Monday, June 03, 2013 1:40 PM
To: MCP-Chair
Subject: Rapid Bus Transit System

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am 100% against the Rapid Bus Transit System and feel it is a safety risk to our children as well as an unnecessary destruction of green space.

Thank you.

Matthew R. Zaft
Somerset Elementary School parent
4820 Dorset Avenue
Chevy Chase, MD 20815

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MCP-CTRACK

From: richard mallen <rickdmallen@gmail.com>
Sent: Monday, June 03, 2013 2:31 PM
To: MCP-Chair
Subject: additional comments on BRT proposal

RECEIVED

JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

In comments that I submitted on May 30, 2013, I argued that the proposed construction of BRT routes between Bethesda and Friendship Heights would have disastrous consequences, including snarled traffic on Wisconsin Avenue and neighborhood streets that are no longer safe for children, pedestrians, or cyclists. I would like to add two points for your consideration.

First, it has been reported that residents who live near the proposed BRT route will be taxed in order to fund the project. Any such tax would be an outrageous abuse of power. The BRT proposal will *harm*, not help, neighborhoods between Bethesda and Friendship Heights. Forcing residents of these neighborhoods to subsidize their own harm would be akin to a firing squad forcing the victim's family to pay for the bullets. The County should not treat its citizens this way.

Second, it is my understanding that Montgomery County strives to act in an environmentally friendly way and therefore should be in favor of expanding the County's tree canopy wherever possible. Under the BRT proposal, however, the County would destroy numerous trees that currently live in the median between northbound and southbound lanes on Wisconsin Avenue. The wanton destruction of these beautiful trees is a bad idea and should be rejected.

Respectfully submitted,

Richard D. Mallen
4613 Morgan Drive
Chevy Chase, MD 20815

MCP-CTRACK

From: Greg Parisi <gfparisi@yahoo.com>
Sent: Monday, June 03, 2013 2:40 PM
To: MCP-Chair
Subject: Opposition to BRT to Friendship Heights

RECEIVED

JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To whom it may concern,

We are residents of Montgomery County (Chevy Chase, MD) and are writing to express our strong opposition to the extension of the proposed BRT south of Bethesda to Friendship Heights as currently conceived. In our view, this extension (and in particular, the proposed widening of Wisconsin Avenue on that stretch, removal of the median, and addition of the curbside bus lane) will have a negative effect on Montgomery County residents in the area, who would also be footing a part of the bill. As the parents of three children who attend or will be attending public school on the other side of Wisconsin Avenue from our home (at Somerset Elementary), we are very concerned with the proposed project and urge the county to reconsider. Furthermore, we are convinced that the purported benefits of such an extension of the BRT will be marginal compared to its financial and environmental costs, and most importantly, its effects on pedestrian and child safety in our neighborhood. We urge you to consider terminating the BRT in Bethesda, where there is already a viable metro station that runs to Friendship Heights (on the identical route of the proposed BRT from Bethesda to Friendship Heights) and points south. This would save substantial taxpayer dollars and preserve the stretch of Wisconsin Avenue between Bethesda and Friendship Heights.

Thank you,

Greg and Alissa Parisi
138 Grafton St.
Chevy Chase

MCP-CTRACK

From: Megan Spellacy <meganandperry@me.com>
Sent: Monday, June 03, 2013 4:31 PM
To: MCP-Chair
Subject: Please stop BRT on wisc

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JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

We are extremely concerned about the BRT development, and hope it will ultimately be rejected. We question it's value and it will harm the neighborhoods and somerset elementary.

Thank you

Megan Spellacy

Sent from my iPhone

MCP-CTRACK

From: Bargben@aol.com
Sent: Monday, June 03, 2013 4:52 PM
To: MCP-Chair
Subject: Countwide Transit Corridor Functional Master Plan
Attachments: BRT Comments to MCPB.doc

RECEIVED

JUN 03 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Chair and Members of the Planning Board

Attached are my comments on the subject proposed Plan. (I am also mailing a copy to be certain it reaches the Board.)

Barbara G. Tauben

Barbara G. Tauben
4450 South Park Avenue, #417
Chevy Chase, Maryland 20815

June 3, 2013

Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Countywide Transit
Corridor Functional
Master Plan

Dear Madam Chair:

This is to inform you and the Board of my strong objection to the proposed, referenced plan to initiate **Bus Rapid Transit (BRT) lanes in the Friendship Heights CBD** and to request these views be made part of the record.

Friendship Heights is a unique, compact community. The proposed plan to add BRT to Wisconsin Avenue (MD 355) between Somerset Terrace and Western Avenue will destroy this area. As the Board knows well, Friendship Heights has a significant history and adds great value to Montgomery County and the State of Maryland. Beginning in the 1800s, Wisconsin Avenue served as a pathway to Maryland from the District of Columbia, first by horse or coach and later by an electric railway. Today we have METRORAIL (Red line) along with County Ride-On and Metro bus that enable transit users to go almost anywhere without using an automobile.

The 1998 Friendship Heights Sector Plan envisioned Wisconsin Avenue as a tree-lined boulevard with generous sidewalks and street furnishings. It called for improving the pedestrian environment by making major roads safer for pedestrian crossings. It identified streetscape improvements on Wisconsin Avenue, including adequate sidewalk widths, crosswalks and appropriate intersection designs to encourage people to walk. The Sector Plan recommended actions to make the area a more livable community by balancing the needs of vehicular and pedestrian traffic.

Some of the recommendations have been accomplished. Others are pending implementation. The proposal to add dedicated bus lanes – Phase 1 curbside and Phase 2 in the median – will negate these 1998 Sector Plan recommendations.

Along with the streetscape improvements, there have been numerous traffic signalization upgrades to allow pedestrians to traverse Wisconsin Avenue. Many organizations and individuals have worked tirelessly for years to encourage and support these changes. Pedestrian/Audible signals have been installed on Wisconsin Avenue at Somerset Terrace, South Park Avenue, and the mid-block crossing between South Park and Willard Avenues. The Maryland State Highway Administration currently has a pending project to improve the signalization at Wisconsin and Willard with audible signals. It is unclear from the proposed BRT plan, however, if these specialized pedestrian-friendly signals will continue once the new bus lanes are added.

More buses on Wisconsin Avenue will result in increased environmental pollution in the Friendship Heights CBD. The BRT proposal to add 2 bus lanes in the median (Phase 2) means the landscaped medians will be eliminated. Existing (or planned) flowers and trees now on the medians help to reduce pollution and the heat island effect while contributing aesthetically to the locations. Noise pollution will also increase with the addition of more motorized vehicles.

The Friendship Height CBD is an urban community made up of retail, professional, and residential entities. Friendship Heights is divided by Wisconsin Avenue. In order to continue this location as a vibrant community, all users must have safe and easy access to cross Wisconsin Avenue, a major thoroughfare. By adding more buses in dedicated, high-priority lanes, the people who work, live, and shop on the East and West sides of Wisconsin Avenue will be endangered and segregated by BRT from safe access to the entire CBD.

There is comprehensive transit in Friendship Heights now. Everyone has access to Metrorail, Ride-On buses and Metro buses. There is no need to add high-priority, dedicated new bus systems and lanes between Somerset and Western Avenues. The existing transit alternatives provide users with many convenient alternatives. Adding BRT to this locality is duplicative and unnecessary.

I have been a Friendship Heights resident for over 40 years and there have been many changes during that time. Friendship Heights is a real community and Wisconsin Avenue is not just a means of getting from point A to B. It is a place to be, not just a corridor to move people. The proposal to add BRT from Somerset Terrace to Western Avenue should be eliminated from the proposed "Countywide Transit Corridor Functional Master Plan" because:

- It will negate the assumptions and recommendations set forth in the 1998 Friendship Heights Sector Plan.
- It will increase noise, pollution, and other environmental problems in the CBD.
- It will bisect a community and endanger pedestrians.
- It will duplicate convenient and adequate current transit systems.

I hope the Planning Board will give these concerns careful consideration during its review.

Barbara G. Tauben

RECEIVED
JUN 03 2013

MCP-CTRACK

From: eleni giannakopoulou <eyannakopoulou@yahoo.com>
Sent: Monday, June 03, 2013 11:28 PM
To: MCP-Chair

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Full steam ahead! As a resident of Montgomery Co., and a daily commuter, I believe this is a great plan!!!

Dr. D. Papageorgopoulos

Chevy chase, MD

Cole, Larry

From: Ethan Goffman <goffmane@yahoo.com>
Sent: Friday, June 07, 2013 9:34 AM
To: MCP-Chair; Cole, Larry
Subject: Midcounty Highway Extension

Dear Commissioners,
Building M-83, the Midcounty Highway Extension, would continue a pattern of fragmentation and environmental degradation in an already overbuilt part of the county. It would encourage increased car use, with the pollution and climate emissions that brings. Extending the Midcounty Highway would also ignore demographic trends in which the young and old will be driving less. And it continues to ignore the promise of full public transit given to Clarksburg long ago.

Instead, the county should be building a BRT network with all possible speed, as well as improving MARC service, local bus service and, where possible, building bike paths and lanes. This is the way of the future; continuing to build endless new roads is the way of the failed past.

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850

Cole, Larry

From: rwi3206724@aol.com
Sent: Friday, June 07, 2013 1:36 PM
To: MCP-Chair; Cole, Larry
Subject: Testimony on BRT Public Hearing Report – Planning Board 2013

6/7/2013

Subject:

Testimony on BRT Public Hearing Report – Planning Board 2013

mcp-chair@mncppc-mc.org, Larry.Cole@mncppc-mc.org

Dear Commissioners:

We represent "Citizens to save South Valley Park and Whetstone Run" in Montgomery Village. We have been actively opposed to the MidCounty Highway Extension to Clarksburg for about 25 years. We are also members of Transit Alternative to MidCounty Highway Extended (TAME) and urge you to support Bus Rapid Transit (BRT) to Clarksburg instead of MidCounty Highway Extended.

We also have been following the Ten-Mile Creek Master Plan Amendment process which requires environmentally sensitive planning to Protect Seneca Creek Watershed Ten- Mile Creek in Clarksburg. MidCounty Highway Extended would negatively impact Seneca Creek Watershed Wildcat Branch Class III Trout Reproducing Stream in Germantown as well as acres of parkland, interior forests, wetlands, stream crossings, flood plains and Day Spring Church silent retreat.

MidCounty Highway Extended is also costly in dollars. Its length is 6 miles (one third) of the ICC and therefore would cost about \$750M or about one third of the cost of the ICC (\$2.3B). DOT is lowballing the cost to \$350M or less than one half of a realistic estimate. The cost of the ICC was misrepresented in the cost benefit analysis because tolls were not considered and now tolls had to be instituted to help defray some of the costs.

Since the BRT uses existing MD 355 there would be minimum negative community and environmental impact and could be built faster. In fact getting people out of automobiles would improve the environment. Current configuration of MD 355 in Clarksburg is only 2 lanes so the BRT would much improve traffic in this area.

Supporting the BRT to Clarksburg instead of MidCounty Highway Extended would be a win-win situation for development in Clarksburg, the environment and quality of life in the surrounding area.

Richard D. Wilder
9969 Lake Landing Rd.
Montgomery Village, MD 20886
301-208-1828
RWi3206724@aol.com

Cole, Larry

From: Bing Garthright <bgarthright@comcast.net>
Sent: Friday, June 07, 2013 7:15 AM
To: MCP-Chair; Cole, Larry
Cc: board@stedwick.org; TAME Coalition
Subject: BRT better than M-83

Please stop wasting county citizens' money studying a 1950s concept road, M-83, Midcounty Highway Extended. The study to date has persisted in a phony non-comparison of alternatives because it has posited an alternative 4 that is overdesigned. It was overdesigned to an extent that is served only to create a storm of political opposition to one of the best alternatives to M-83. In the process, it allowed damage to real estate values for many homeowners by the threat of unrealistic intrusions on their properties. Very cruel and manipulative.

Because M-83 would be so environmentally damaging, the mitigation costs make it outrageously expensive per mile. And, of course, the mitigations cannot be even nearly complete. By today's standards, it's a bizarre road. For these reasons, our homeowners' association has joined the TAME Coalition.

We need to invest in bringing the DC area's first BRT lines to serve our burgeoning science corridor and Clarksburg. Please free us from the outdated notions so dear to some at MC-DOT. Thank you,

Wallace E. Garthright, Chairman, Government and Public Utilities Committee, Stedwick Homes Corporation.

Cole, Larry

From: TAME Coalition <tamecoalition@gmail.com>
Sent: Thursday, June 06, 2013 4:29 PM
To: MCP-Chair; Cole, Larry
Cc: Margaret Schoap; TAME Coalition
Subject: BRT Public Hearing Report - Planning Board 2013

Dear Commissioners,

I am speaking on behalf of the Coalition for Transit Alternatives to Mid-County Highway Extended (TAME). We are a unified coalition of 44 organizations made up of HOAs, elected officials, faith communities, environmental groups and political action groups (see tamecoalition.blogspot.com). We want Montgomery County to restore balance to our transportation systems by making public transit a priority through the CCT, BRT, Purple Line and full service MARC Train. We petition to accelerate road improvements and proposed transit projects rather than building new highways.

McDOT just finished a 9 year study on the Mid-county Corridor Study and **that 250+ page report has only 1 1/3 pages (p. 228-229) addressing transit as a transportation alternative**. If the County is going to study a road to Clarksburg, there should be an equal in-depth study on transit alternatives to Clarksburg, the upper county, as well as the eastern part of the county.

Our main point is that the county absolutely must study and include BRT as an extension to Clarksburg, traveling along Rt. 355, and planning BRT through Clarksburg's neighborhoods, and along existing roads starting east of Germantown. The county is spending a lot of money to study a road to Clarksburg. We need,, then, to study transit to Clarksburg, NOW, in anticipation of the ridership in 2020 and 2030, because those are the reality dates for building. You are not deciding ridership for 2013 - 2015. You are planning for the future, and you need to lay those two transportation systems (road and transit) beside each other, and that will easily reveal viable transit alternatives are the future. Transit can no longer be simply an "add-on" after Master Plans are sealed - if we are to have good smart growth for our county's future.

Prioritize transit alternatives over roads and start demanding transit studies to be as extensive in scope as the out-dated and environmentally destructive roads like M-83. It's time for transit to serve the upper county, Clarksburg and the I- 270 Tech Corridor in 21st century Bus Rapid Transit systems.

We strongly encourage you to **lead in this monumental transportation transition** for the future of MoCo by choosing BRT over more roads.

Respectfully submitted,

Margaret Schoap

Organizer for

Coalition for Transit Alternatives to Mid-County Highway

Extended (TAME)

see our **TAME Coalition Blog**

240-581-0518

Cole, Larry

From: jim hall <jimhallmd@yahoo.com>
Sent: Friday, June 07, 2013 8:34 AM
To: MCP-Chair; Cole, Larry
Cc: tamecoalition@gmail.com
Subject: BRT Public Hearing Report - Planning Board 2013

Dear Commissioners,

This is a request that you include a robust public transit system serving Clarksburg in your current study of bus rapid transit in Montgomery County.

As you know Clarksburg is the last major area of the County to be developed and includes plans for over 15,000 new residences. Transportation planning for this area so far has relied heavily on building a new major highway - Midcounty Highway Extended.

The recently released Draft Environmental Effects Report for the Midcounty Corridor Study does not even address public transit as a part of the transportation picture for Clarksburg, other than to give public transit passing mention and dismiss it. This is particularly unfortunate because the master plan alignment for this highway, as indicated in the report, bears a huge cost both economically and to some of the last remaining natural forest and stream valleys in this part of the County.

We must develop an alternative to extending Midcounty highway to Clarksburg. The best alternative will be a combination of innovative public transit, widening M355, and making a variety of intersection improvements. To this end, it is absolutely essential to develop a viable, attractive public transit component to the transportation planning for Clarksburg including extending bus rapid transit through its many new residential neighborhoods and using dedicated lanes along existing roads to reach transit hubs and employment areas downcounty, and commercial areas in Germantown.

It is already late in the planning process for transportation in Clarksburg. By insuring that your current study of BRT in the County includes Clarksburg, it may still be possible to achieve a modern, robust public transit system in Clarksburg, and a viable alternative to building Midcounty highway extended.

Thank you for your consideration of this request.

Sincerely,

James L. Hall
11203 Neelsville Church Road
Germantown, MD 20876

Cole, Larry

From: Elaine Shank <shankej@juno.com>
Sent: Friday, June 07, 2013 4:52 PM
To: MCP-Chair; Cole, Larry
Subject: BRT Public Hearing Report--Planning Board 2013

Dear Commissioners,

I am writing as a member of Dayspring Church and TAME Coalition.

McDOT just finished a 9 year study on the Mid-county Corridor Study and **that 250+ page report has only 1 1/3 pages (p. 228-229) addressing transit as a transportation alternative.** If the County is going to study a road to Clarksburg, there should be an equal in-depth study on transit alternatives to Clarksburg, the upper county, as well as the eastern part of the county.

The county must study and include BRT as an extension to Clarksburg traveling along Rt. 355, and planning BRT through Clarksburg's neighborhoods and along existing roads starting east of Germantown. The county is spending a lot of money to study a road to Clarksburg. We need, then, to study transit to Clarksburg NOW in anticipation of the ridership in 2020 and 2030. Transit can no longer be simply an "add-on" if we are to have good smart growth for our county's future.

Prioritize transit alternatives over roads and start demanding transit studies to be as extensive in scope as out-dated and environmentally destructive roads like M-83. It's time for transit to serve the upper county, Clarksburg and the I- 270 Tech Corridor in 21st century Bus Rapid Transit systems.

I strongly encourage you to **lead in this transportation transition** for the future of MoCo by choosing BRT over more roads.

Sincerely,
Elaine Shank
Dayspring Church, Germantown MD

MCP-CTRACK

From: Joseph Hawkins <HAWKINJ@WESTAT.com>
Sent: Friday, June 07, 2013 8:54 AM
To: MCP-Chair
Subject: BRT

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JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To Whom It May Concern:

I'm not convinced that the BRT vision--which I see more frequently now in various media outlets--solves everything (all our traffic woes).

I live at 6615 Wilson Lane (20817). I commute to 1650 Research Blvd (20850). The distance is 9.6 miles. My commute is against the normal traffic pattern. It takes maybe two good James Brown songs for me to get from home to work (approximately 13 minutes). Other than being 'green' (environmentally conscience), why would I get on the BRT--even if it stopped right in front of my house? I doubt that it could beat my typical 13 minute drive.

I drive 495/270 each week day. I have no idea where everyone is headed, but I know that a significant number of the cars I see are flowing across the Potomac River into Virginia, and from Virginia into Maryland. Will the BRT address that segment of workers/drivers? And there are a lot of them.

And then there are the folks that drive to Rockville each day from north of Frederick. How does the BRT help them? For years (recently), I had a contract with the state of Pennsylvania and so I had to go Harrisburg periodically. I'd drive straight up 270 to Route 15. I would normally do the drive morning rush hour. I would literally see cars jammed from Rockville almost to Gettysburg--a steady stream of commuters headed to Montgomery County. How will the BRT help these folks?

There are so many unanswered questions about the BRT. We don't need to answer them all, but if we are spending \$10 billion then we need to answer 95% of them.

Here is just a short list of unanswered questions:

- Where is the money coming from to build the BRT?
- What will BRT fares look like?
- What are the projected ridership numbers of the BRT?
- Who will be responsible for managing and running the day-to-day operations of the BRT?

Joseph Hawkins
6615 Wilson Lane
Bethesda, Maryland 20817
301-320-2886

RECEIVED
JUN 07 2013

MCP-CTRACK

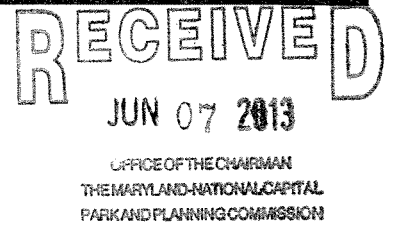
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: KarenEBJ@aol.com
Sent: Friday, June 07, 2013 9:12 AM
To: MCP-Chair
Subject: M-83

Because of both cost and environmental issues, I am writing to ask that the Planning Board remove M-83 from consideration. Thank you.
Karen Johnson

MCP-CTRACK

From: Eric Walle <differenti8@hotmail.com>
Sent: Friday, June 07, 2013 9:19 AM
To: MCP-Chair
Subject: BRT - MD355



Dear Chair Carrier and members of the Planning Board,

As a resident of Chevy Chase West (CCW), I am concerned about the proposed Bus Rapid Transit (BRT) plan for Wisconsin Avenue between Bethesda and Friendship Heights. Everyone entering or leaving our neighborhood in a motorized vehicle must use Wisconsin Avenue. There is no other way to get in or out, and doing either can be quite challenging under the current circumstances.

The proposed BRT plans would intensify that challenge by increasing traffic density in the non-BRT lanes. Motorists attempting to merge into, or exit from, the northbound traffic flow would bear the brunt of the impact (in having to cross a constricted stream of southbound traffic), but the risk of collision would rise for all drivers.

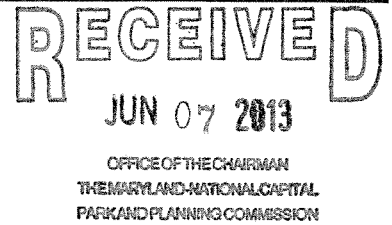
I support increased public transportation in Montgomery County, and I support reducing the volume of traffic on that stretch of Wisconsin Avenue. Unfortunately, because it lacks adequate consideration of safety issues already present, I do not support the proposed BRT plan for my neighborhood.

I urge you to defer consideration of this plan, and to develop better means to address the transportation needs of people who pass through this transit corridor. Thank you.

Elizabeth T. Walle
4609 Morgan Drive

MCP-CTRACK

From: Martha Lewis <mbslewis@gmail.com>
Sent: Thursday, June 06, 2013 9:34 PM
To: MCP-Chair; Berliner's Office, Councilmember
Subject: BRT



Quoting from the most recent article I read on the subject, note the underlined words below. According to same, the Planning Department has determined that there will be bus lanes, and only the decision os HOW is pending.

According to Berliner, the "plan" is conceptual...we're not there yet."

Which is correct?

Martha Lewis

"Going forward, planning will include determining whether the bus lanes would be created by taking lanes away from cars, or by widening the road with more lanes. Berliner said he doubts that any additional right-of-way would need to be taken.

Even if it's a choice between having lanes accessible to all vehicles—or only to buses, "that's going to be an important conversation we will have with the community—a serious conversation," Berliner said.

Right now, the "[the plan is] conceptual. People think it's a done deal. [but] we're not there yet. We're going to make sure it ... will enhance our quality of life, not degrade it. My commitment is to make sure that whatever we choose, [it will enhance our quality of life]," Berliner said.

--

Martha Lewis

RECEIVED
JUN 07 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Elizabeth Ewing <ewing16@gmail.com>
Sent: Friday, June 07, 2013 10:13 AM
To: MCP-Chair
Cc: ttedandrews@aol.com
Subject: Public comment on proposed BRT master plan MD355 south corridor
Attachments: BRT comments to planning board June 2013.docx

Dear Madam Chairman,

Attached please find my comments on the Bus Rapid Transit Master Plan for the MD355 south corridor. I comment as an adjacent property owner.

Sincerely,

Elizabeth Ewing
6510 Wisconsin Ave
Chevy Chase, MD

I am Elizabeth Ewing, adjacent property owner to the MD355 south corridor of the proposed Bus Rapid Transit system. I live at 6510 Wisconsin Avenue at the corner of Nottingham. My family and I also are members of the Chevy Chase West Neighborhood Association, a community of 500 homes west of MD 355 between Bradley Boulevard and Drummond Avenue.

My comments focus on the issues of preventing use of further right-of-way, preserving the walkability of Chevy Chase West and adjacent neighborhoods off Wisconsin Avenue, increasing pedestrian safety for students and those who use RideOn buses, and accessing Wisconsin Avenue by car when a car is needed.

We respectfully ask that the planning board eliminate the use of additional right-of-way when considering the MD355 south BRT from Bradley Boulevard to Friendship Heights. Further, we ask that the phase 2 for this corridor which would use the median for the BRT and greatly increase the additional right-of-way needed along Wisconsin Avenue be eliminated from the master plan.

Regarding the right-of-way, our front door is not quite 25 feet from the existing sidewalk along the west side of Wisconsin Avenue and about 30 feet to the road. Ours is not the only home so situated on the Green Mile from Bradley Boulevard to Friendship Heights. Any additional right of way would make ours and other homes unlivable. It is my understanding the one possibility in phase 1 of the proposed corridor would keep a sidewalk but move it toward our property by one foot. A later phase would move it by as much as 4.5 feet closer to our front door. Again, we are not the only people so affected, but for some it would be their side yard or fence along the existing sidewalk that would have to be moved.

Even an adjustment of one foot closer to our front door would mean removal and extreme pruning of the many trees along the path, including a distinguished more than 30-foot high magnolia grandiflora. Such a move would most likely greatly decrease property values for us but also for the entire area as the Green Mile no longer is the Green Mile but a concrete mile lacking trees that also help counteract the vehicle emissions.

The sidewalk in front of our home is in frequent use by people running errands, most often buying groceries, students going to and from Bethesda-Chevy Chase High school, people walking with strollers, dogs, and others headed to Norwood Park or presumably to downtown Bethesda or Friendship Heights. It is a well-used and traveled sidewalk. The sidewalk is tree-lined, with both newer and older trees planted in homeowners' front yards or planted in the space between the sidewalk and the curb. We ask that maintaining a safe and pleasant sidewalk from Bradley to Friendship Heights remain part of the plan. Should the BRT eliminate the many trees, and make walking less safe, the quality of life in the neighborhoods along the Green Mile would be degraded, not enhanced.

As the planning board continues to look at the option of a BRT from Bradley Boulevard to Friendship Heights, I would like to raise the concern of Nottingham Road, which is a dead-end street off of Wisconsin Avenue just behind the fire station. Those of us who

live on Nottingham (we are at the corner) can only exit our street onto Wisconsin Avenue. We would ask to have ready access both to Wisconsin Avenue south, but also to Wisconsin Avenue north. A designated bus lane initially may crowd the two remaining lanes of Wisconsin Avenue south (and north) so much that it would be very difficult for us to exit and head north. We would request a signal at or within two blocks of Nottingham and Wisconsin to facilitate our access in and out of our neighborhood. Such a signal may also assist the fire department in movement of its vehicles in and out of the street. The fire station is located between Bradley Boulevard and Nottingham.

Norwood Park, at the end of our street, is used often for county-sponsored and county residents sports events. We request that any plan include signals or other methods to ease entrance to and exit from Norwood Park.

A further safety concern is the lack of a sidewalk on the east side of Wisconsin Avenue and lack of pedestrian-initiated traffic lights where there on Ride-On bus stops on the east side of Wisconsin Avenue. If the goal is to reduce the number of cars from between Friendship Heights and Bradley Boulevard, sidewalk and lights that work only when requested by a pedestrian would make it easier for people to use public transit in our area. While most people walk to metro from Chevy Chase West and adjacent neighborhoods, there are times when the Ride-On bus connection makes the decision to use metro easier. More frequent ride-on bus service also would greatly improve use of public transportation.

Thank you for your attention to my concerns. I am available to answer any questions you may have.

Respectfully submitted,

Elizabeth A. Ewing
6510 Wisconsin Avenue
Chevy Chase MD 20815

RECEIVED
JUN 07 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MONTGOMERY PLANNING AND CAPITAL
PARK AND PLANNING COMMISSION

From: Rich Charnovich, Manager <manager@townofsomerset.com>
Sent: Friday, June 07, 2013 10:34 AM
To: MCP-Chair
Cc: Slavin Jeffrey; council@townofsomerset.com
Subject: Town of Somerset Written Testimony: Countywide Transit Corridors Functional Master Plan

June 7, 2013

Dear Chair Carrier:

As per the electronic submission requirements on your website, directly below is written testimony on the Countywide Transit Corridors Functional Master Plan submitted on behalf of Mayor Slavin and the Town Council for the Town of Somerset, Chevy Chase, MD:

(Begin testimony)

At its June 3rd Council Meeting, the Somerset Town Council voted to oppose the inclusion of the "Green Mile" section of Wisconsin Avenue (Bradley Boulevard to Friendship Heights) for Bus Rapid Transit (BRT) in the Transit Master Plan. The Council also agreed with similar concerns expressed by citizen groups such as Edgemoor that oppose including the section of Wisconsin Avenue between Bradley Boulevard and the Bethesda Metro Station, and we support their recommendation that it should not be included in the BRT proposal either. The Town of Somerset belongs to the Coordinating Committee on Friendship Heights, which testified at the May 16th Public Hearing in opposition to the inclusion of Wisconsin Avenue between the Bethesda Metro Stop and Friendship Heights in the BRT plan.

We understand that Montgomery County needs to plan for projected future transportation needs, and therefore see merit in the concept of Bus Rapid Transit. However, the more our residents heard about BRT on the Green Mile, the more questions they had that they believe have not been adequately addressed. Their concerns are principally about pedestrian safety, especially for the many children who attend schools in the area, many of whom must cross Wisconsin Avenue, and also for biker safety. In addition, residents could not understand how having BRT on our portion of Wisconsin Avenue would alleviate traffic problems in our area. In Somerset's view, the level of disruption does not seem worthwhile, especially considering that the BRT line between Bethesda and Friendship Heights effectively duplicates the Metro's Red Line.

On May 28, a number of Somerset residents attended Planning Board staff member Larry Cole's presentation regarding the plan at a meeting organized by Chevy Chase West residents. It appears to our residents that the BRT plan has been developed without any attention to or even awareness of the extensive pedestrian and cyclist traffic in our area, and without any consideration of the dangerous impact that the BRT would have.

The BRT would allow more buses to travel faster along Wisconsin Avenue by setting aside a lane in each direction exclusively for bus travel and installing a traffic signal system to facilitate queue-jumping by buses. The queue-jumping signal to be installed at the intersection of Bradley Boulevard would make an already dangerous intersection even more hazardous. Between Dorset Avenue and Bradley Boulevard, the BRT would, ironically, create a heightened risk to bus riders who must cross Wisconsin Avenue where there are no

crosswalks. Additionally, the BRT would not provide bicycle lanes for the many cyclists who travel this corridor. It should also be noted that the proposed BRT will take one lane of Wisconsin in each direction as a dedicated bus lane. The result will, of course, be greater automobile traffic congestion, which will, in turn, create an incentive for drivers to cut through Somerset. Again, the Draft Plan neglects this impact of the BRT plan.

About 13,000 K-12 students attend schools on both sides of Wisconsin Avenue between Friendship Heights and the Bethesda Metro. The schools are on both sides of the road and students live on both sides of the road, which means some portion of these students have to cross Wisconsin Avenue every day. Also, many Somerset Elementary School students frequently cross Wisconsin to visit friends who live in Chevy Chase Village. In addition, many Somerset residents cross Wisconsin Avenue to walk to stores in Friendship Heights, including Giant, as well as the stores and restaurants on Wisconsin north of Bradley. The extensive pedestrian and bicycle traffic in this area make it unlike other segments of Route 355, yet at Tuesday's meeting Mr. Cole suggested that this stretch of Wisconsin Avenue should have traffic as heavy as that along the segment north of NIH/Navy Medical-Walter Reed, a comment that was met with dismay by many in the audience.

We are hopeful that our letter, along with the many other similar comments from organizations and residents in our area will convince the Planning Board not to include the portion of Wisconsin Avenue from the Bethesda Metro to Friendship Heights in plans for the BRT.

Thank you for considering our views on this critical matter.

(End testimony)

I would sincerely appreciate it if you could confirm receipt of this testimony.

Respectfully,

Rich Charnovich

Town Manager

Submitted on behalf of Mayor Slavin and the Town Council

--
Manager and Clerk-Treasurer
Town of Somerset
4510 Cumberland Avenue
Chevy Chase, Maryland 20815
301-657-3211
301-657-2773 (fax)
manager@townofsomerset.com

RECEIVED
JUN 07 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Michael Burski <mga1960@earthlink.net>
Sent: Friday, June 07, 2013 10:40 AM
To: MCP-Chair
Subject: BRT Proposal

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West (CCW) who is very concerned about the rationale for the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. We are against further expenditures of any kind on this proposed venture.

The rationale for the effort is baseless especially when one considers that it duplicates the significant infrastructure investment in the metro system. Metro is no where near capacity, and its use should be maximized prior to any duplicative plan. Once metro is approaching capacity a better estimate of demand can be made for an effort like this. Furthermore, the terminus of the proposed bus route in Friendship Heights would require people to board metro anyway. The up-county demand to get to Friendship Heights and Bethesda for shopping and restaurants is, and will continue to be, minimal and will not be altered by the availability of the BRT. The terminus of the route is not where significant numbers of jobs are. In fact in many outlying areas, commuter bus services have sprouted to support direct transport to downtown DC to enable employees to get to and from work. I work with many people who utilize these commuter bus services. This is a business model that has worked and relies on existing infrastructure –270, 95, 495, etc. In fact when metro does approach capacity I would expect commuter bus ventures would be more attractive to prospective riders than going directly down MD355 ala the BRT proposal. Money should be spent to enable metro to operate closer to capacity during peak periods is a much more sound and environmentally friendly alternative than this BRT proposal.

Planners have also not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

It will remain more practical for me and my neighbors to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will significantly reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses on congested streets.

We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.

From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.

Please stop further consideration of the MD355 BRT plan. There are significant safety issues and deficiencies, significant negative impacts to communities and infrastructure, is duplicative of the existing Metro Red Line which has unused available capacity, and achieves no apparent benefits from its implementation.

Sincerely,

Mike Burski & Anne Copley
4923 Chevy Chase Blvd
Chevy Chase, MD 20815

MCP-CTRACK

From: Irene Burski <iburski@wisc.edu>
Sent: Friday, June 07, 2013 4:55 PM
To: MCP-CTRACK
Subject: Against BRT Proposal

RECEIVED

JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

> Dear Chair Carrier and members of the Planning Board,

>

> I am a resident of Chevy Chase West (CCW) who is very concerned about the rationale for the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. We are against further expenditures of any kind on this proposed venture.

>

> When I attended Bethesda-Chevy Chase High School from 2008-2012, I would often bike up MD355/Wisconsin Avenue as part of my commute to East-West Highway. Biking was the quickest and most environmentally friendly method of transport to get to school. Wisconsin Avenue as a commute route is already scary and daunting for a biker without this proposed BRT route. The proposed BRT route will eliminate an entire lane of road space for heavy car traffic and make biking in what space remains that much more dangerous. Student bikers will continue to bike to school, but the implementation of the proposed BRT route will mean fast-moving buses, irritated drivers, and congested traffic-- which together will make their bike route on MD355/Wisconsin Avenue even more hazardous and unsafe.

> The rationale for the effort is baseless especially when one considers that it duplicates the significant infrastructure investment in the metro system. Metro is no where near capacity, and its use should be maximized prior to any duplicative plan. Once metro is approaching capacity a better estimate of demand can be made for an effort like this. Furthermore, the terminus of the proposed bus route in Friendship Heights would require people to board metro anyway. The up-county demand to get to Friendship Heights and Bethesda for shopping and restaurants is, and will continue to be, minimal and will not be altered by the availability of the BRT. The terminus of the route is not where significant numbers of jobs are. In fact in many outlying areas, commuter bus services have sprouted to support direct transport to downtown DC to enable employees to get to and from work. I work with many people who utilize these commuter bus services. This is a business model that has worked and relies on existing infrastructure --270, 95, 495, etc. In fact when metro does approach capacity I would expect commuter bus ventures would be more attractive to prospective riders than going directly down MD355 ala the BRT proposal. Money should be spent to enable metro to operate closer to capacity during peak periods is a much more sound and environmentally friendly alternative than this BRT proposal.

>

> Planners have also not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

>

> MD355/Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

>

> It will remain more practical for me and my neighbors to walk to Metro than to rely on bus service, whether BRT or local. We believe that BRT will significantly reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses on congested streets.

>

- > We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.
- >
- > From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.
- >
- > Please stop further consideration of the MD355 BRT plan. There are significant safety issues and deficiencies, significant negative impacts to communities and infrastructure, is duplicative of the existing Metro Red Line which has unused available capacity, and achieves no apparent benefits from its implementation.
- >
- > Sincerely,
- >
- > Irene Burski
- > 4923 Chevy Chase Blvd
- > Chevy Chase, MD 20815
- >

RECEIVED
JUN 07 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Scott Shewmaker <scottshewmaker@gmail.com>
Sent: Friday, June 07, 2013 10:56 AM
To: MCP-Chair
Subject: brt in chevy chase

Dear Planning Board,

We wanted to share our concerns for the proposed brt line covering Wisconsin Avenue in Chevy Chase.

Having purchased a home last August our family has enjoyed our short time in Somerset. However, it appears that would change as our neighborhood would be harmed by the proposed brt. Congestion is already typical during rush hour and reducing the passenger car lanes from six to four will most likely make it worse. Taking away the median will also make entry/exit into Chevy Chase West (which includes Norwood Park) problematic and more dangerous.

There are already pending projects to add a sidewalk to the east side of Wisconsin avenue as well as a new access road to the Chevy Chase Club. With the limited space available it seems that private property will be taken away from their owners. While we are not one of those property owners we can imagine that they would be understandably upset if that were the case.

The "green mile" -although not technically a mile long- has added greatly to Chevy Chase and we would like to see it preserved. We would also like to keep our town, with a growing elementary school, as safe as possible. That would exclude the brt as currently proposed.

Thank you,

Scott & Emily Shewmaker
4723 Cumberland Ave

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JUN 07 2013

MCP-CTRACK

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Andrew Brown <andrewmichaelbrown@gmail.com>
Sent: Friday, June 07, 2013 11:43 AM
To: MCP-Chair
Subject: BRT plans for lower Wisconsin Avenue/MD355

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that the proposed BRT will have on the area between Bethesda and Friendship Heights. I am a strong proponent of "smart growth," environmentally sensitive development, and, most importantly, a robust, accessible and ubiquitous public transit system that reduces car traffic and congestion while promoting pedestrian friendly communities. The proposed BRT is actually counterproductive to these goals by misallocating funds desperately needed for transportation projects in other parts of our county that are not well-served by public transportation.

The area between Bethesda and Friendship Heights is already served by a world class public transit system. It is called Metro rail. Indeed, MD355 from the MD/DC line through Rockville is already extensively accessible via Metro, and the distances between Metro stations is easily traversed on foot or already served by excellent local bus transportation.

Implementing BRT directly over the same route served by one of the finest public transportation systems in the country duplicates existing and fully adequate infrastructure and represents a shameful waste of public resources that could be otherwise allocated to implement BRT in areas where it is badly needed because they are not served by public transportation. Furthermore, the implementation of BRT imposes huge environmental costs—destruction of the "green mile" median comprised of trees and other green surface planting—with no commensurate benefit in traffic reduction or implementation of public transportation where it does not already exist.

Lastly, there are unexamined safety concerns on the lower segment of MD355 south of Bradley Road resulting from implementation of BRT in that area. Planners have not given adequate consideration to car and pedestrian traffic from local communities that will face more danger navigating rapidly moving buses. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave Chevy Chase West; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic. Again, our area already benefits from extensive public transportation options. We are within walking distance of two Metro stations, which are also served by extensive public bus routes. BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights. There has been no study, evidence, or proposal that demonstrates any added value that would result from destroying the tree cover and green overlay between Bradley and Western Avenue to make way for fast moving buses traversing the exact same route as the metro rail located under ground.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders and reduces congestion sufficiently to offset the significant environmental costs imposed by paving over the green cover currently in place.

Sincerely,

Andrew M. Brown
4609 Hunt Ave.
Chevy Chase, MD 20815

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JUN 07 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: pamsonneville@verizon.net
Sent: Friday, June 07, 2013 2:59 PM
To: MCP-Chair
Subject: M-83 - Public transit is the only way to go!!!

Please consider alternate forms of transportation. A highway, such as M-83, should not even be considered. It'll be cut through high density areas, affect wetlands and demolish valuable forestland. Consider forms of public transit. It's the only way to go.
Pam Sonneville
(H) 301-869-4460

MCP-CTRACK

RECEIVED
JUN 07 2013

From: Carter, Hill (Fed TPMO) <Hill.Carter@hp.com>
Sent: Friday, June 07, 2013 3:01 PM
To: MCP-Chair
Subject: BRT- Property Taxes and Comment Period

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I oppose the Bus Rapid Transit on Rockville Pike as Metro already is available along this route. Further it would eliminate 33% of the lanes available to cars making non bus transit much worse. When I use Rockville Pike it is generally to visit one of the shopping centers there. The BRT will make this much more difficult.

Hill Carter
9806 Kensington Parkway
Kensington, MD 20895
School Affiliations: North Chevy Chase and Westland

Hill....

M. Hill Carter
301.814.2840 mobile

From: westland-net@yahoogroups.com [mailto:westland-net@yahoogroups.com]
Sent: Sunday, June 2, 2013 9:05 AM
To: westland-net@yahoogroups.com
Subject: [westland-net] BRT- Property Taxes and Comment Period

The County Planning Board extended the public comment period to midnight June 7th as a result of a petition that was signed by many parents who attended the May 28th meeting at the Concord Hill School. If you haven't yet expressed your opinion on the Rapid Bus Transit System (BRT) slated for Wisconsin Avenue, please send even a simple one sentence to mcp-Chairman@mncppc-mc.org that includes your name, school affiliation and home address. Click below to watch a Channel 9 news video that suggests property owners within 1/2 mile of BRT routes may end up seeing an increase in their property taxes and a second news video that focuses specifically on the 355/Wisconsin route that will end at Friendship Heights.

<http://www.wusa9.com/news/article/259607/373/Montgomery-County-Bus-Rapid-Transit-BRT-Plan-One-Step-Closer-To-Reality>

<http://www.wusa9.com/news/article/260421/373/Could-Bus-Rapid-Transit-Be-the-Answer-To-Montgomery-Co-Traffic-Nightmares->

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JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Anne Ambler <anambler@gmail.com>
Sent: Friday, June 07, 2013 4:39 PM
To: MCP-Chair
Subject: YES to Rapid Transit in Montgomery County; NO to more highways

Dear Chairman Carrier and Commissioners:

It is impossible to underestimate the importance of a rapid transit system to the future of Montgomery County. You who approve the thousands of additional housing units under construction now and planned for the near future know that our roads, already failing, cannot absorb the additional cars all these new families will generate. For the most part, you are approving these mega-developments in areas where they can be served by rapid transit. But of course now we need that rapid transit--and not 20 years from now, but as rapidly as it can be provided.

I urge you also to include Clarksburg in rapid transit plans, and take the highly destructive, expensive, and ineffective MS-83 off the plans. Road capacity fails the test when compared with transit capacity for moving people, and new highways fail again on the basis of cost. The proposed rapid transit system comes in at \$17 million/mile, from what I understand, whereas to build a single highway interchange runs from \$30 to \$100 million. The CCT as planned will serve the developments off Route 28, but it will not well serve Clarksburg residents who want to access Metro at Shady Grove. It will be too slow. Rapid transit on Route 355, in a dedicated lane, is what they need.

You are undoubtedly fully aware already of the environmental and social advantages of a Rapid Transit System over roads. As I age, I am personally looking forward to being able to get around the county by transit, and have no doubt there are many in this county like me. Whether we are competing with Virginia for jobs or planning for those aging in place who want to retire their car, it is a smart investment for the future to build a network of rapid transit. Please approve the rapid transit system and let's get busy providing residents, commuters, and visitors an effective way to get around in our county.

Thank you for your consideration.

Anne Ambler
12505 Kuhl Road
Silver Spring, MD 20902
301-946-5599

MCP-CTRACK

From: Celesta Jurkovich <cjurkovich@verizon.net>
Sent: Friday, June 07, 2013 9:04 PM
To: MCP-Chair
Subject: BRT-Countywide Transit Corridors Functional Master Plan

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JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Chair Carrier and members of the Planning Board:

I appreciate the efforts that Planning Board and its staff believes it has made to alert the residents of the County to the plan to create a BRT network in the County via approval of a Countywide Transit Corridors Functional Master Plan. As the President of a neighborhood association for the past few years, I know it is very difficult to get the attention of residents for projects that are in the offing. However, the recent level of comment demonstrates that a huge number of County residents were unaware of the proposal you currently are considering and that now that it has come to their attention, they have very strong views.

I have been monitoring its development for some time and believe there are some issues which should be considered as you move forward. Most importantly is what ROW is actually needed to create the recommended BRT. In the 6-6-13 Work Session, the MCDOT representative said the routes recommended in the proposal provide minimum ROW. Once approved, the implementing agency may need to adjust the ROW depending on the treatment recommendations. The current document does not show the "preferred" ROW or the ROW needed for stations, bike lanes, expanded sidewalks, etc. It currently only shows the minimum ROW in a chart for each segment.

The September 2011 Planning Board-approved BRT scope of work document clearly states these requirements:

"Determine right-of-way requirements to accommodate a high-quality BRT system."

"Develop typical sections that illustrate how the proposed transitway and stations area accommodated in the corridors, and **determine the preferred and minimum** rights-of-way identify where additional right-of-way or repurposing of travel lanes is required for the bus rapid transit corridors and stations."

"Display all BRT corridors, BRT stations, and other master planned transit centers on the map and create standardized transitway map symbols to be used for both the Master Plan of Highways and new master and sector plans."

"Additional right-of-way beyond that recommended in current master plans may be required in many areas to implement a high-quality BRT system: implementation of dedicated bus lanes or guideways may require additional right-of-way for long lengths in some corridors, implementation of stations, queue jumps, and intersection improvements may require additional right-of-way in localized segments."

A Recommendations Report that will identify where additional right-of-way is also required in each corridor. This is the report that will most directly inform the development of the Master Plan of Highways BRT Amendment.

The public has a right to know the true impact of what is being proposed but importantly, the Planning Board should also have a picture of what the impact of their proposed recommendations will be on property owners before they vote.

Such public disclosure will help county residents understand the true implications of this proposal. Lack of disclosure as called for in the scope of work document is unfair to the public.

Thank you for the opportunity to add my comments to the many provided since the Montgomery County residents have begun to focus on the implications of this plan.

Celesta Jurkovich
4603 Morgan Drive
Chevy Chase, MD 20815

Cole, Larry

From: Livia M. Nicolescu <nicolescu@rcn.com>
Sent: Friday, June 07, 2013 2:25 PM
To: MCP-Chair; Cole, Larry; councilmember.berliner@montgomerycountymd.gov
Subject: MoCo Transit Corridors Master Plan -Letter of Support
Attachments: MoCo Transit Corridors MP -Letter of Support -Chevy Chase.pdf

Dear Councilmember Berliner, Planning Board Chair Carrier, and Mr. Cole:

Please find (attached) our comments in support of the proposed Countywide Transit Corridors Functional Master Plan.

Thank you,
Livia M. Nicolescu
3221 Brooklawn Terrace
Chevy Chase, MD 20815

Chevy Chase Rapid Transit Sign-on letter

June 4, 2013, Chevy Chase, MD 20815

To: The Montgomery County Planning Board

The Chevy Chases can be a gateway, not a barrier, to Montgomery County; therefore, we are the supporters of the proposed Rapid Transit System which will move more people with greater safety, efficiency, and equality.

We, the undersigned residents of Chevy Chase, support the Countywide Transit Corridors Functional Master Plan. We believe that re-purposing major roadways to accommodate a Rapid Transit System over the next few decades is the best, most reliable and most cost-effective solution to providing high-quality transit service for our residents, workers and students.

Montgomery County continues to add population and jobs: we now have a plan to reduce traffic without continuing to expand our roadways. A Rapid Transit System on major routes with dedicated lanes (on Wisconsin Ave/MD 355, Georgia Ave, and Colesville Rd/US 29) will move more people with greater efficiency than our current, failing system.

Some of our neighbors have expressed the need for improved pedestrian safety along this corridor, and we agree. Wisconsin, Georgia and Colesville Avenues currently pose many hazards for everyone using those roadways, including pedestrians and bicyclists. We believe that repurposing and renovating these major corridors for rapid transit will provide safe access to all station stops. Regarding safety issues, we wanted to cite the following details:

- Transportation planning and road safety experts at EMBARQ demonstrate that reduced overall vehicle miles traveled in an area reduces the chance for collisions with vehicles. Modeling by the Montgomery County Planning Department staff based on MWCOG data estimates vehicle miles traveled in the Chevy Chase area would be reduced by 3-4% if this system were implemented, while if we do nothing, vehicle miles traveled are forecasted to increase 22% by 2040.
- As an example, Los Angeles' Orange Line BRT has experienced less than half the number of collisions per miles driven compared to the rest of the city's bus routes as documented in the FTA's evaluation of the project.
- The Countywide Transit Corridors Functional Master Plan provides numerous recommendations to improve pedestrian safety around stations; for example, the designation of Bicycle Pedestrian Priority Areas, marked crosswalks at all intersections (those with signals and without) and on every leg of each intersection, wider and ADA accessible crosswalks, median refuges, optimized timing for signalized crossings, better lighting, and accommodation during construction, to name a few.

There are additional, important details required in order to implement the Rapid Transit proposal successfully. Yet we believe that "doing nothing" is not an option when a plan exists to move significantly more people, reduce automobile traffic, diminish air pollution and improve pedestrian safety. This is why we urge you to move forward on the proposed Countywide Transit Corridors Functional Master Plan.

Many thanks for your time. Signed,

1. Livia Nicolescu, Chevy Chase, MD
2. Tracey Johnstone, Chevy Chase, MD
3. Ronit Dancis, Chevy Chase, MD

4. Bonnie Beavers, Chevy Chase, MD
5. Alvin Carlos, Chevy Chase, MD
6. Clifford Cohen, Chevy Chase, MD
7. Roberto Conte, Chevy Chase, MD
8. Rob Fossi, Chevy Chase, MD
9. Lewis Junior, Chevy Chase, MD
10. Bernice Rabin, Chevy Chase, MD
11. Richard Rabin, Chevy Chase, MD
12. Julia Randall, Chevy Chase, MD
13. Peter Rowe, Chevy Chase, MD
14. Nancy Soreng, Chevy Chase, MD
15. Robert Soreng, Chevy Chase, MD
16. Susan Burnett, Chevy Chase, MD
17. Julie Greenberg, Chevy Chase, MD
18. John Schmitt, Village of Martins Additions, Chevy Chase, MD
19. Peter Rowe, Chevy Chase, MD
20. Michael MacArthur, Chevy Chase, MD
21. Peter Dean, Chevy Chase, MD
22. Kathy Sessions, Chevy Chase, MD

Cole, Larry

From: Carrier, Françoise
Sent: Saturday, June 08, 2013 12:36 PM
To: wpcattraffic
Cc: MCP-Chair; Cole, Larry
Subject: Re: Functional Plan

Dear Ms. Quinn,

We will accept your testimony, since clearly you intended to send it before the June 7 deadline. I have made the mistake of failing to attach the attachment many times myself.

Françoise M. Carrier
Chair, Montgomery County Planning Board and Vice-Chair, Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

On Jun 8, 2013, at 12:16 AM, "wpcattraffic" <wpcattraffic@yahoo.com> wrote:

> My apologies for forgetting the attachment which is now attached.
> Thank you,
> Harriet Quinn

> ----- Forwarded Message -----

> From: wpcattraffic <wpcattraffic@yahoo.com>
> To: "françoise.carrier@mncppc-mc.org"
> <françoise.carrier@mncppc-mc.org>
> Cc: "mcp-chairman@mncppc-mc.org" <mcp-chairman@mncppc-mc.org>;
> "larry.cole@mncppc-mc.org" <larry.cole@mncppc-mc.org>
> Sent: Saturday, June 8, 2013 12:02 AM
> Subject: Functional Plan

> Chair Carrier and Planning Board Commissioners:

> Attached please find my testimony for the Corridor Functional Master Plan Draft.
> Thank you for your consideration and for all of your work.

> Sincerely,
> Harriet Quinn

> <BRT_Quinn_PB.pdf>

Harriet Quinn
County Corridors Functional Master Plan
Montgomery County Planning Board
May 16, 2013

Thank you for the opportunity to speak to you this evening. I'm Harriet Quinn, a resident of the Woodmoor neighborhood in Silver Spring. I've chaired our Traffic and Transportation Committee for the last 5 years and I strongly support public transportation. I agree with all of the points made by our Association President, Michele Riley in her testimony, and would like to strongly endorse her request that a pilot project be implemented before adding any more routes to the County-wide plan. Despite the fact that the County has 4 previously approved projects for BRT, some approved many years ago, we do not have anything implemented on the ground to prove that the BRT will do what is being promised. No other U.S. jurisdiction has more than a couple of BRT routes. The ITDP stated that the County would have a difficult time administering more than one route.

Putting additional routes in the Master Plan at this time is premature and would put the County in the position of promising something it may not be able to deliver on. Let's try one of the previously approved routes first to get some lessons learned before adding more. Then, if more should be added, a Citizen Advisory Committee should be established for any potential future routes before adding to the Master Plan so that there can be real dialogue among the various agencies and stakeholders. All of the previously approved routes had the benefit of input from a Citizens' Advisory Group as part of their Area Plan and in the case of the Purple Line, a separate functional plan process was established. The residents and riders along other potential routes should have the same opportunity for information gathering, input, analysis and recommendations as those previous Committees.

This Plan proposes 2 routes through the center of our community: University Boulevard and Colesville Road. The right of way in this area is severely constrained because previous road widenings were done over the years to accommodate growth from the North. Therefore property impacts here may be significant and there is insufficient information in this draft plan regarding those impacts. One of the main objectives in the Scope of Work for this project was to make recommendations on minimum and preferred amounts of right of way and to provide illustratives for those recommendations that include the stations and bikeways. This has not been done and we ask that those be provided for the 6 new routes being recommended in this Plan: Route 29, University Boulevard, New Hampshire Avenue, Randolph Road, Route 355 and Georgia Avenue. Not only are the landowners and the public entitled to see the potential row impacts but the Board should be fully informed about property impacts before making their recommendations. We have been asking for these maps and illustratives since the beginning of this process and request that staff be provided the time to finish this part of the project before the Board makes any recommendations. Otherwise this draft plan is incomplete.

Colesville Road (Route 29):

Route 29 is a complicated corridor that deserves much more attention to detail than is being given in this document. The road has 3 different segments with different characteristics:

Route 29 (Columbia Pike) between Howard County line and New Hampshire Avenue;

Route 29 (Colesville Road) between New Hampshire Avenue and Sligo Creek Parkway;

Route 29 (Colesville Road) between Sligo Creek Parkway and the District line.

Route 29 is also a route for which there is no alternative for most residents. This corridor is not only a major commuter route but it's also Main Street for our neighborhoods, provides the only access to many of the existing neighborhoods along it, and has substantial pedestrian activity. In our own neighborhood we've worked very hard in recent years on solutions for improving safety, as Four Corners was found to have the second highest pedestrian collision rate in the County. Following the MC DOT Four Corners Safety Audit, many improvements were made, but safety remains an ongoing issue all along the corridor. While we saw a decrease in pedestrian accidents in 2011, we saw an increase in 2012. As you may know, there have been several serious pedestrian accidents in the last few months along Colesville Road, including at least one fatality. Unfortunately, the Route 29 corridor also has the highest number of vehicle crashes.

Taking lanes away and dedicating them to buses or placing buses in the median would create 2 different levels of traffic in a highly congested area filled with pedestrians, many of whom are students. This would further complicate the already complex variety of activities going on in this compact area: many school related activities (including the largest public school in the State) and crossings, commercial activity, local neighborhood activity and 4 different entrances to the Beltway.

Unlike for some residents along the other major north-south corridors in the County, many of the 90,000+ residents who live along the Route 29 corridor do not have access to an alternative route. For example, those living along Connecticut Avenue can use Wisconsin and Georgia Avenues and vice versa.

The Colesville Road ramp to the Beltway has the highest volume of vehicles entering the Beltway in Montgomery County. The queue in the morning in the right lane can extend beyond a mile. This is the same right lane that is supposed to be used by vehicles wishing to make left turns that are not permitted at the Four Corners intersection. The Four Corners intersection

geometry is unique in the State of Maryland in that you must turn right to go left. Yet many vehicles cannot make the turn because of the backup to the beltway. This is also the same lane that staff is recommending be dedicated for the buses. This would make the right turn to go left on University even more difficult than it already is, causing even more aggressive cut through traffic in our neighborhood.

Cut Through Traffic

Five years ago, our neighborhood applied for and met the criteria for the County's through traffic restriction program, to help reduce the cut through traffic in our neighborhood. After clearing the waiting list, the results of the study showed one of the highest cut through areas in the County. These vehicle trips do not show up in any models because they are not counted by the typical County and State traffic studies since they avoid the signalized intersection. After spending many months vetting alternatives and nearing completion of the multi-year process with County DOT on a through traffic mitigation plan, we were dismayed to learn that some other officials were proposing a new BRT system through our community without any citizen consultation. As a result of this unexpected development (and one our community spent multiple years analyzing multiple times before) we have been unable to complete our Traffic Management Plan pending the outcome of this Master Plan proposal. If this Plan is adopted as is, we would need the County to re-start our study over again because our previous study and mitigation plan would be obsolete and additional layers of problems for our mobility and safety would be created.

Impacts on Traffic

We are very concerned that no impact analysis on traffic and pedestrian safety has been done and there is no evidence to show the BRT will reduce congestion. The analysis shows only a 2.5% decrease in travel time. Many of our concerns

related to the Route 29 route apply to University Boulevard as well, especially with regard to pedestrian activity.

It is also worth noting that a great deal of the traffic in the 4 Corners area is traveling to and from the Beltway and those vehicles would still be on the road since the proposed BRT would not travel on the Beltway.

Lane Repurposing

Some of the recommendations for the Four Corners area include lane repurposing based on projected ridership. We have concerns about the methodology used to determine justification for taking lanes. Not only was the typical threshold lowered but it should be noted that the numbers used for ridership along Route 29 include buses that do not serve residents along Route 29. Many of the bus routes used in the calculator, do not even enter Colesville Road until the final blocks before the Metro station. Those riders should not be counted to justify taking a lane several miles north in Four Corners. Similarly the K6 bus which serves New Hampshire Avenue briefly rides on Old Columbia Pike but does not serve the Route 29 corridor. Those New Hampshire Avenue riders should not be used in the calculation for taking a lane in Four Corners. Additionally, the lane factors used between Four Corners and Sligo Creek Parkway are not correct as there are 3 lanes, not 4 in that location.

There are too many details about the proposed plan that are undetermined. It appears that a one size fits all approach to transit is being applied by designating major corridors for BRT regardless of operational constraints. No traffic impact analysis was done and therefore the overall impact of taking general travel lanes away is undetermined. There has been insufficient information released regarding the impacts on: property owners, neighborhoods, traffic mobility, pedestrian safety and availability of local transit service especially along Route 29 south of New Hampshire Avenue. Similar proposals for Route 29 were not

approved in the past because previous studies showed the negative impacts outweighed any benefit.

Many transit improvements are needed in the County, and I support enhancing the existing infrastructure before creating a whole new system. These enhancements include adding more buses with enhanced features that would speed bus service such as prepaid boarding, 2 door buses with level boarding and electronic signs indicating next bus arrival. We also need more shelters which would encourage more riders. There are no shelters between Four Corners and Downtown Silver Spring.

I thank you and the Planning Staff very much for your time and work and hope that you will give careful consideration to the concerns and suggestions I and others have described.

Cole, Larry

From: Garcia, Joyce
Sent: Monday, June 03, 2013 5:22 PM
To: Cole, Larry
Subject: Fwd: Microsoft Word - man ref standards.doc

Sent from my iPad

Begin forwarded message:

From: Marie Park <doublepark@verizon.net>
Date: June 3, 2013, 4:31:42 PM EDT
To: El Cid Butuyan <ebutuyan@hotmail.com>
Cc: Joyce Garcia <joyce.garcia@mncppc-mc.org>
Subject: Re: Microsoft Word - man ref standards.doc

You might want to ask the land use lawyers who rep concord hill and Stone Ridge whether the county complied with adequate notice provisions re the public hearing on May 16th.

Take care, Marie
Sent from my iPhone
(301) 728-2436

On Jun 3, 2013, at 4:14 PM, El Cid Butuyan <ebutuyan@hotmail.com> wrote:

No we did not get any notice Marie (Joyce?)

Cid

Subject: Fwd: Microsoft Word - man ref standards.doc
From: doublepark@verizon.net
Date: Sat, 1 Jun 2013 13:21:44 -0400
To: joyce.garcia@mncppc-mc.org; ebutuyan@hotmail.com

See link- re notice to adjacent properties. Did you ever get a letter notifying you about the public hearing on BRT on May 16th?

Take care, Marie
Sent from my iPhone
(301) 728-2436

Begin forwarded message:

From: Marie Park <doublepark@verizon.net>
Date: June 1, 2013, 10:27:30 AM EDT

To: Mom <doublepark@verizon.net>, Pooh Shapiro
<Poohshap@gmail.com>
Subject: Microsoft Word - man ref standards.doc

http://www.montgomeryplanning.org/info/mr_standards.pdf

Take care, Marie
Sent from my iPhone
(301) 728-2436

ROCKVILLE PIKE BOULEVARD

ALIGNMENT STUDY



Prepared By:



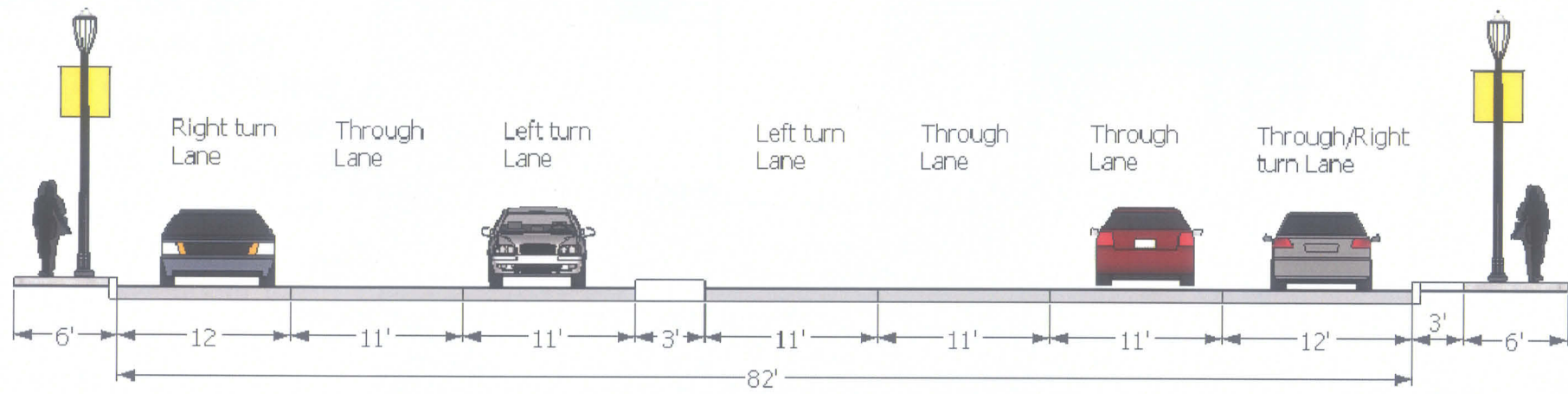
20251 Century Boulevard, Suite 400
Germantown, MD 20874
301.916.4100
www.vika.com



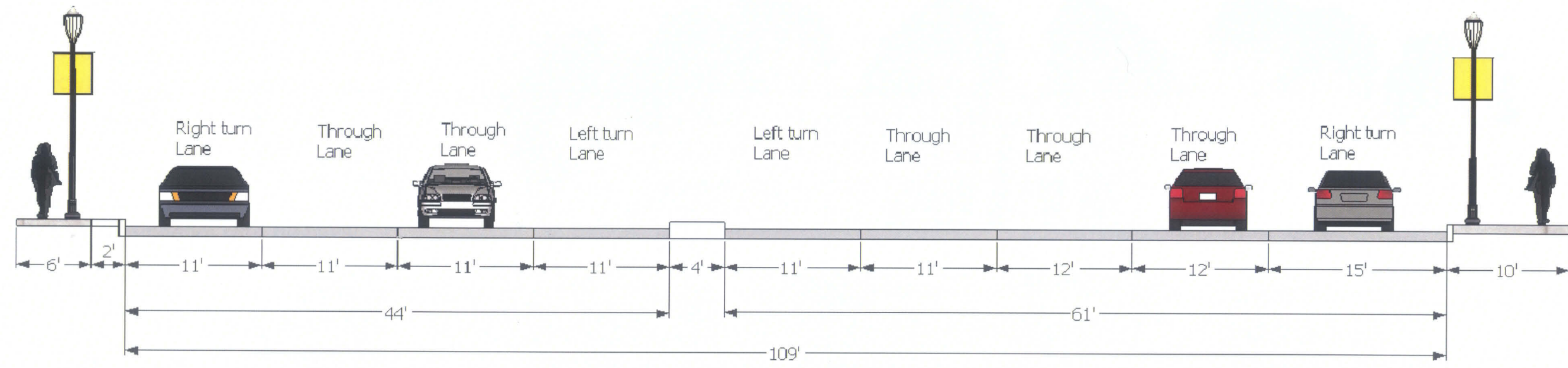
150 North Orange Avenue, Suite 200
Orlando, FL 32801
407.843.6552
www.aecom.com

White Flint Partnership

2011.1.20



Narrow Existing Section
250' South of Old Georgetown Road, looking North



Wide Existing Section
600' North of Old Georgetown Road, looking North

**ROCKVILLE PIKE
BOULEVARD
ALIGNMENT
STUDY**

White Flint, Maryland

APPLICANT/
COORDINATOR:
**White Flint
Partnership**

CIVIL ENGINEER:
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Contact: Ian Lockwood

MD 355 - Rockville Pike
Road Section
Existing Condition



SCALE: NTS

SHEET No:
1 OF 27

Street Hierarchy

A hierarchical street network accommodates local and through circulation. The wider streets convey more through traffic and the narrower streets accommodate local traffic. The street network is designed so that loading and service functions do not hinder pedestrian movements. All streets must have ample space for pedestrians, bicyclists, and street trees. Undergrounding utilities and locating "wet" and "dry" utilities under the pavement or under the sidewalk will allow the street tree canopy space to grow. On-street metered parking should be permitted on all local streets and on most of the major streets during non-peak hour traffic. On-street metered parking will reduce speeds and generate revenue.

Rockville Pike Boulevard

Rockville Pike (MD 355) carries the majority of through traffic and thus divides the Sector Plan area. Rockville Pike has three northbound and three southbound through lanes, plus turning lanes. There are no street trees, landscaped median, or on-street parking. The utilities are on poles located in the middle of narrow sidewalks. It is a classic suburban commercial strip highway.

This Plan recommends reconstructing the "Pike" as an urban boulevard, placing utilities underground, and adding a median wide enough to accommodate turn lanes and street trees. Street tree panels and wider sidewalks will promote walking. Bus priority lanes will be provided, located either in the median or along the curb.

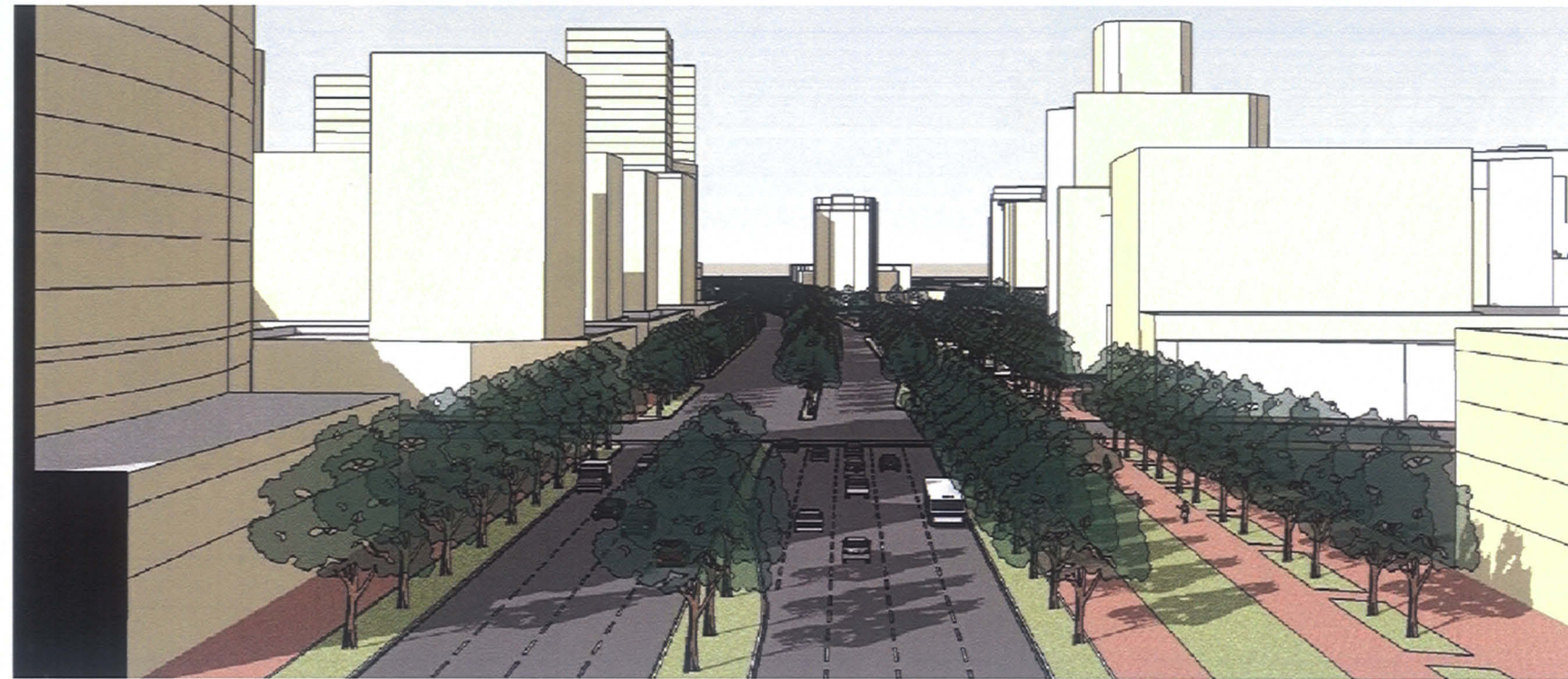


Figure 1: Rockville Pike Boulevard and Promenade Cross Section

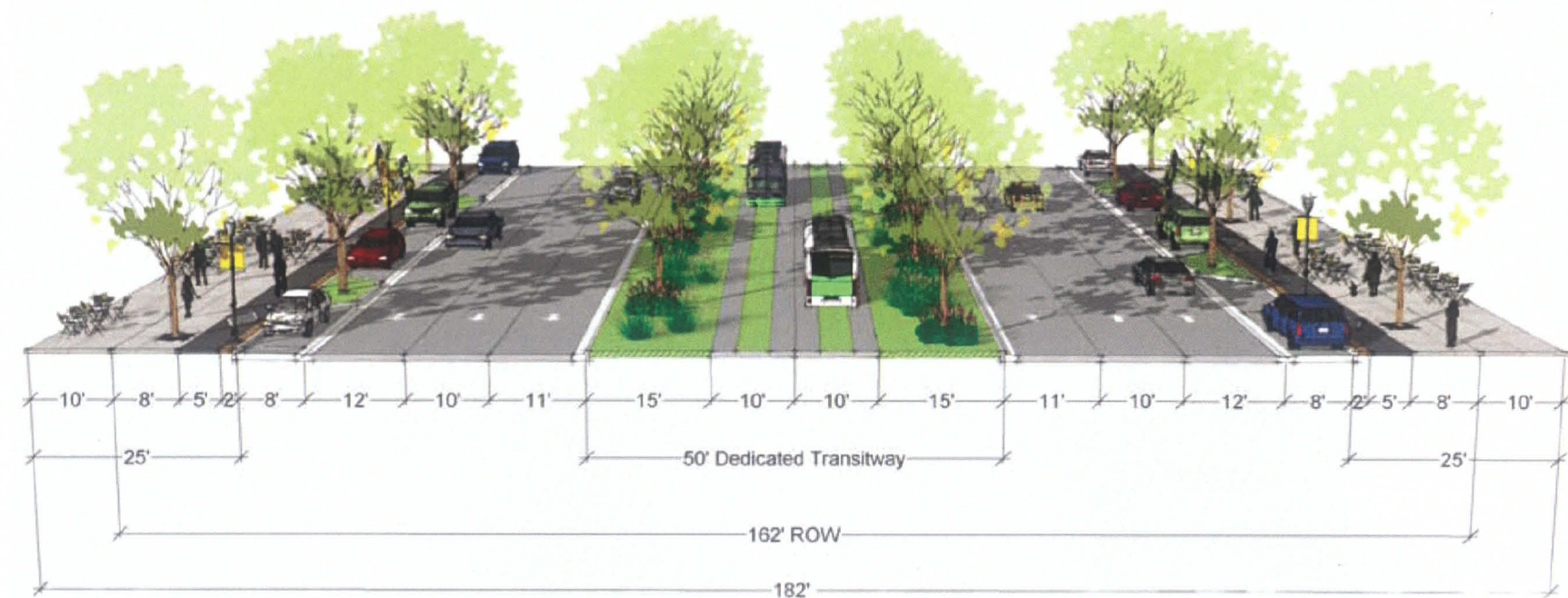


Figure 2: Alternative Rockville Pike BRT Cross Section

Sector Plan Section

ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

APPLICANT/
COORDINATOR:
White Flint Partnership

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MD 355 - Rockville Pike
Road Section
Sector Plan



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2 OF 27



Interim Section



Interim Section

**ROCKVILLE PIKE
BOULEVARD
ALIGNMENT
STUDY**

White Flint, Maryland

APPLICANT/
COORDINATOR:
**White Flint
Partnership**

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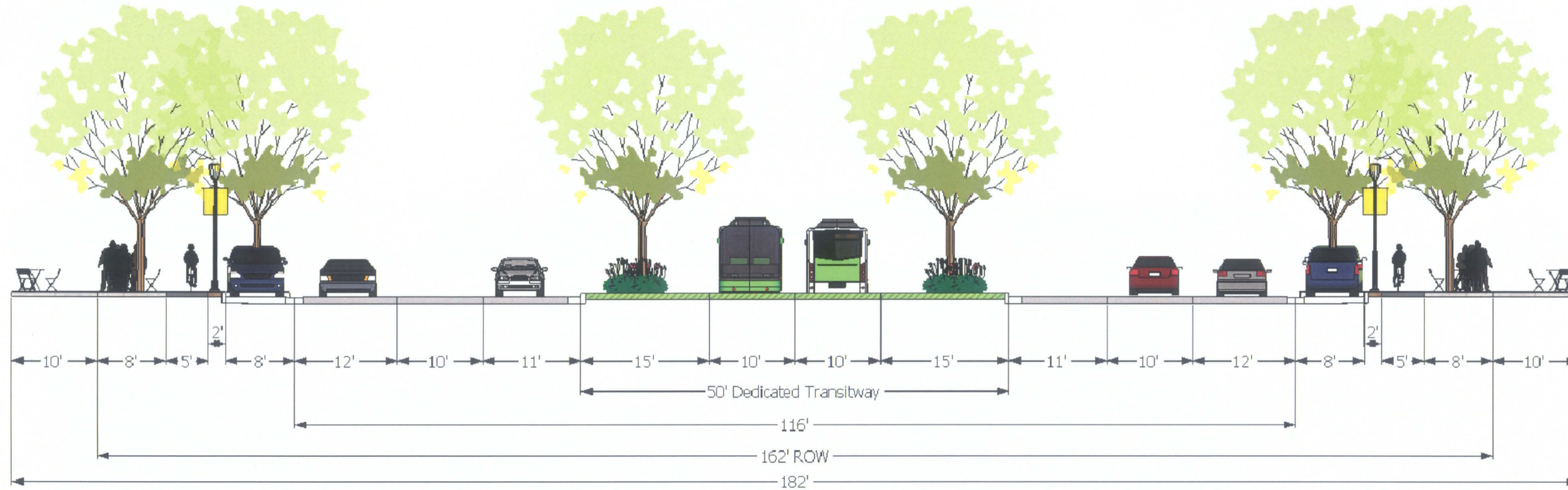
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Road Section
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3 OF 27



Ultimate Section



Ultimate Section

ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

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Road Section
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4 OF 27



Perspective View Along Boulevard

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MD 355 - Rockville Pike
Road Section
Perspective



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5 OF 27



Intersection Perspective


ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

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MD 355 - Rockville Pike
Road Section
Perspective



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6 OF 27



Intersection Perspective

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MD 355 - Rockville Pike
Road Section
Perspective



SCALE: NTS

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7 OF 27



Intersection Perspective

ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

APPLICANT/
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TRAFFIC ENGINEER:

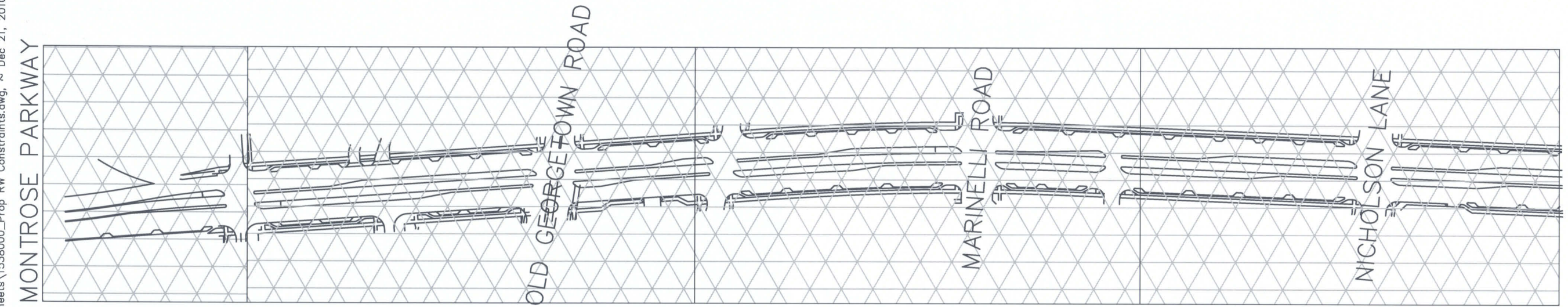
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Contact: Ian Lockwood

MD 355 - Rockville Pike
Road Section
Perspective



SCALE: NTS

SHEET No:
8 OF 27

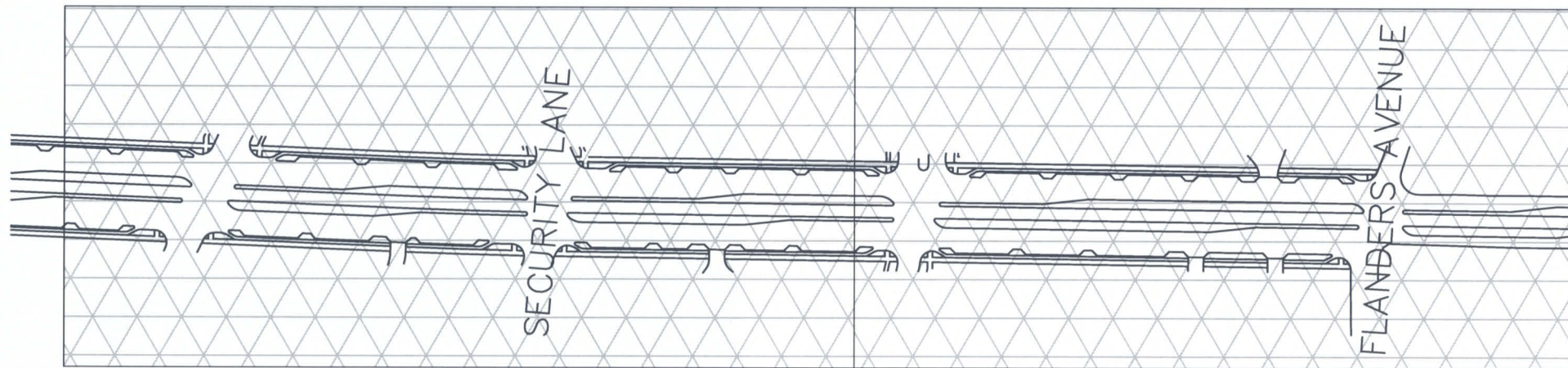


SHEET 10

SHEET 11

SHEET 12

SHEET 13



SHEET 14

SHEET 15

ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

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Proposed MD 355
Right of Way Constraints
Existing to Interim

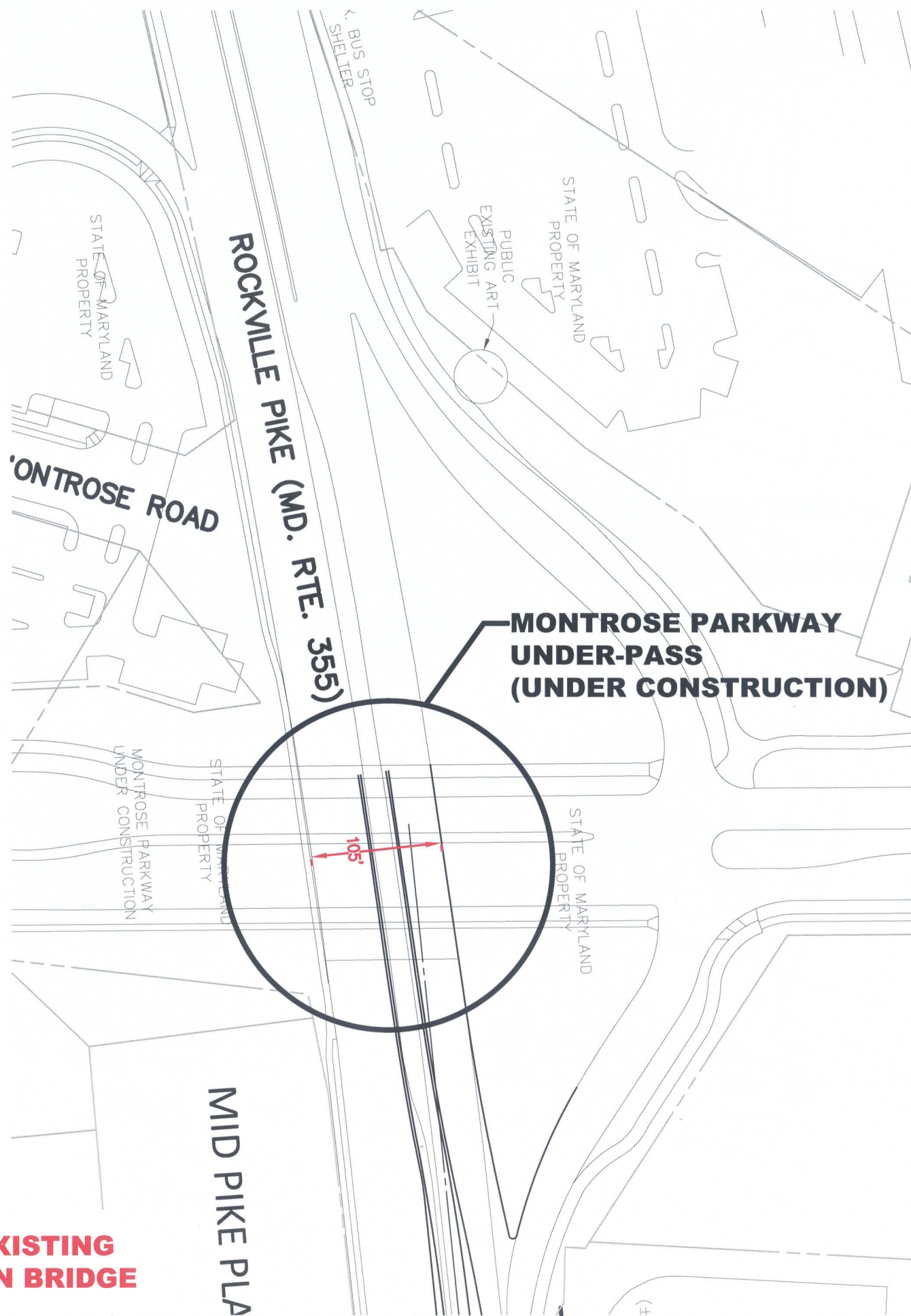


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9 OF 27




**MEET EXISTING
CURBS ON BRIDGE**



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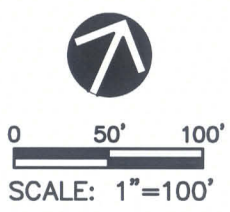
White Flint, Maryland

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Proposed MD 355
Right of Way Constraints
Existing to Interim

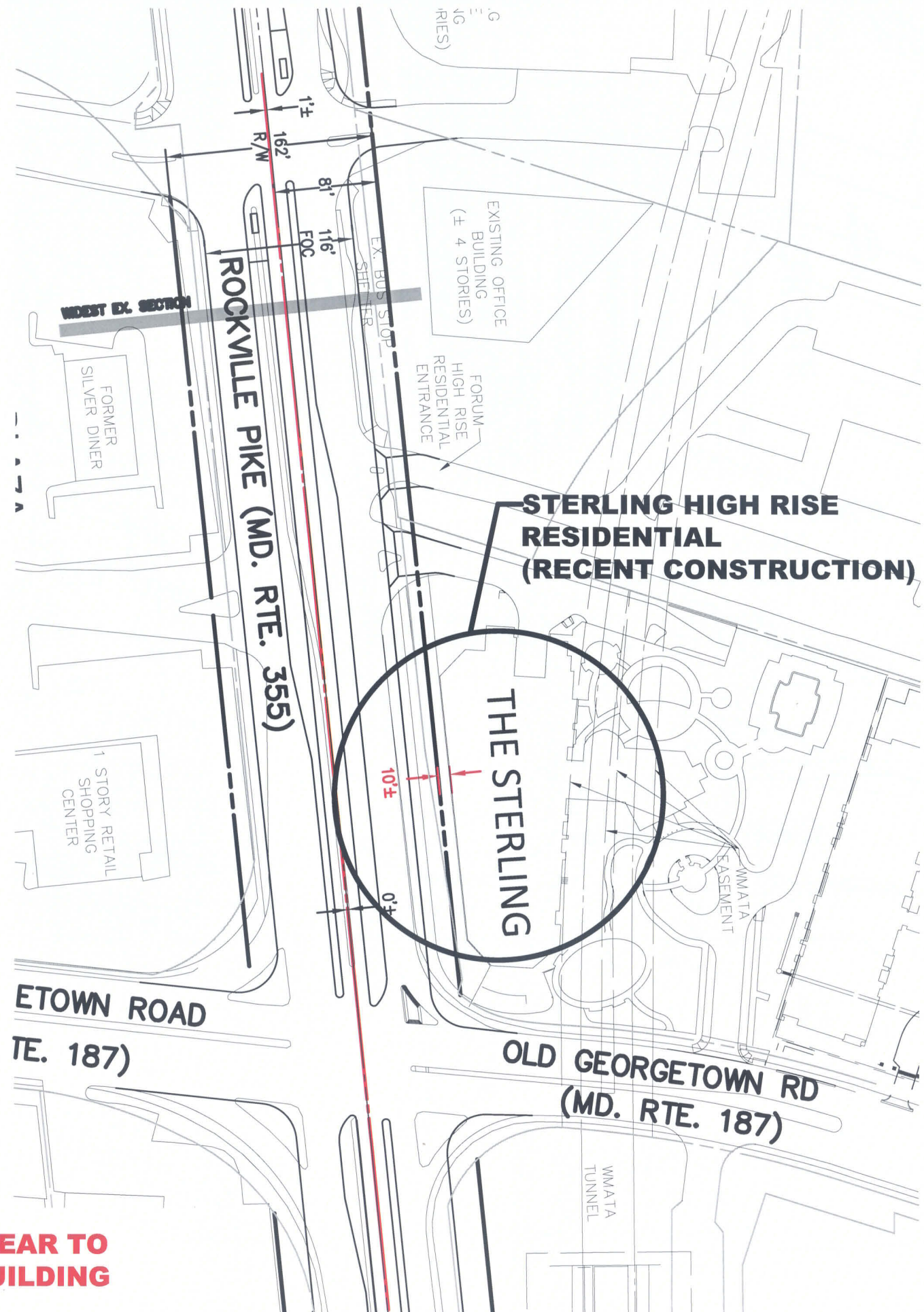


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10 OF 27

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±10' CLEAR TO NEW BUILDING



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

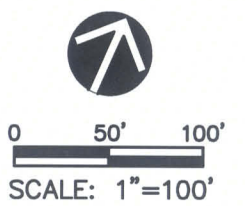
White Flint, Maryland

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COORDINATOR:
White Flint Partnership

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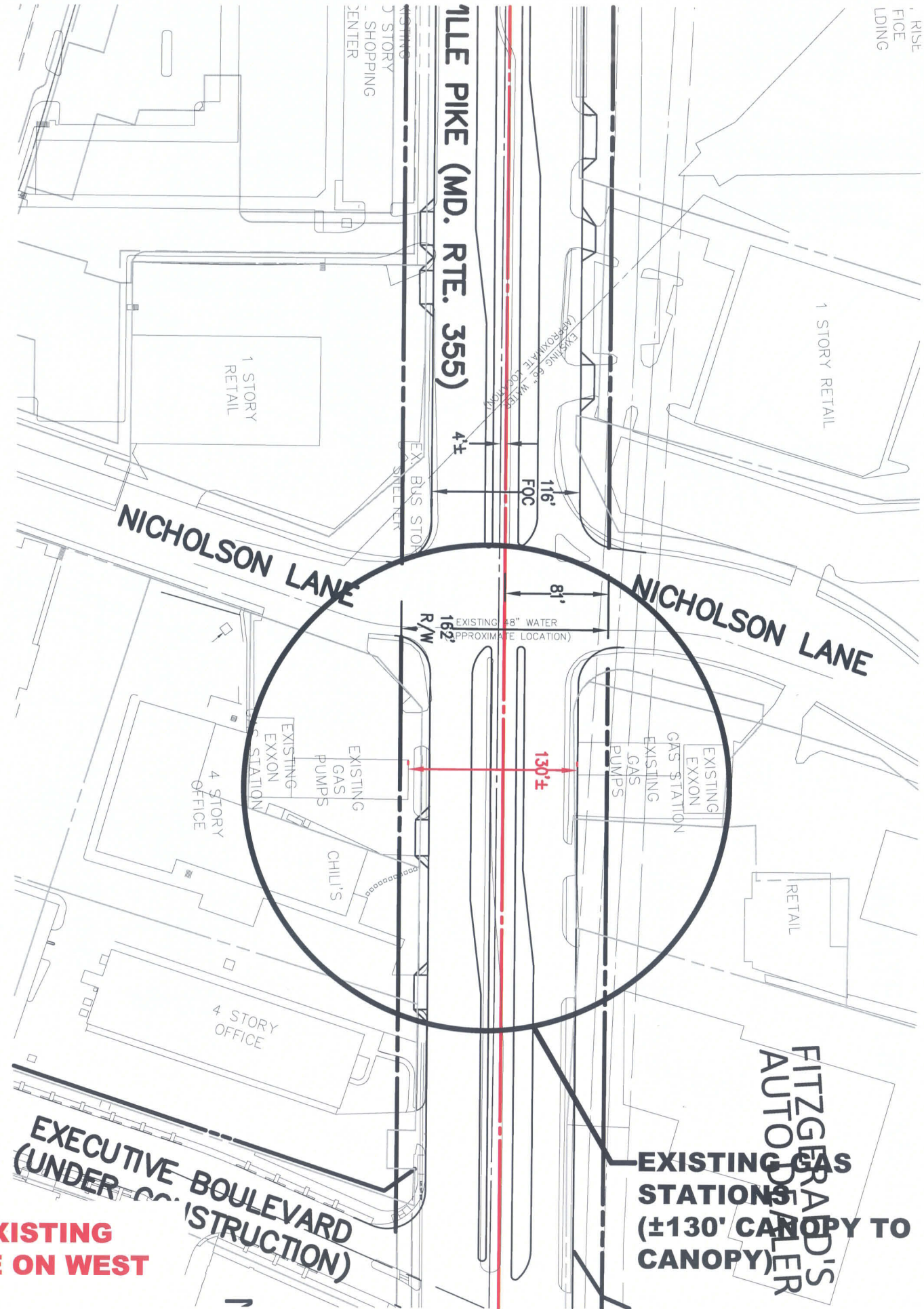
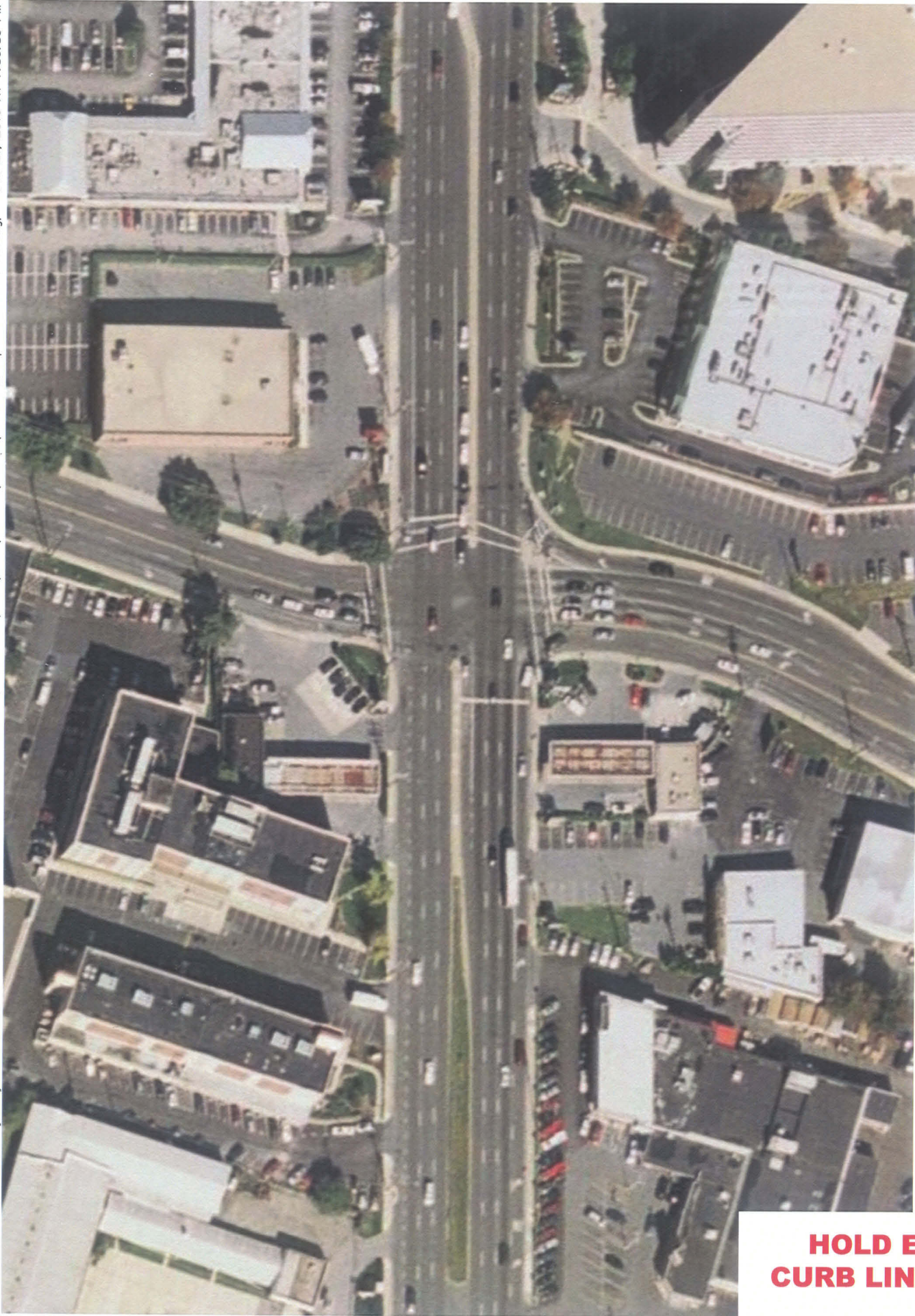
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11 OF 27

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HOLD EXISTING CURB LINE ON WEST

EXISTING GAS STATION (±130' CANOPY TO CANOPY)

ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

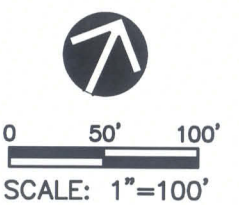
White Flint, Maryland

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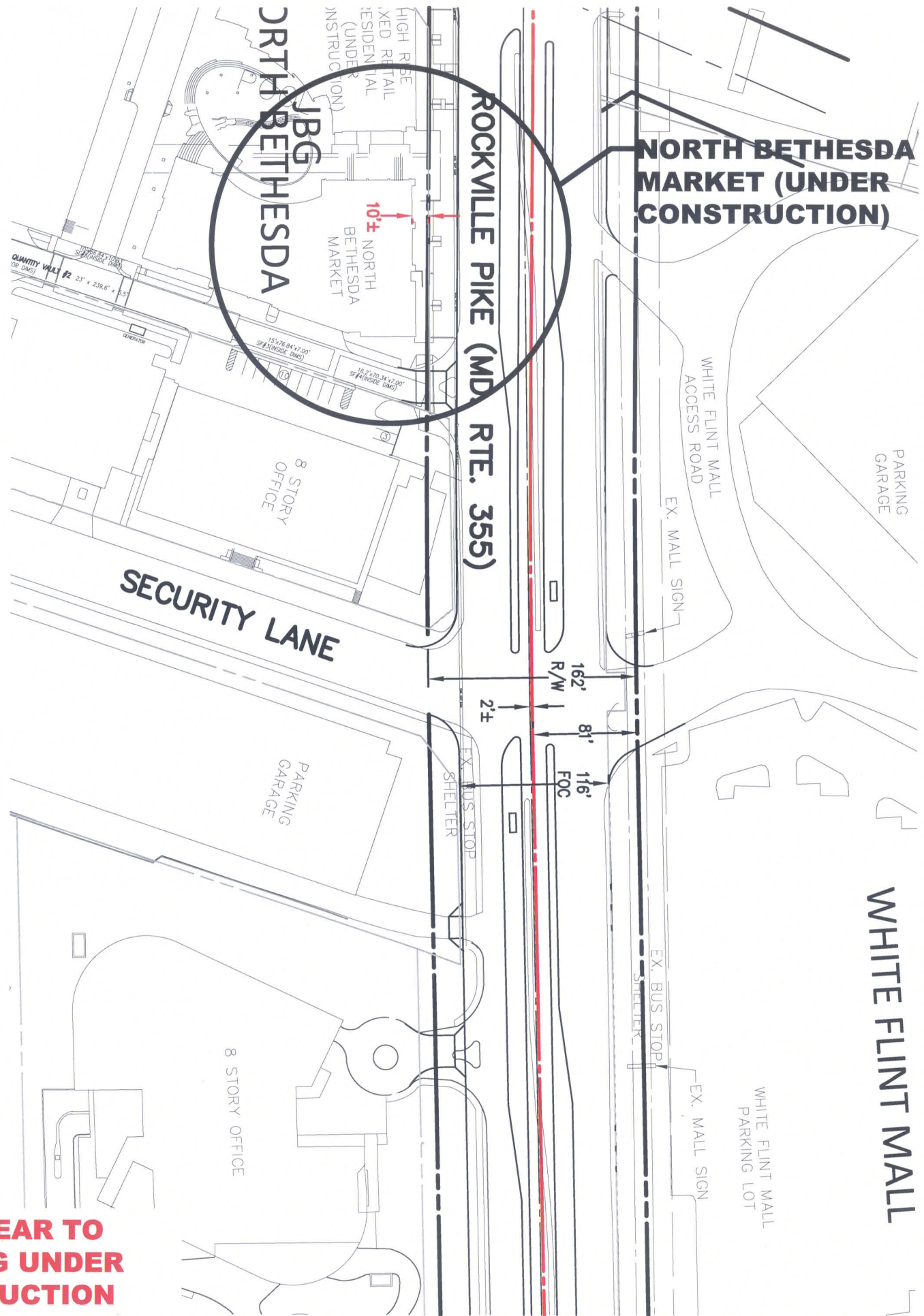
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Right of Way Constraints
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13 OF 27



±10' CLEAR TO BUILDING UNDER CONSTRUCTION



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

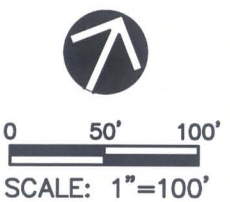
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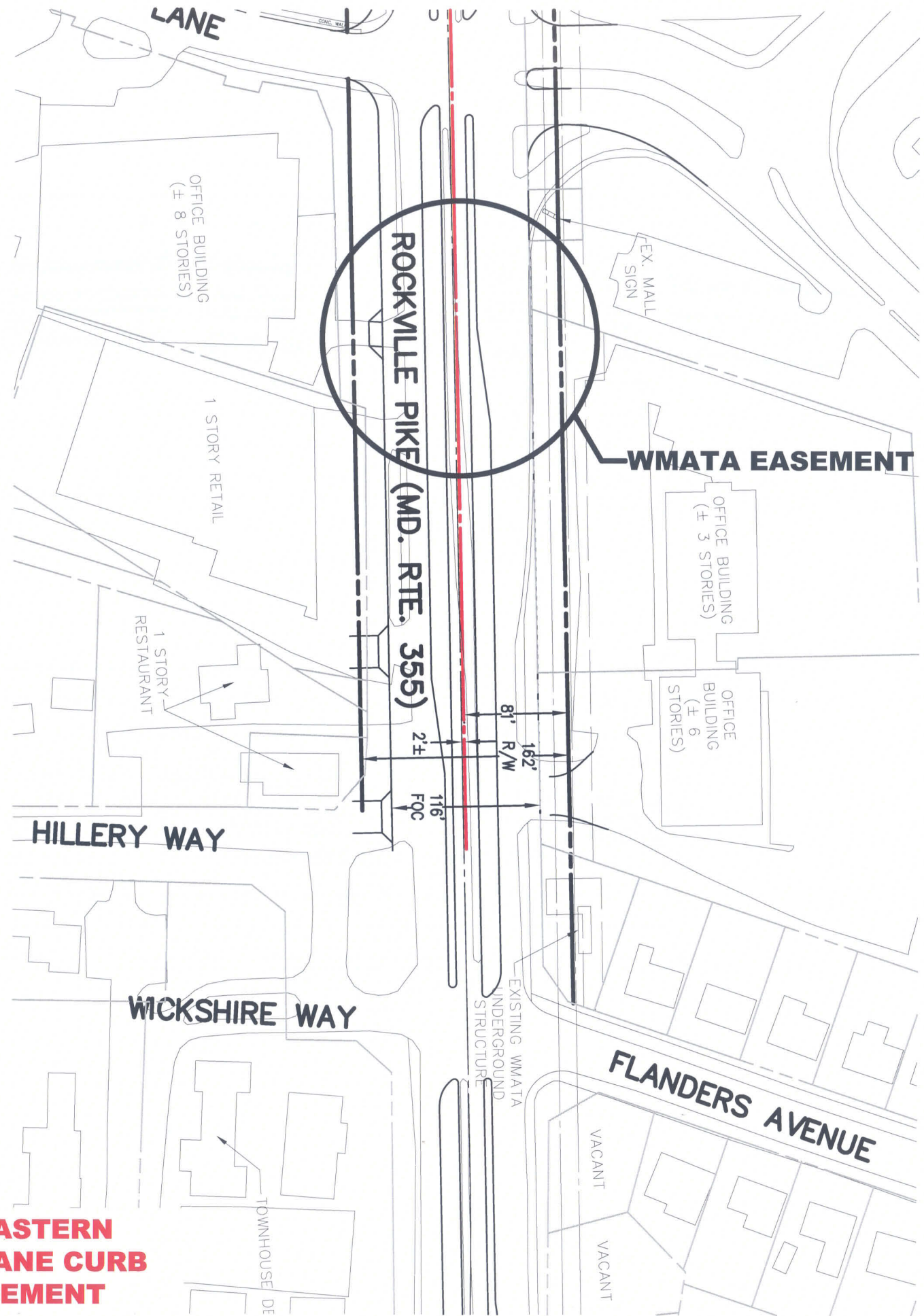
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Right of Way Constraints
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SHEET No:
14 OF 27



HOLD EASTERN TRAVEL LANE CURB ON EASEMENT



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

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COORDINATOR:
White Flint Partnership

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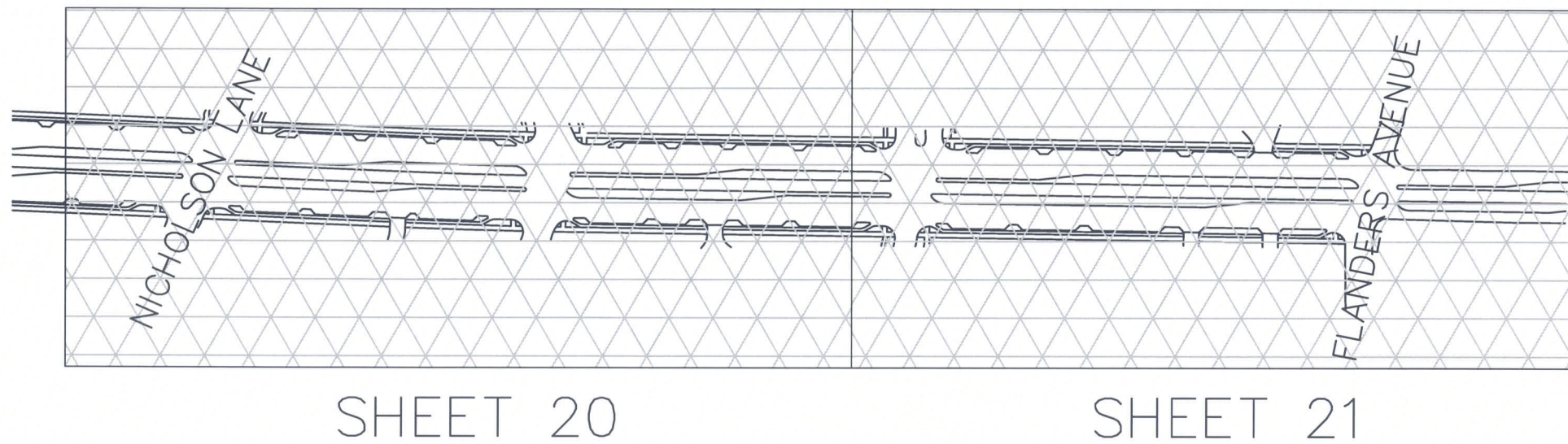
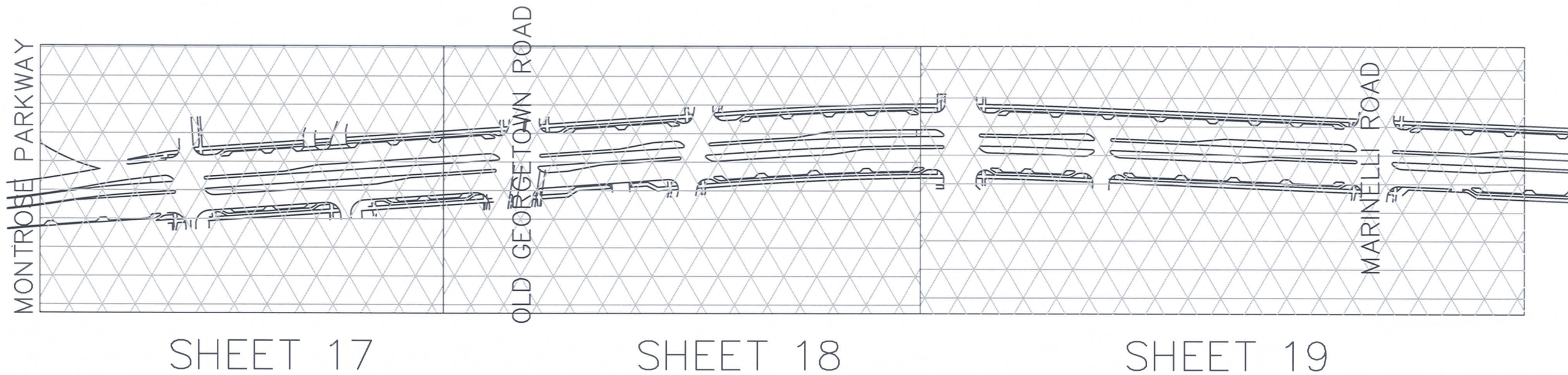
TRAFFIC ENGINEER:
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Orlando, FL 32801
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Contact: Ian Lockwood

Proposed MD 355
Right of Way Constraints
Existing to Interim



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SHEET No:
15 OF 27



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

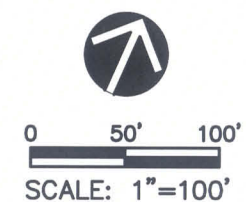
White Flint, Maryland

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COORDINATOR:
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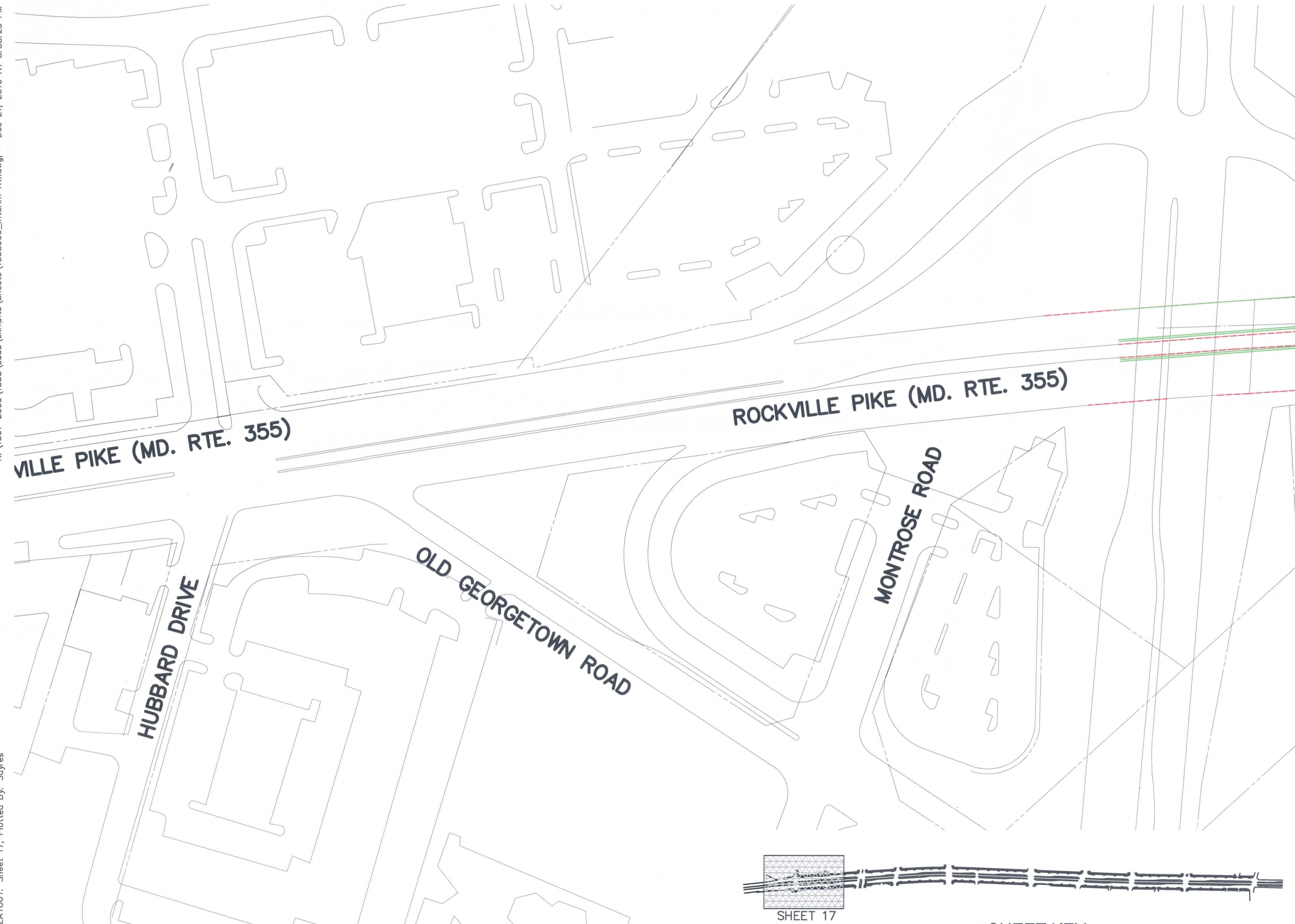
Proposed MD 355
Conceptual Design
Key Sheet



SHEET No:
16 OF 27

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LAYOUT: Sheet 17, Plotted By: Sayres



ROCKVILLE PIKE (MD. RTE. 355)

VILLE PIKE (MD. RTE. 355)

HUBBARD DRIVE

OLD GEORGETOWN ROAD

MONTROSE ROAD



SHEET 17


SHEET KEY

MATCH LINE - SEE SHEET 14

**ROCKVILLE PIKE
BOULEVARD
ALIGNMENT
STUDY**

White Flint, Maryland

APPLICANT/
COORDINATOR:
**White Flint
Partnership**

CIVIL ENGINEER:

20251 Century Boulevard
Suite 400
Germantown, MD 20874
301.916.4100
Contact: Chuck Irish

TRAFFIC ENGINEER:
AECOM
150 North Orange Avenue
Suite 200
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407.843.6552
Contact: Ian Lockwood

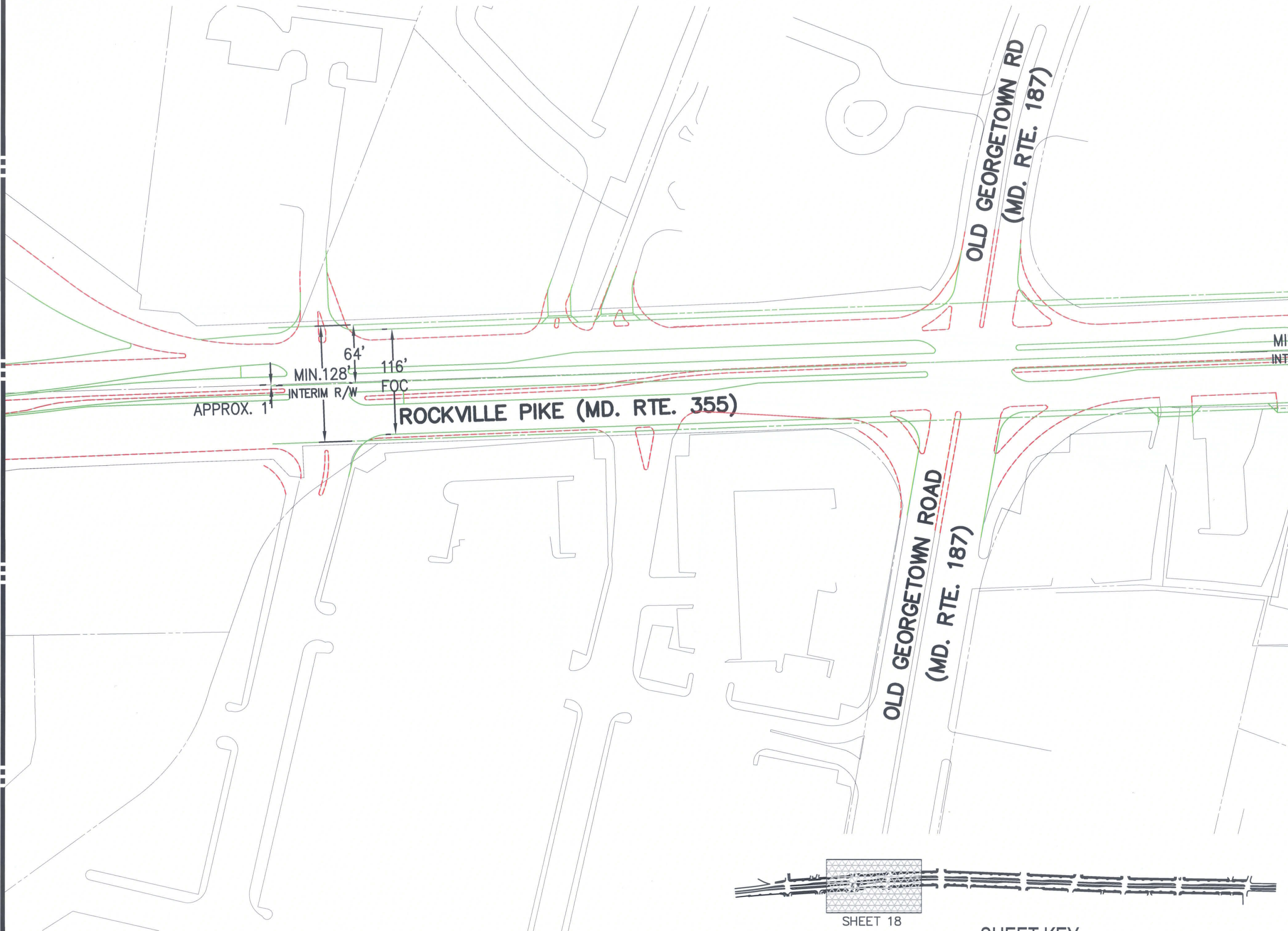
Proposed MD 355
Conceptual Design
Existing to Interim



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SCALE: 1"=100'

SHEET No:
17 OF 27

Some of the services for this study were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.




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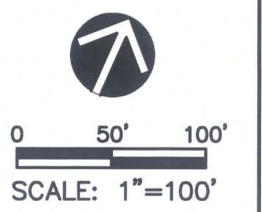
CIVIL ENGINEER:


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SHEET No:
18 OF 27

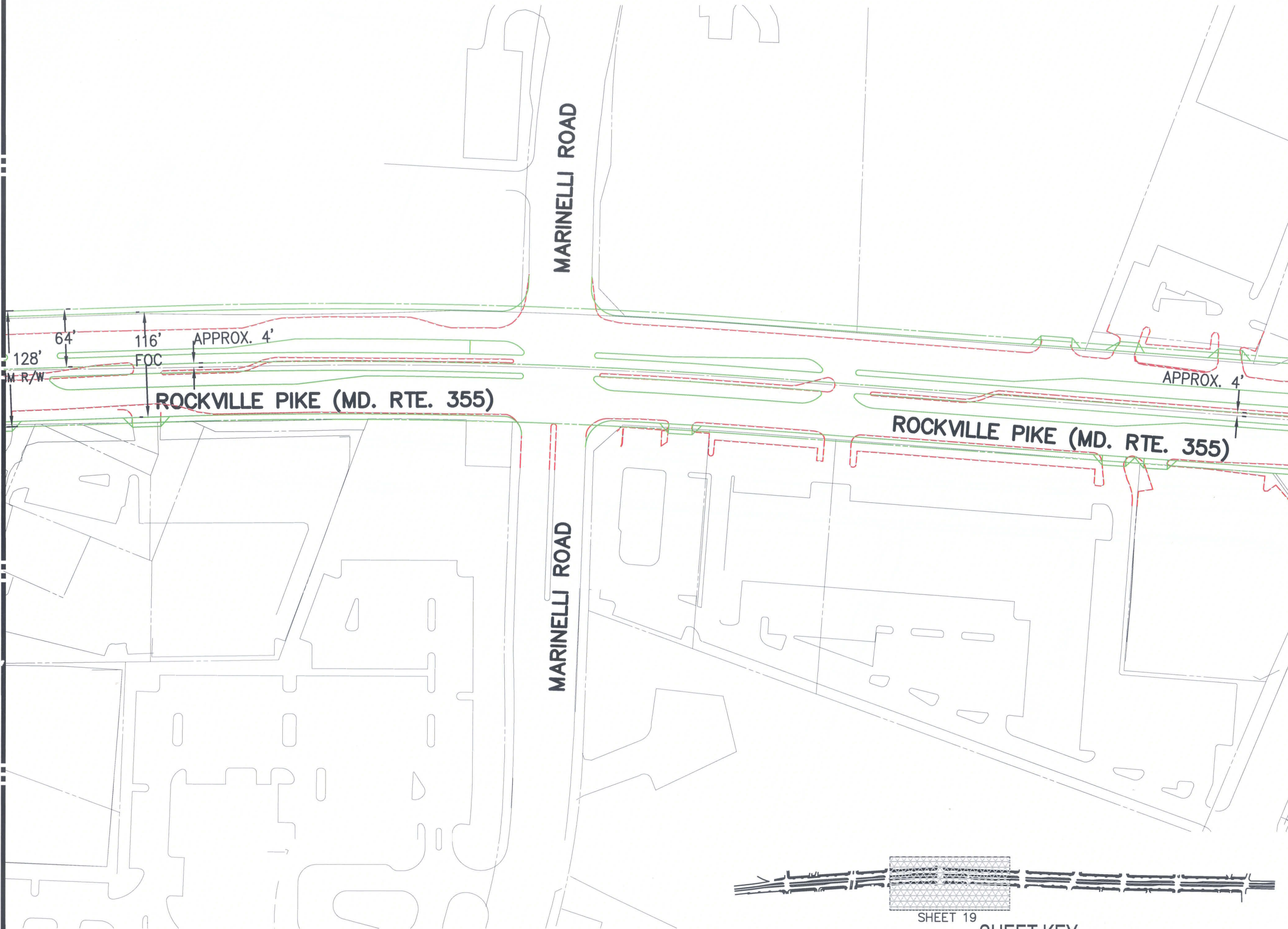
MATCH LINE -- SEE SHEET 15

SHEET 18

SHEET KEY

Some of the services for this study were provided by AECOM professionals during their employment with Glattig Jackson Kercher Anglin, Inc.

LAYOUT: Sheet 19, Plotted By: Sayres MATCH LINE - SEE SHEET 14: \1501-2000\1538\cadd\exhibits\Sheets\1538000_Interim_RW.dwg, ~ Dec 21, 2010 AT 8:54:18 PM



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

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0 50' 100'
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SHEET No:
19 OF 27

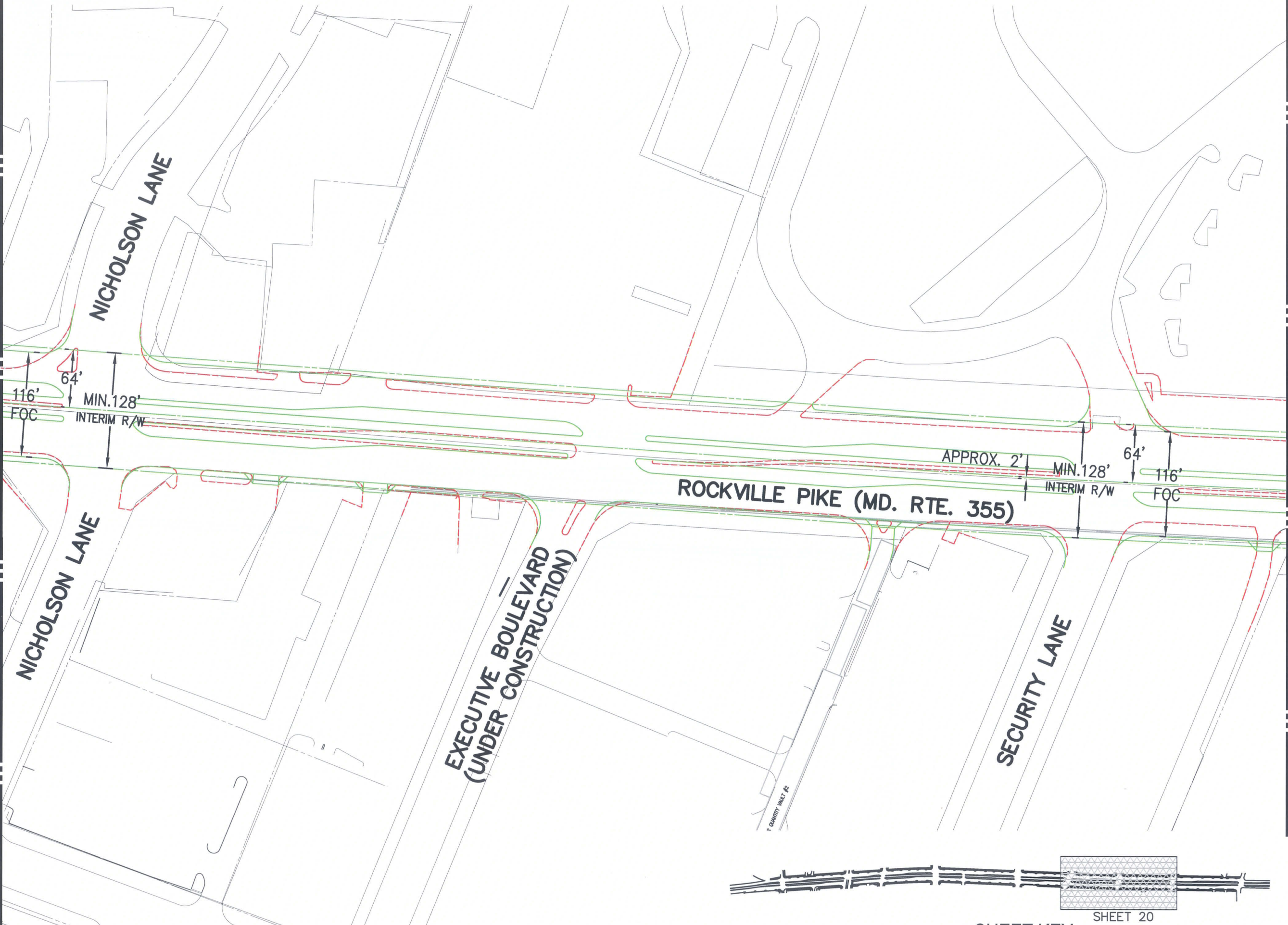
MATCH LINE - SEE SHEET 16

SHEET KEY

SHEET 19

Some of the services for this study were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.


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MATCH LINE - SEE SHEET 15 K:\1501-2000\1538\cadd\exhibits\Sheets\1538000_Interim_RW.dwg, ~ Dec 21, 2010 AT 8:54:37 PM



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

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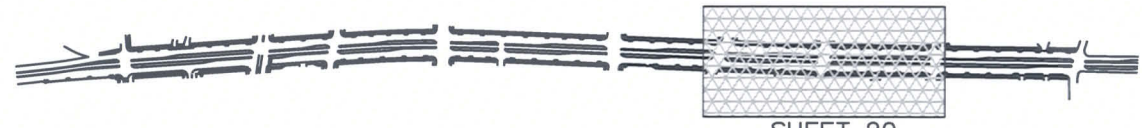
MATCH LINE - SEE SHEET 17

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Conceptual Design
Existing to Interim



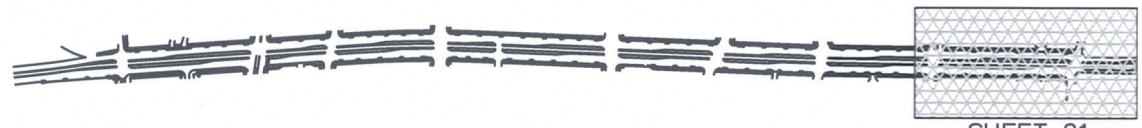
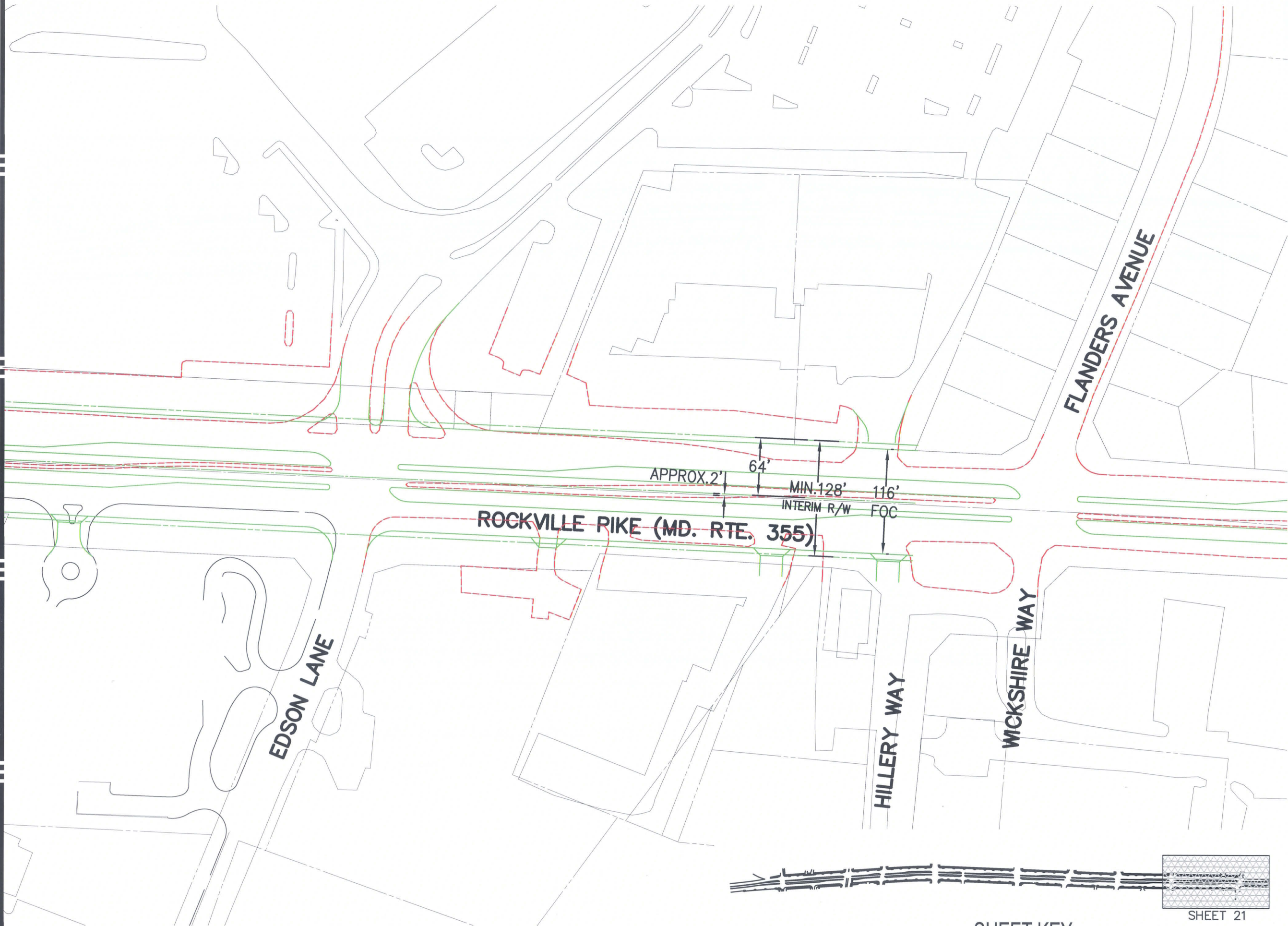
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SHEET No:
20 OF 27



SHEET KEY

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SHEET KEY

ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

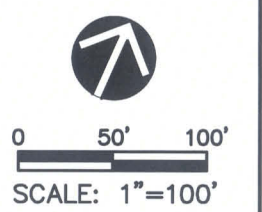
APPLICANT/
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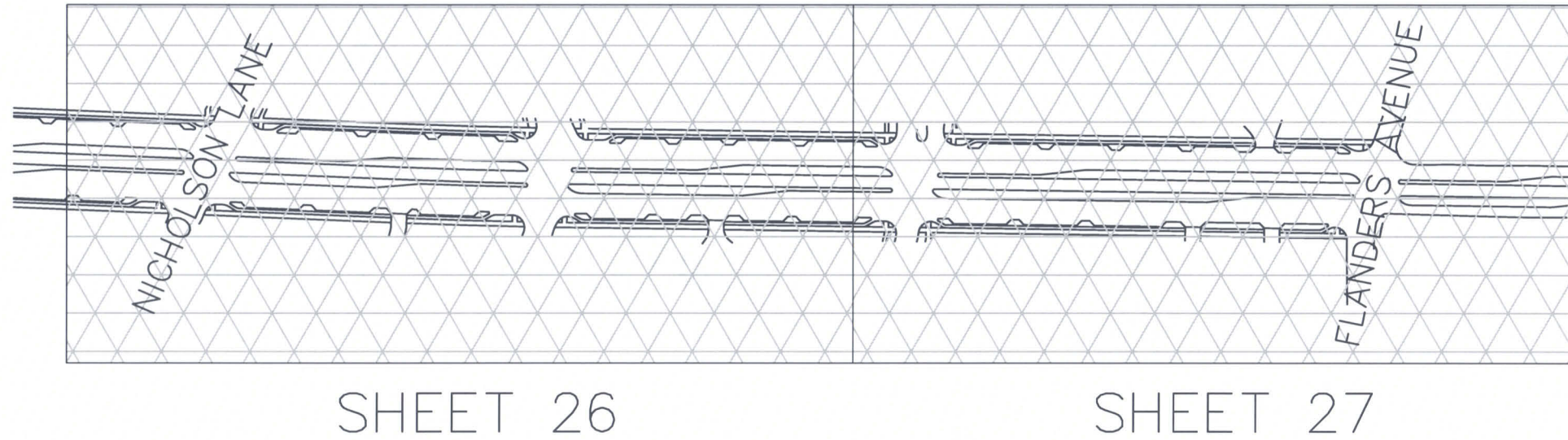
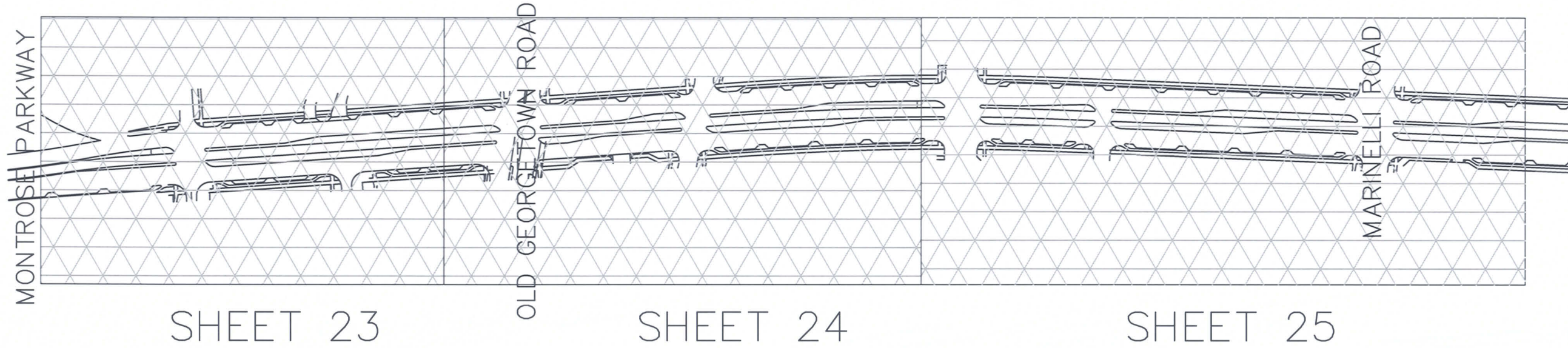
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**ROCKVILLE PIKE
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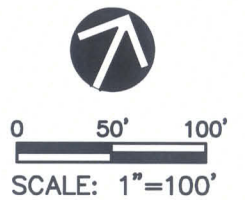
White Flint, Maryland

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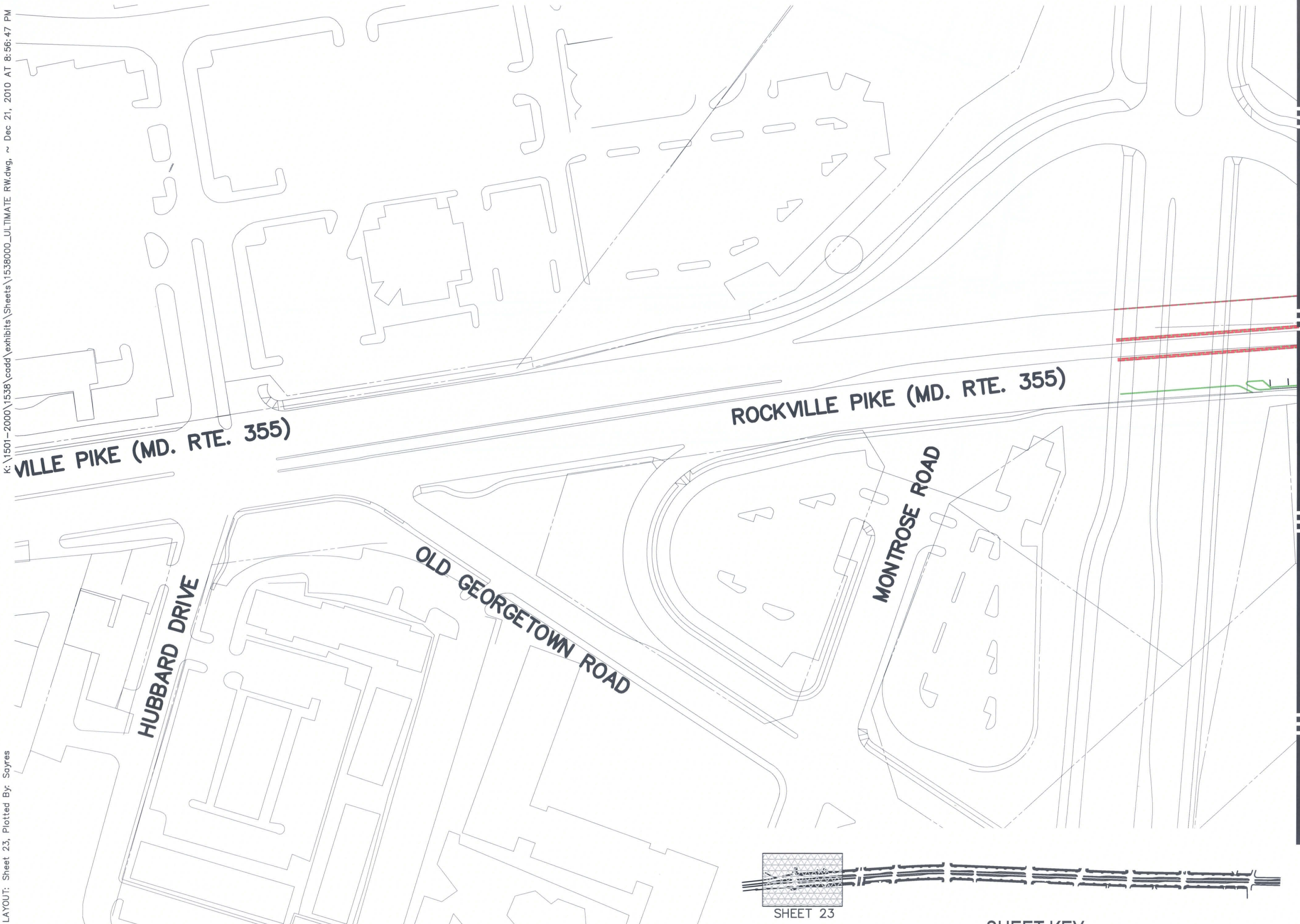
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SHEET No:
22 OF 27

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LAYOUT: Sheet 23, Plotted By: Sayres



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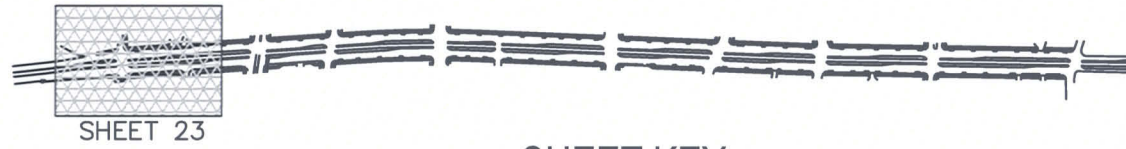
MATCH LINE - SEE SHEET 19

Proposed MD 355
Conceptual Design
Interim to Ultimate



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SCALE: 1"=100'

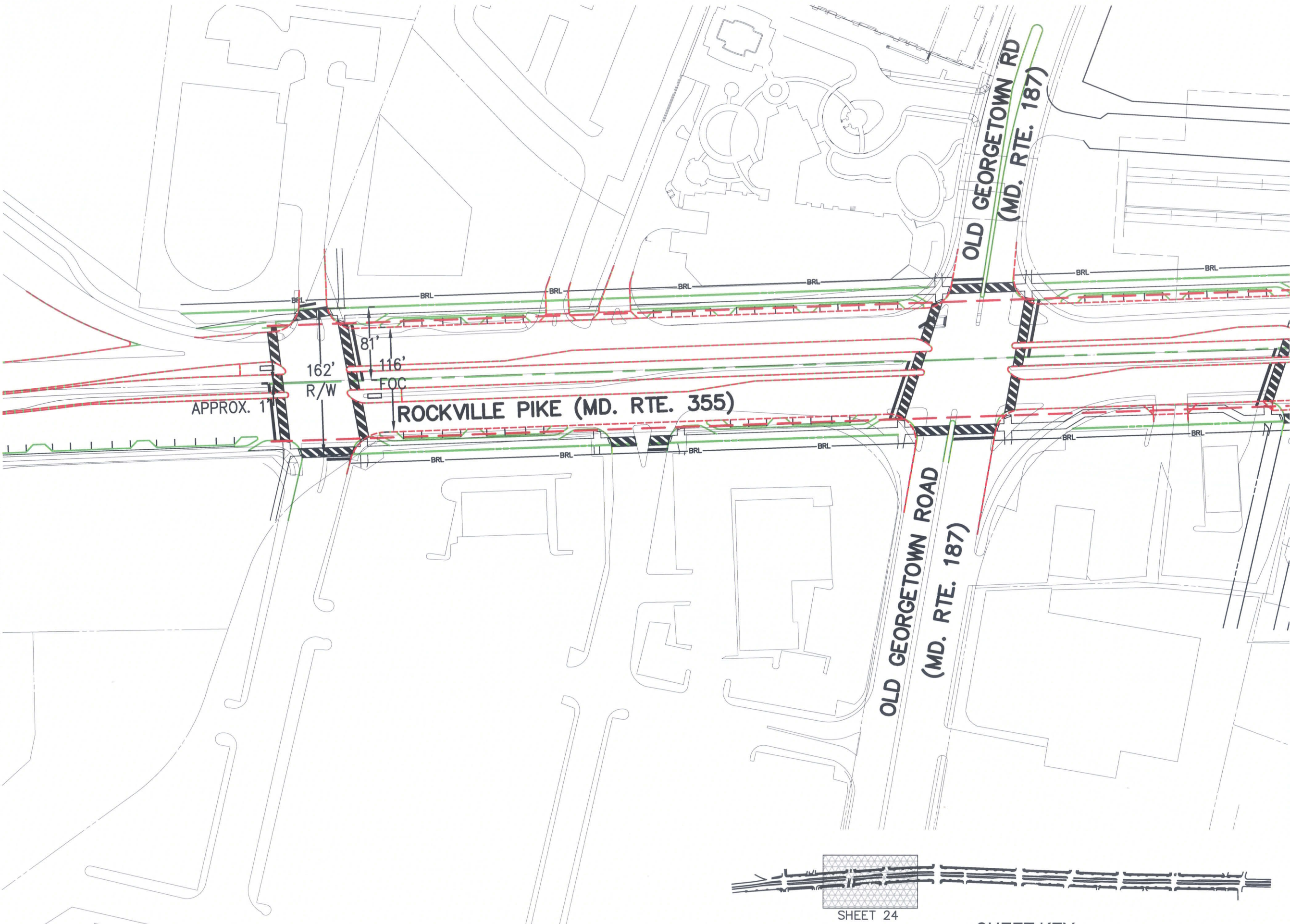
SHEET No:
23 OF 27



SHEET KEY

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LAYOUT: Sheet 24, Plotted By: Soyres MATCH LINE -- SEE SHEET 18 K:\1501-2000\1538\cadd\exhibits\Sheets\1538000_ULTIMATE RW.dwg, ~ Dec 21, 2010 AT 8:57:18 PM



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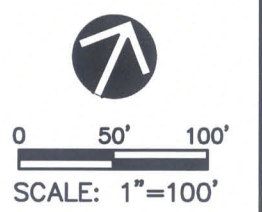
White Flint, Maryland

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SHEET No:
24 OF 27

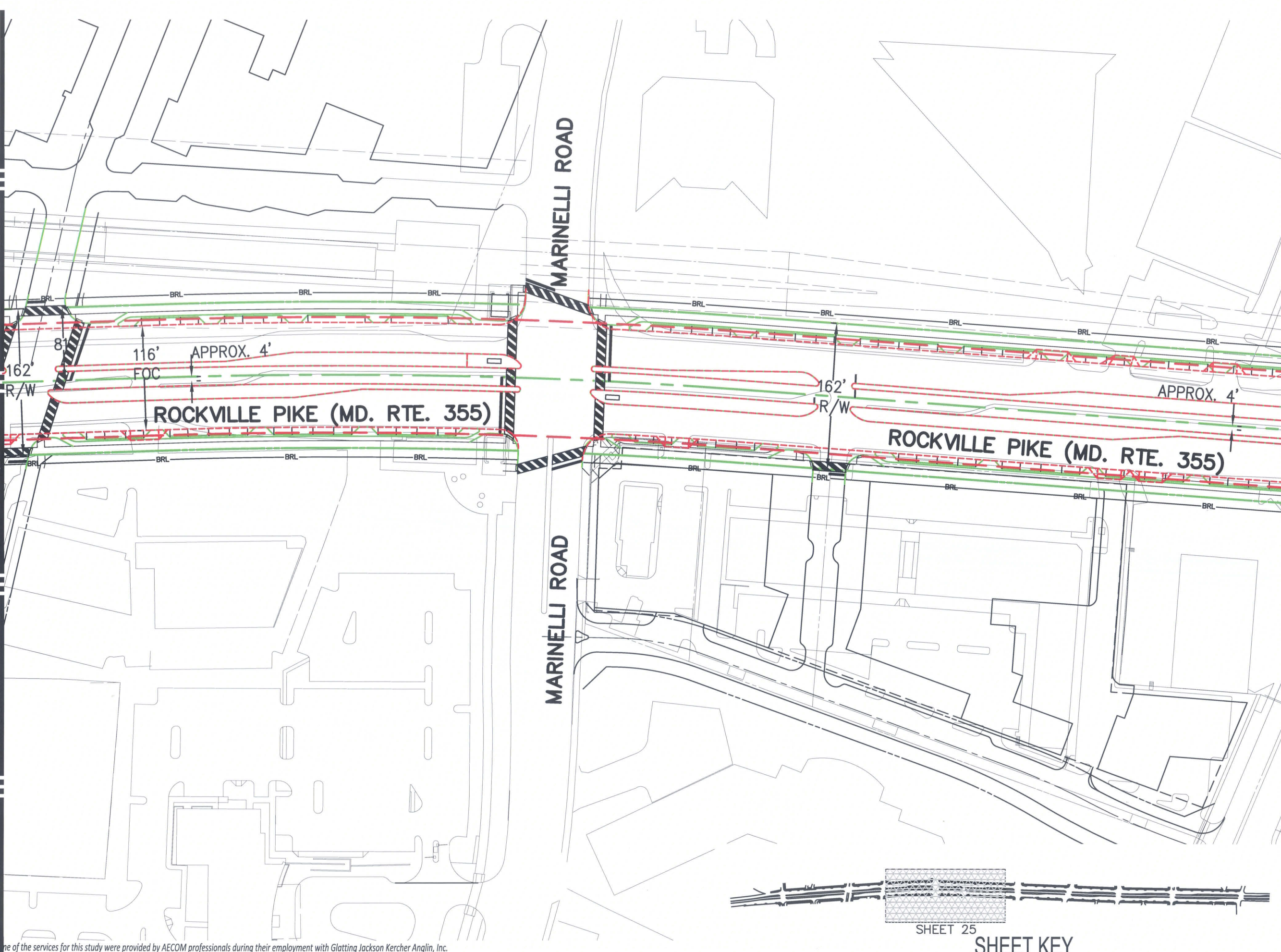
MATCH LINE -- SEE SHEET 20

SHEET KEY

SHEET 24

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LAYOUT: Sheet 25, Plotted By: Sayres MATCH LINE - SEE SHEET 19



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White Flint, Maryland

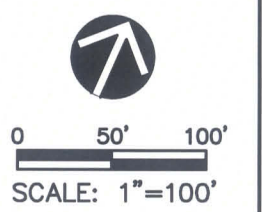
APPLICANT/
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MATCH LINE - SEE SHEET 21

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Interim to Ultimate

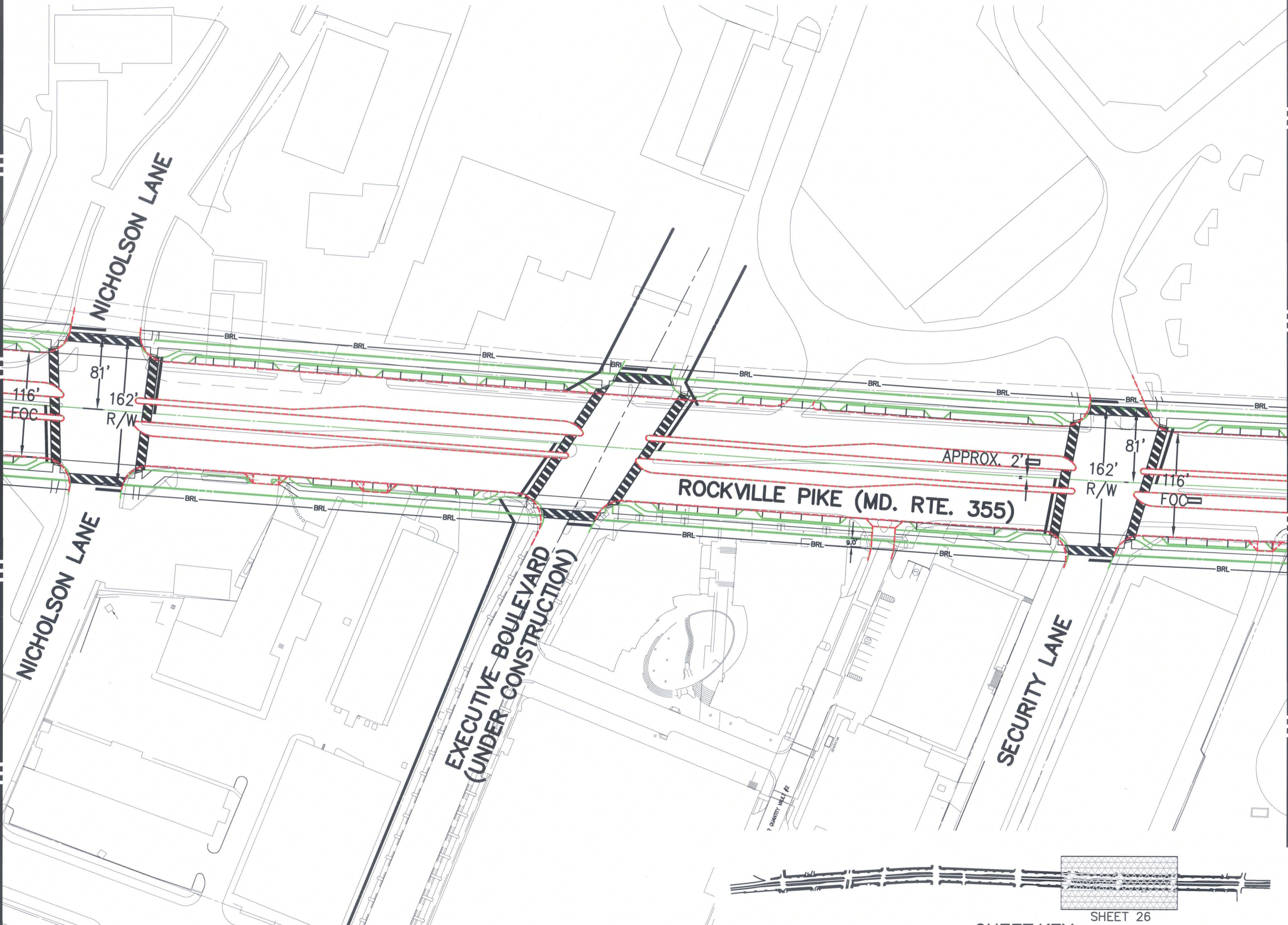


SHEET No:
25 OF 27



Some of the services for this study were provided by AECOM professionals during their employment with Glatting Jackson Kercher Anglin, Inc.


LAYOUT: Sheet 26, Plotted By: Duke MATCH LINE - SEE SHEET 20: \1501-2000\1538\cadd\exhibits\Sheets\1538000_ULTIMATE_RW.dwg, ~ Jan 04, 2011 AT 8:39:33 AM



ROCKVILLE PIKE BOULEVARD ALIGNMENT STUDY

White Flint, Maryland

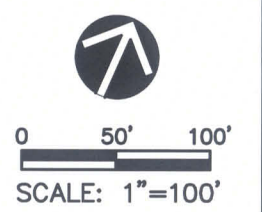
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MATCH LINE - SEE SHEET 22

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Interim to Ultimate



SHEET No:
26 OF 27

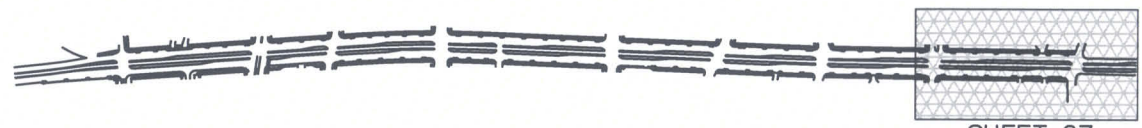
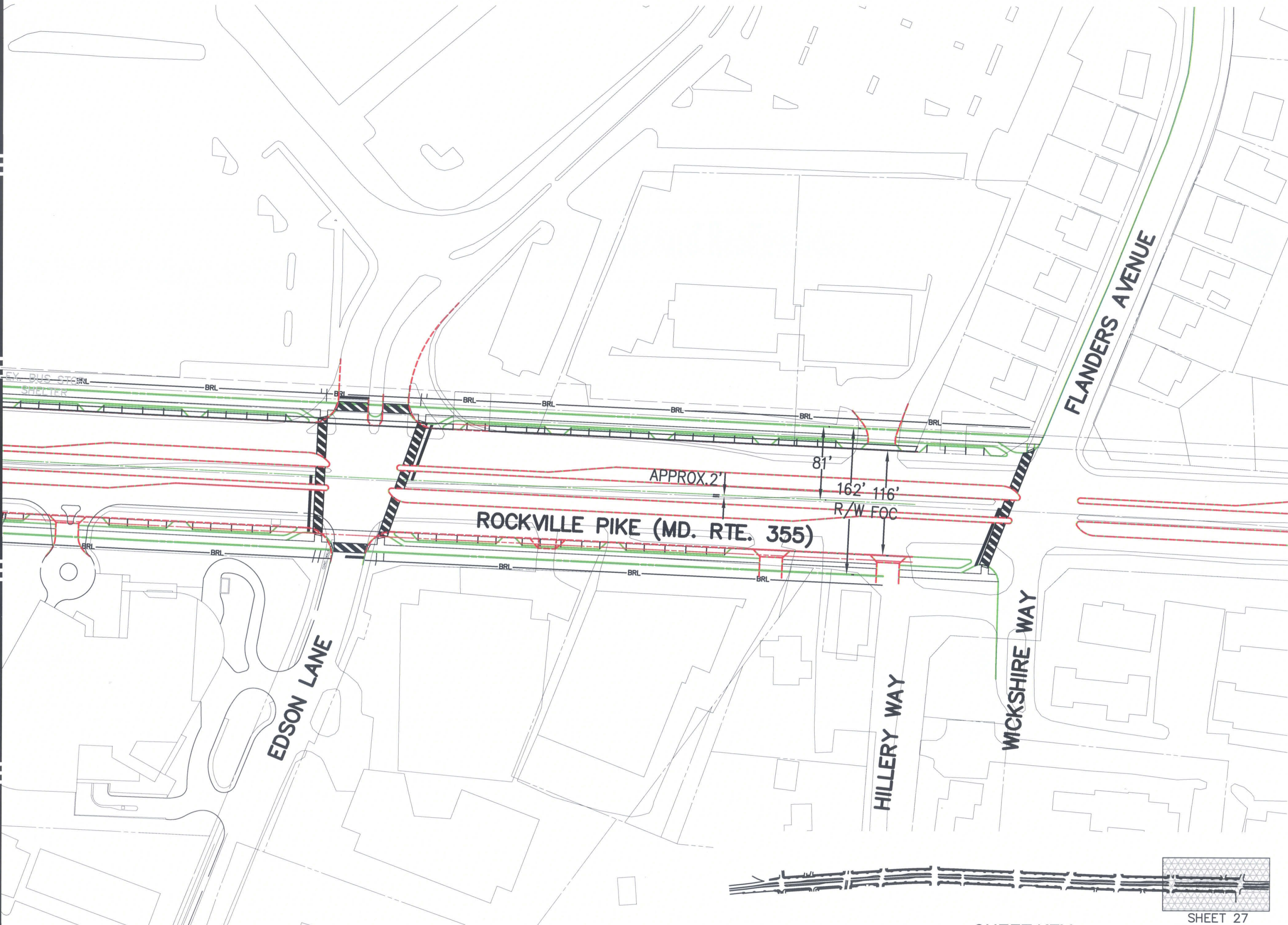
SHEET KEY

SHEET 26

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MATCH LINE -- SEE SHEET 21



SHEET 27

SHEET KEY

**ROCKVILLE PIKE
BOULEVARD
ALIGNMENT
STUDY**

White Flint, Maryland

APPLICANT/
COORDINATOR:
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0 50' 100'
SCALE: 1"=100'

SHEET No:
27 OF 27

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ROCKVILLE PIKE BOULEVARD
ALIGNMENT STUDY

Prepared By:



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