

RECEIVED
0292
APR 15 2013

OFFICE OF THE CHIEF PLANNING
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

RECEIVED
0309
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

RECEIVED
0325
MAY 01 2013

OFFICE OF THE CHAIRMAN
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

RECEIVED
0332
MAY 02 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
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



RECEIVED
0348
MAY 07 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
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

MAYOR
Sidney A. Katz

COUNCIL MEMBERS
Jud Ashman
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,

A handwritten signature in black ink, appearing to read 'Rob Robinson III', with a stylized flourish at the end.

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

RECEIVED
0351
MAY 08 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
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

RECEIVED
0356
MAY 08 2013

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

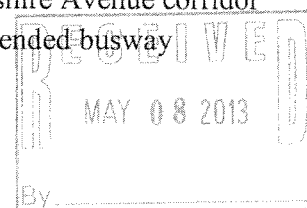
WHEREAS, the Takoma Park City Council supports the planning and development of bus rapid transit along the New Hampshire Avenue corridor; and

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.

RECEIVED
0364
MAY 09 2013

MCP-CTRACK

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

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

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

RECEIVED
MAY 09 2013

MCP-CTRACK

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

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

RECEIVED

MAY 09 2013

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

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>

RECEIVED

MAY 09 2013

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>



Visit us on **facebook** and Twitter

*Over 90 Years of Making Democracy Work
and Still Going Strong!*

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

RECEIVED

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

RECEIVED
0376
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.

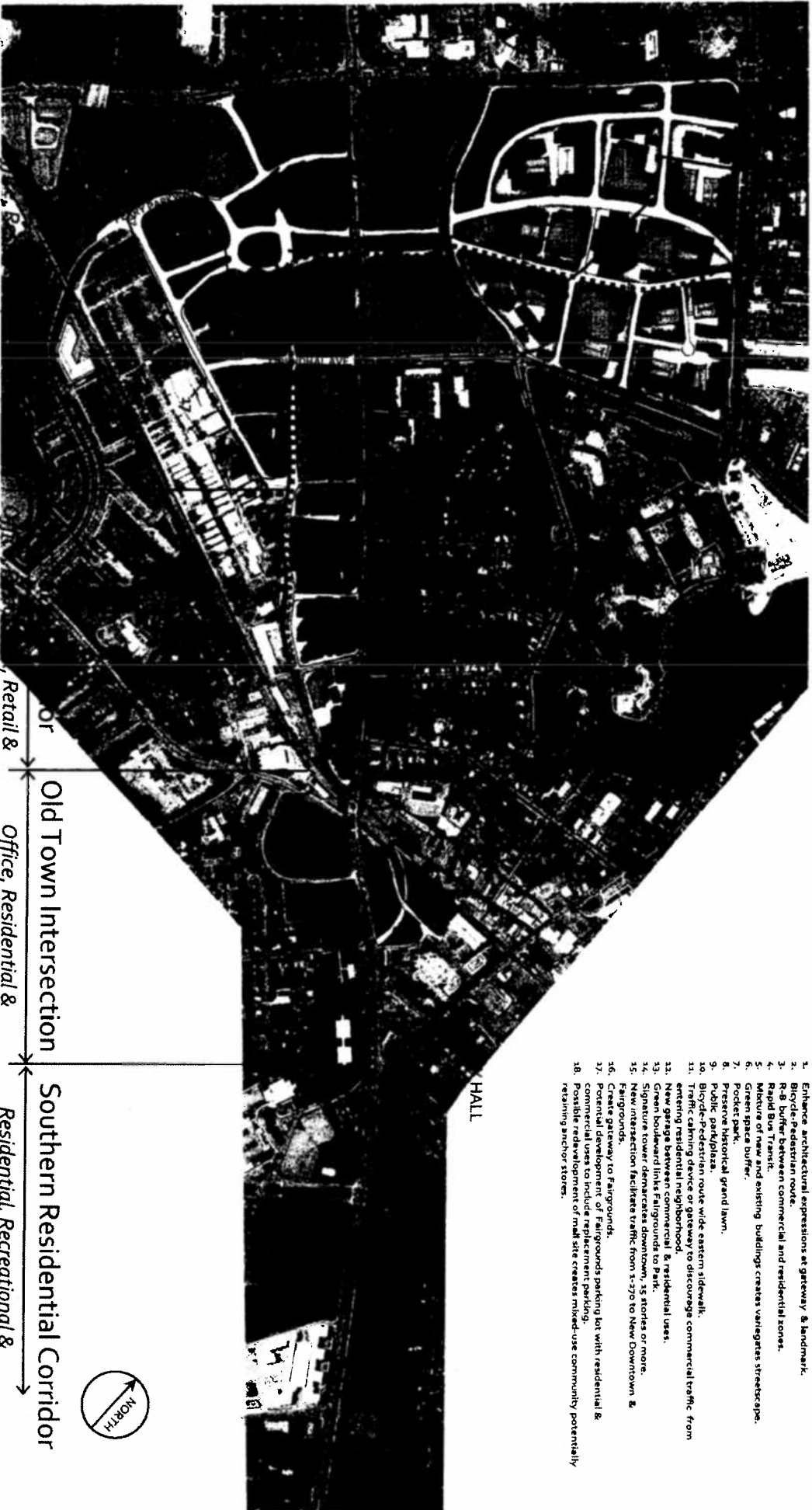
This route for the BRT has multiple advantages over following Frederick Avenue through central Gaithersburg. It:

- 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. Greater permeable 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
 Office, Residential & Institutional
 Residential, Recreational & Institutional

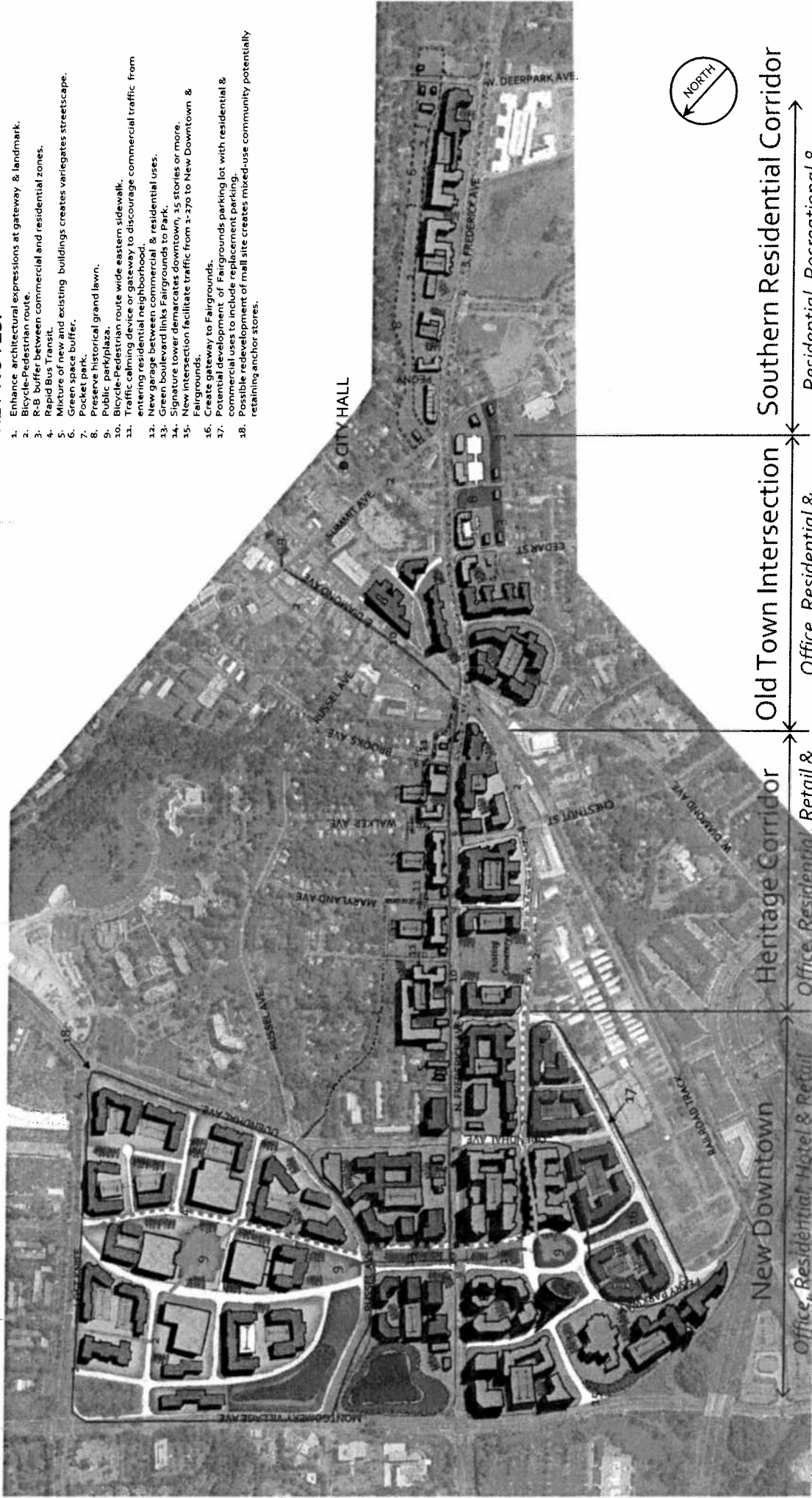
Gaithersburg, MD
 June 16, 2011

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

RECEIVED

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.

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

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

RECEIVED

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.

RECEIVED

MAY 14 2013

OFFICE OF THE CHAIRMAN
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

RECEIVED
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

RECEIVED

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

15 15 15 15 15 15 15 15
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

OFFICE OF THE CHAIRMAN
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.

RECEIVED
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

RECEIVED
0390
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.

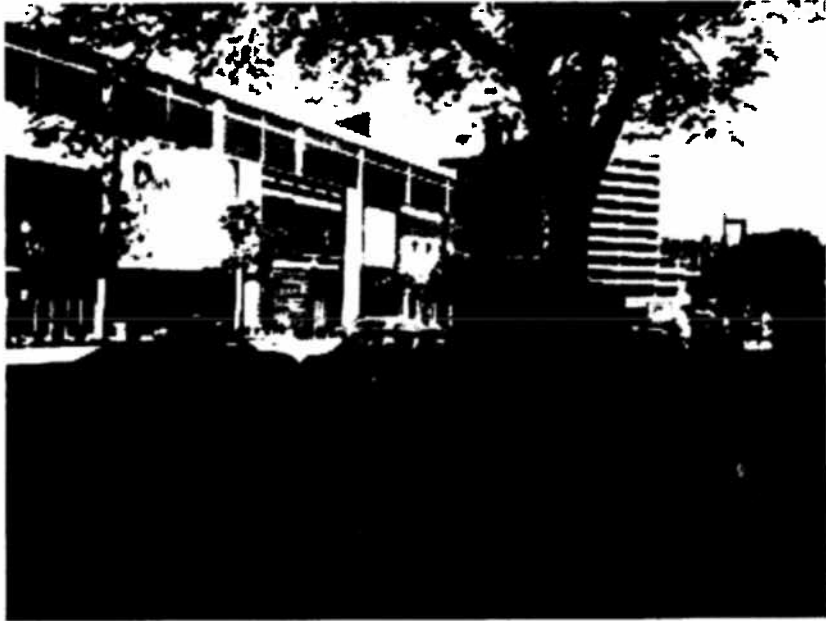


Figure 1 Medical dropoffs between Somerset Terrace & Willard



Drop offs ignore No Parking

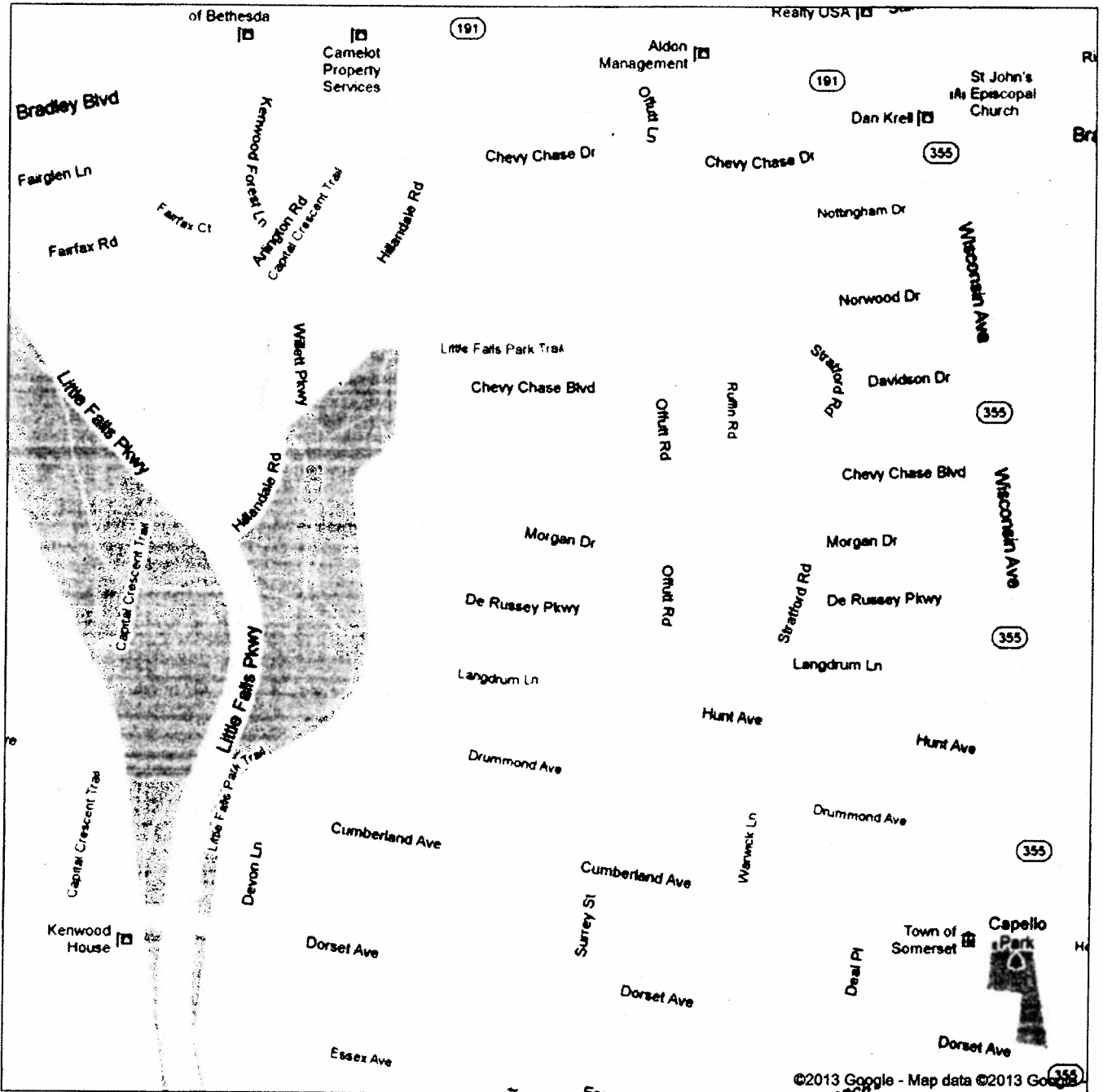


Continual curb lane backups created



Address Clarendon Rd
Bethesda, MD 20814

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



©2013 Google - Map data ©2013 Google

RECEIVED

MAY 15 2013

MCP-CTRACK

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

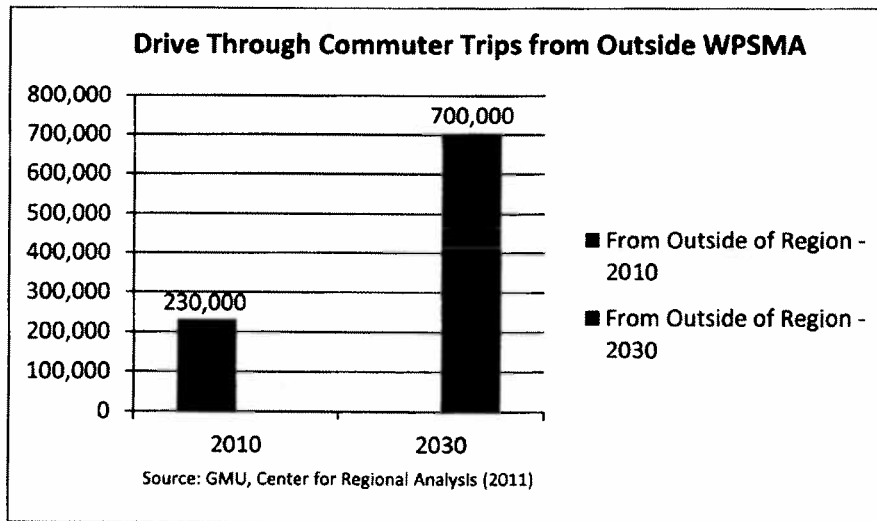
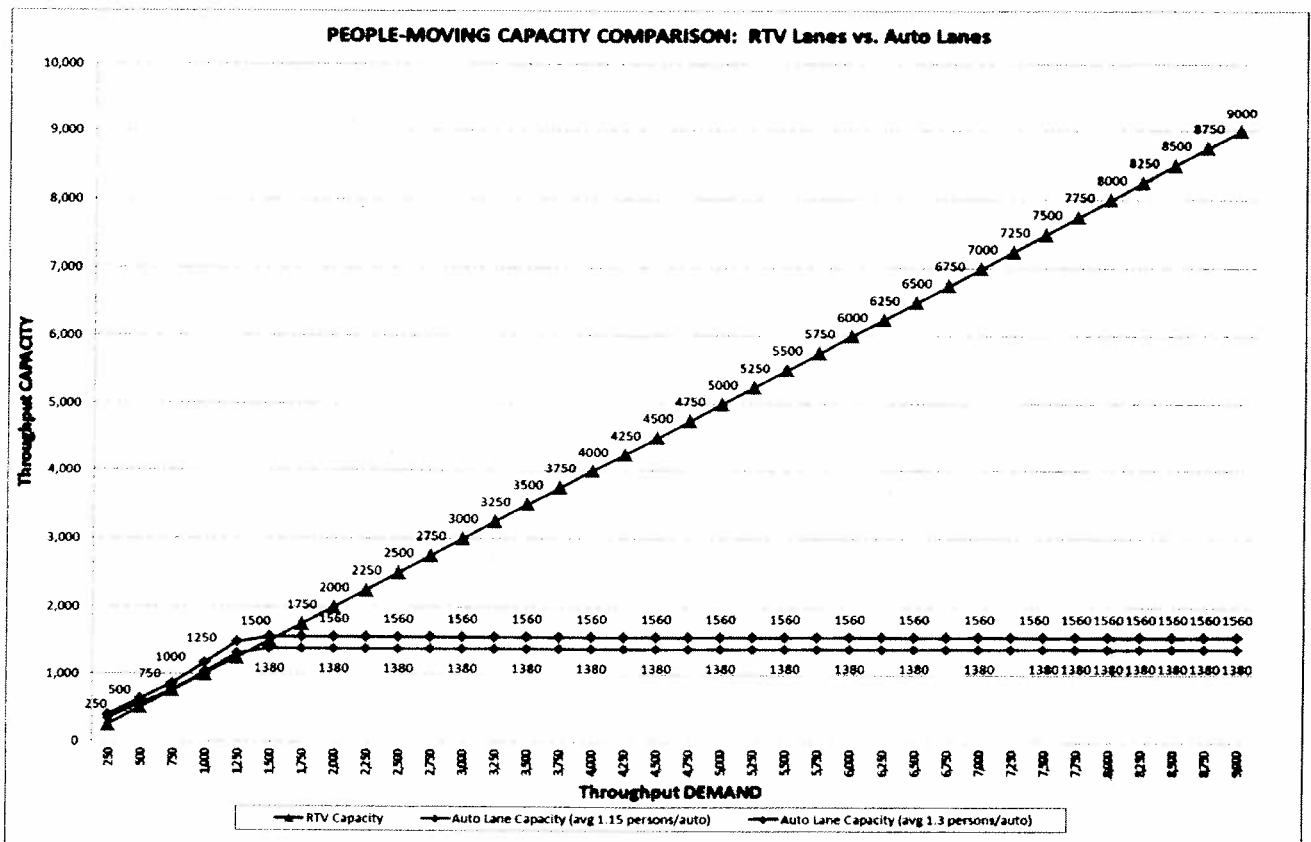


CHART #2



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

RECEIVED

MAY 15 2013

**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

RECEIVED
MAY 15 2013

MCP-CTRACK

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



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2864
www.rockvillemd.gov

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

COUNCIL
John F. Hall, Jr.
Tom Moore
Bridget Donnell Newton
Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

CITY CLERK
Doug Barber

CITY ATTORNEY
Debra Yerg Daniel

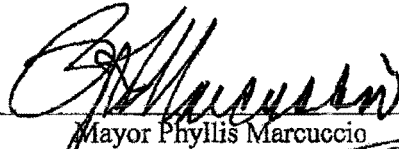
Françoise Carrier, Chairperson
May 14, 2013
Page 2

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

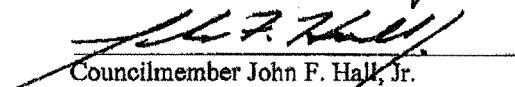
6. placed in the County's Master Plan. We regard the designation of the routes as a valuable, necessary first step, and the start of a far larger process.

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,



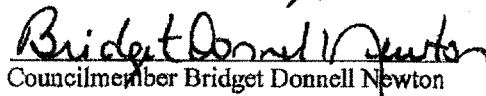
Mayor Phyllis Marcuccio



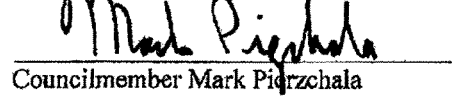
Councilmember John F. Hall, Jr.



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

COUNCIL
John R. Hall, Jr.
Tom Moore
Bridget Donnell Newton
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

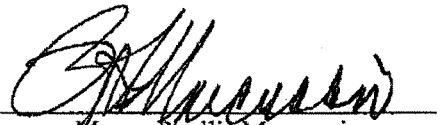
Re: City of Rockville Comments on the Draft Countywide Transit Corridors Functional Master Plan

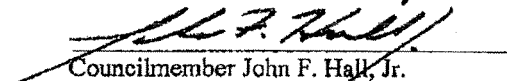
It is unclear to the City how County elected officials and County and State Agencies will arrive at their decisions. Such a process necessarily involves questions of land use, coordination of transit alternatives, and funding. The City encourages a more explicit County process, with lines of authority 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.

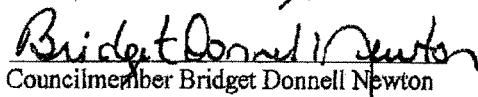
Our letter of testimony to the Montgomery County Planning Board is attached for your review. That letter includes comments from our Planning Commission and the Traffic and Transportation Commission.

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
111 Maryland Avenue
Rockville, Maryland
20860-2364
www.rockvillemd.gov

240-314-6000
TTY 240-314-8137

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,

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. It is unclear to the City

MAYOR
Phyllis Marcuccio

COUNCIL
John R. Hall, Jr.
Tom Moore
Bridget Donnell Newton
Mark Pierzchala

CITY MANAGER
Barbara B. Matthews

CITY CLERK
Doug Barber

CITY ATTORNEY
Debra Yang Daniel

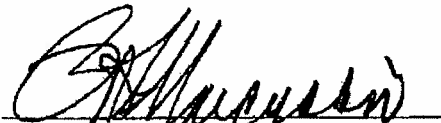
Nancy Navarro, President, Montgomery County Council
May 14, 2013
Page 2

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.

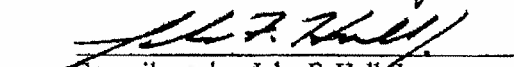
The County should prioritize among the 10 routes and work to establish the first 2 or 3 routes as optimally as possible. It is probable that these early routes would be on state highways and it is necessary to get these projects into the state's planning pipeline as soon as possible.

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,



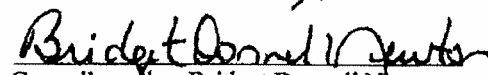
Mayor Phyllis Marcuccio



Councilmember John F. Hall, Jr.



Councilmember Tom Moore



Councilmember Bridget Donnell Newton



Councilmember Mark 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.

MCP-CTRACK

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

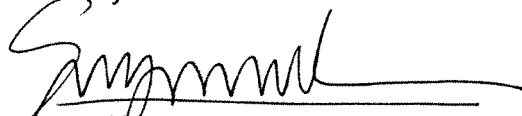
A District of Columbia
Maryland and Virginia
Transit Partnership

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:

Complete Marketing | 5055 World CIRCLE | Bethesda , Md 20817

[Unsubscribe](#) | [Forward To a Friend](#)

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

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.



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

- 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 rkiiegel@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
Page Eleven

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. Carmeletta 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

Attached please find your copy of the above-subject correspondence. No hard copy will follow.



Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org



Please consider the environment before printing this email

LEGAL DISCLAIMER - The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.



Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org



Please consider the environment before printing this email

LEGAL DISCLAIMER - The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

RECEIVED
04/13
MAY 16 2013

OFFICE OF THE CHAIRMAN
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
4940 Sentinel Dr., #403
Bethesda, Md. 20816
kent.watkins@yahoo.com

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
 - Strobbridge 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

PLAYING WITH THE TRANSIT-ORIENTED DEVELOPMENT (TOD)
LAWYER FUNDING YOUR DEVELOPMENT PROJECTS WITH
CENT OF TRANSPORTATION

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

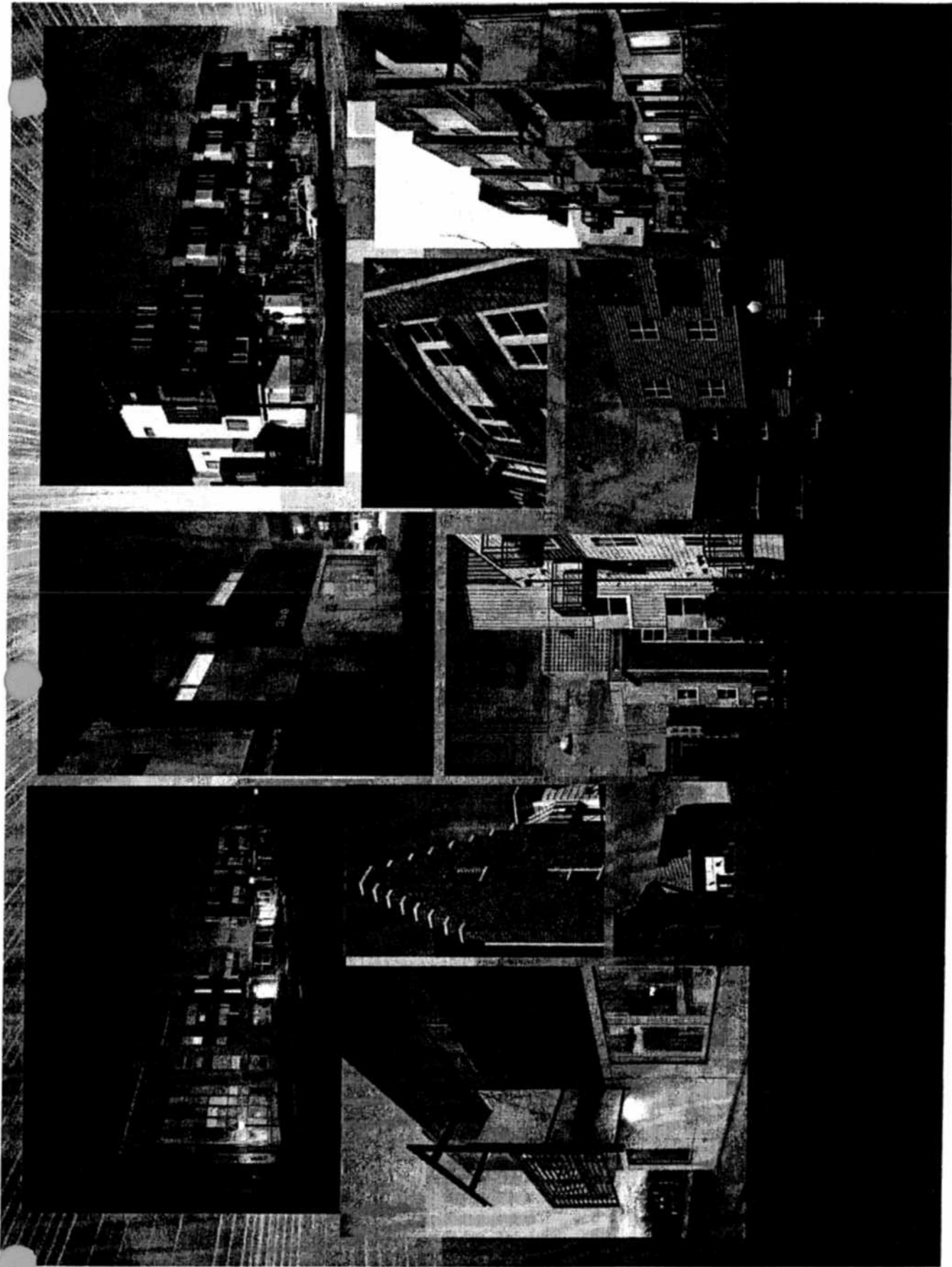
HOUSING at the Center for the Future

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?

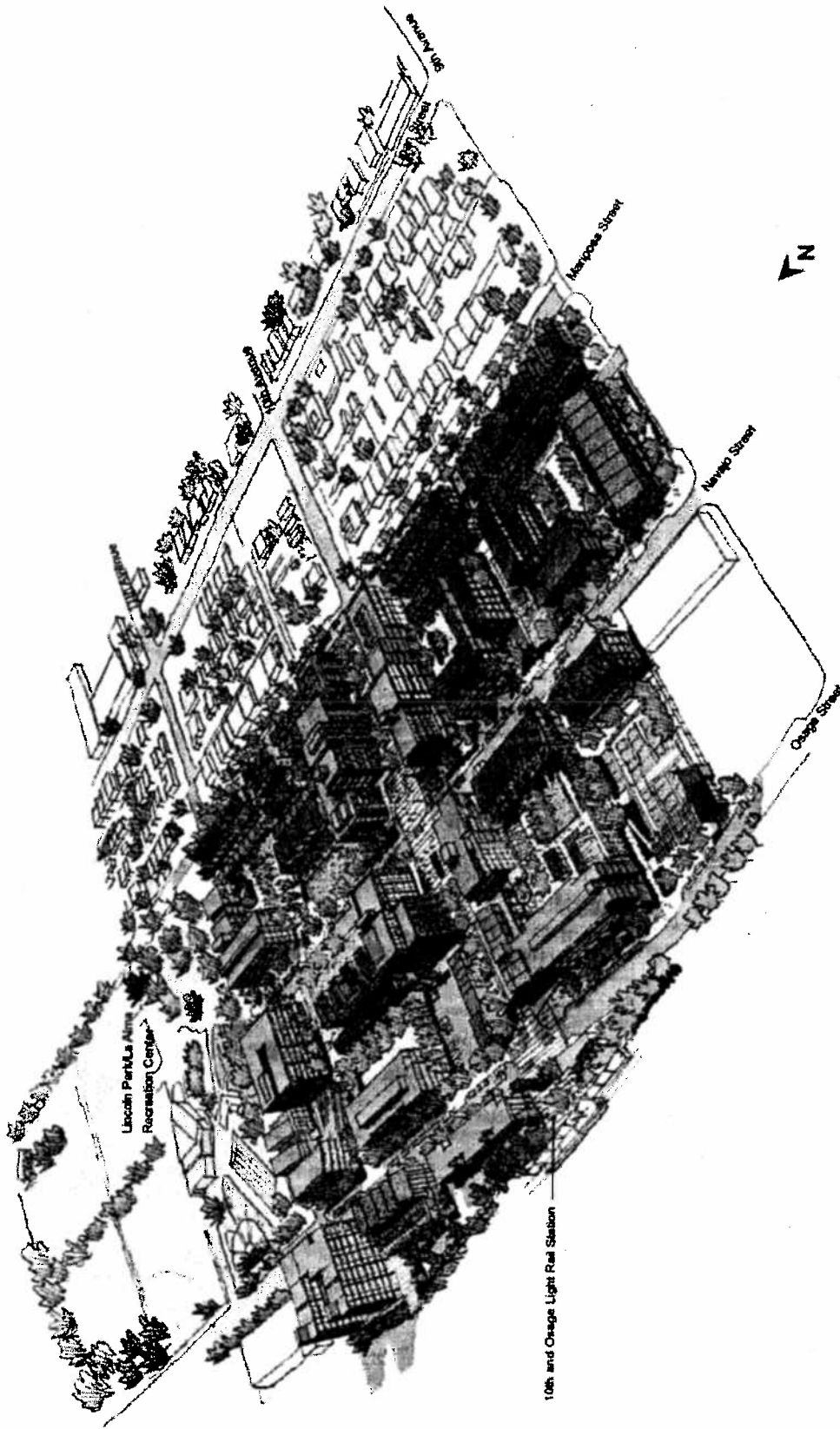
The Central Questions to Consider

- *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?*

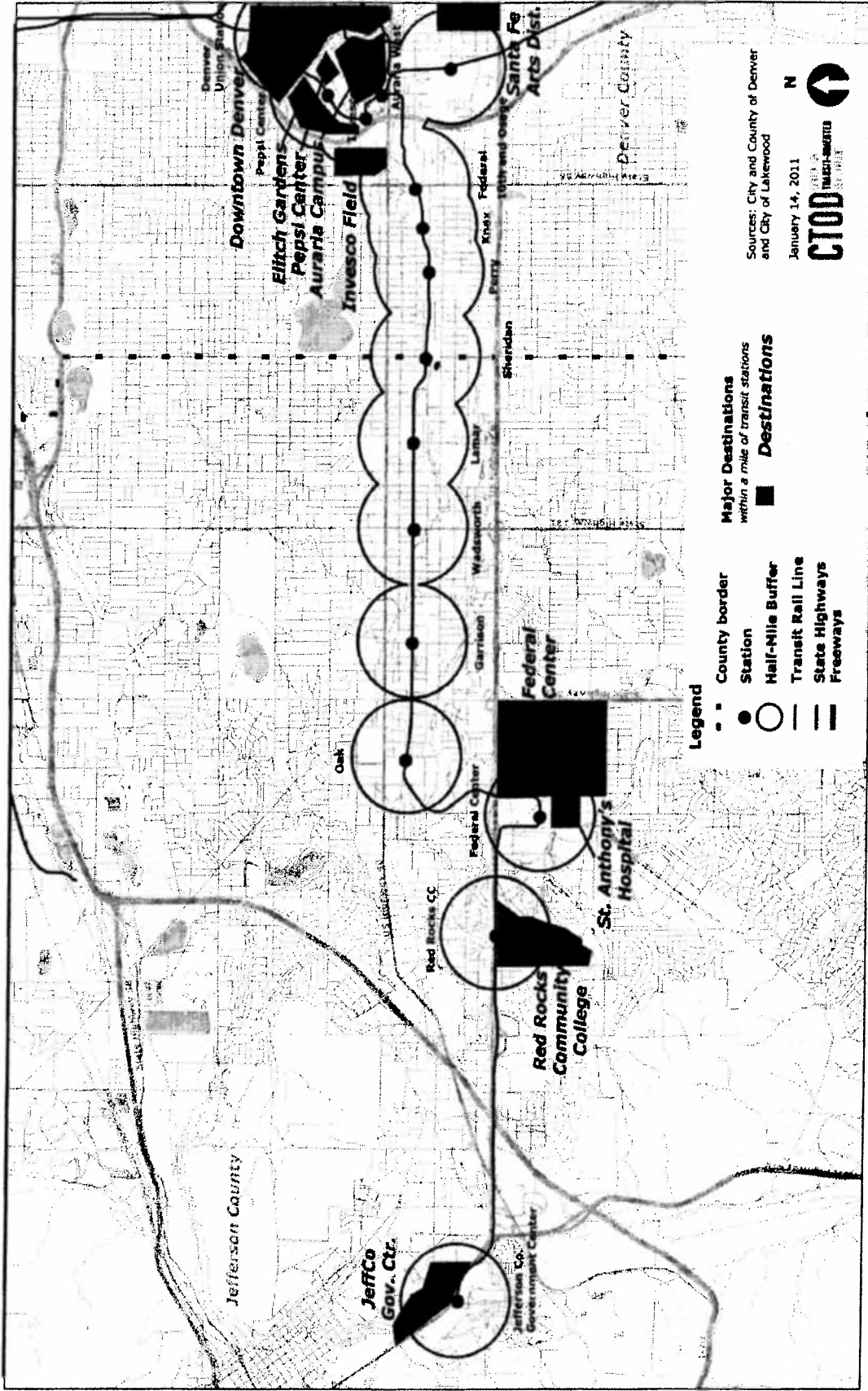
South Lincoln

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



Sources: City and County of Denver and City of Lakewood
 January 14, 2011
 CTOD
 NORTH

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

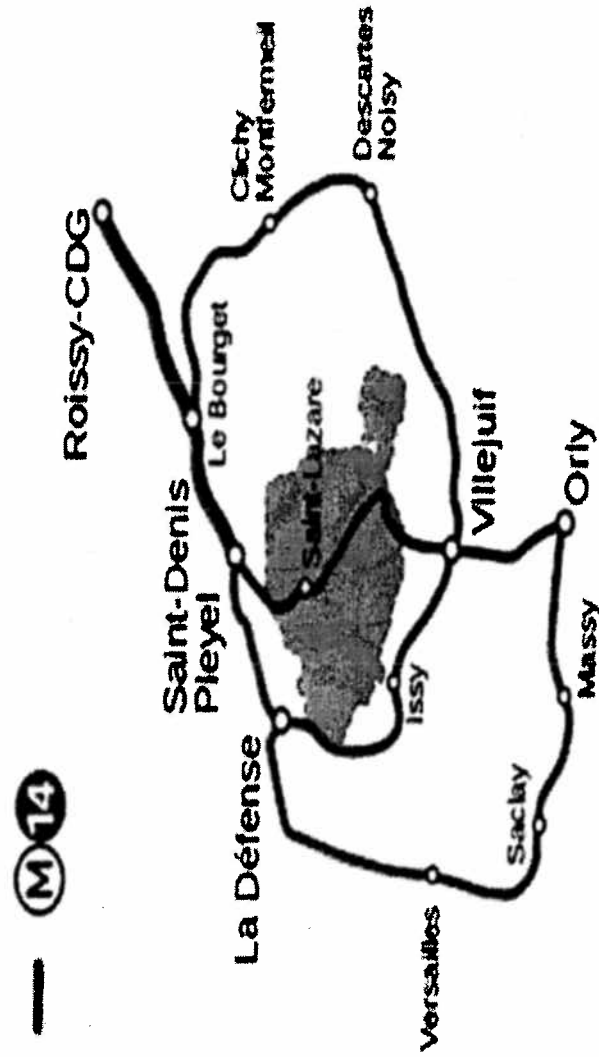
INTERNATIONAL EXAMPLES

- **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

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	278,635	488%
San Francisco	153	17	88,600	288,800	326%

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
 - . *Examples:*
 - 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 may 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?

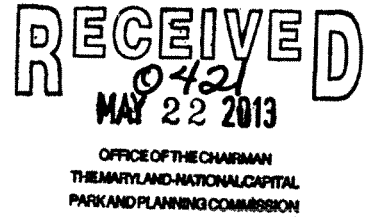
Thank you.

--

- 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



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
PARK AND 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

This e-mail may contain information that is confidential, privileged or otherwise protected from disclosure. If you are not an intended recipient of this e-mail, do not duplicate or redistribute it by any means. Please delete it and any attachments and notify the sender that you have received it in error. Unintended recipients are prohibited from taking action on the basis of information in this e-mail. E-mail messages may contain computer viruses or other defects, may not be accurately replicated on other systems, or may be intercepted, deleted or interfered with without the knowledge of the sender or the intended recipient. If you are not comfortable with the risks associated with e-mail messages, you may decide not to use e-mail to communicate with Goldman Sachs. Goldman Sachs reserves the right, to the extent and under circumstances permitted by applicable law, to retain, monitor and intercept e-mail messages to and from its systems. See the <http://www.gs.com/disclaimer/afg/> for important information regarding this message and your reliance on information contained in it.

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.

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.**

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.

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,

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 to

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.

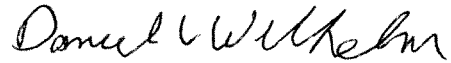
While we support including the 10 corridors, we feel more study is needed to determine the actual treatment and number/location of stations that will be implemented. We urge the plan to contain language to provide the implementing agency with the flexibility to decide upon the treatment after more study. 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

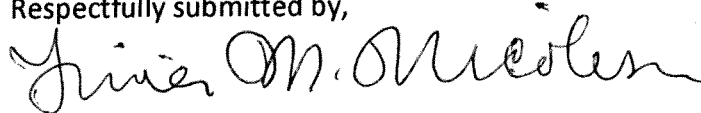
time limit: hip, hip, hurrah! My children are becoming young adults who need as many transit options as we can provide to them: with all of the wisdom and foresight that a county-wide transit corridor master plan offers. Likewise, as I contemplate "aging-in-place", or continuing to live in Montgomery 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,



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

Get two issues of Forbes for FREE!

Log in Sign up Connect Help



Jeff McMahon, Contributor

I cover green technology, energy, and the environment from Chicago.

+ Follow

Follow

217

TECH 3/26/2013 9:12PM 4,716 views

Top Eight Reasons People Give Up On Public Transit



3 comments, 2 called-out

+ Comment Now

+ Follow Comments

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.

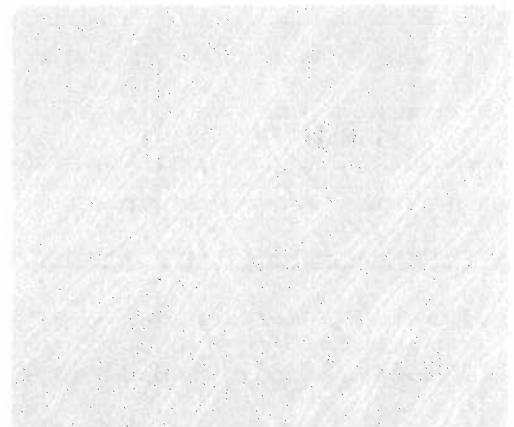
“The most significant negative experiences that drove a reduction in transit use were delays perceived to be the fault of the transit agency, long waits at transfer points, and being prevented from boarding due to crowding,” wrote the researchers: graduate student Andre Carrel, undergraduate Anne Halvorsen 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)



Most Read on Forbes

NEWS [People](#) [Places](#) [Companies](#)

The Real Reason Tesla Is Still Alive (And Other Green Car Companies Aren't) +83,045 views

Snapchats Don't Disappear: Forensics Firm Has Pulled Dozens of Supposedly-Deleted Photos From Android Phones +11,373 views

Manchester United Go Two Down. Rooney Might Make It Three +15,541 views

Love It Or Hate It, Ripoff Report Is In Expansion Mode +21,022 views

Meet The 'Liberator': Test-Firing The World's First Fully 3D-Printed Gun +17,513 views

+ show more

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](#)

Follow On Forbes

Keep up with the writers, people, places, companies and organizations that interest you.

[Sign up now »](#)



Jeff McMahon

Contributor

[+ Follow](#) (122)

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

[+ show more](#)

The author is a Forbes contributor. The views expressed are those of the author.

JEFF MCMAHON'S POPULAR POSTS

[Radiation Detected In Drinking Water In 13 More US Cities, Cesium-137 In Vermont Milk](#)
91,543 views

[Four Sites Where You Can Monitor U.S. Radiation Levels](#)
20,373 views

[How To Remove Radioactive Iodine-131 From Drinking Water](#)
45,278 views

[Where's That Radioactive Sulfur Now? Possibly In Your Pants](#)
24,249 views

[EPA: New Radiation Highs in Little Rock Milk, Philadelphia Drinking Water](#)
10,072 views

MORE FROM JEFF MCMAHON



Who Just Made a Billion Dollars?

Forbes

[New Posts](#)

[Most Popular](#)

[Lists](#)

[Video](#)

First 3D-Printed Gun

The Midas List

Iron Man vs. The Ave

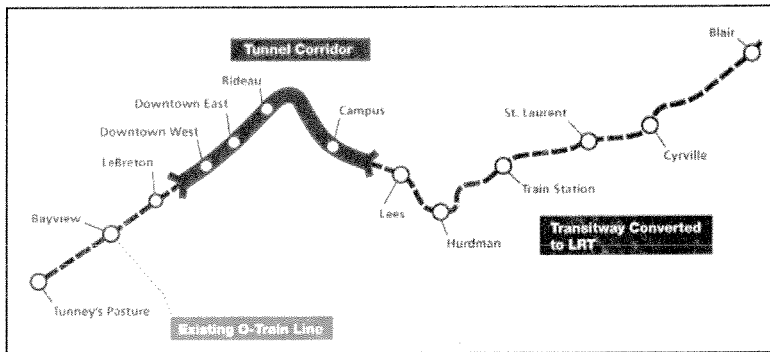
- When holding up buses for schedule reasons, hold up the empty buses, not the full

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](#)

Share this article »



By Yonah Freemark on May 17th, 2010 | Listed [Houston Light Rail Ottawa](#) | [28 Comments](#)

« [Terminus or Through-Route for Madison's Downtown Station?](#)

[Weekend Links](#) »

28 Comments | [Leave a Reply](#) »

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?

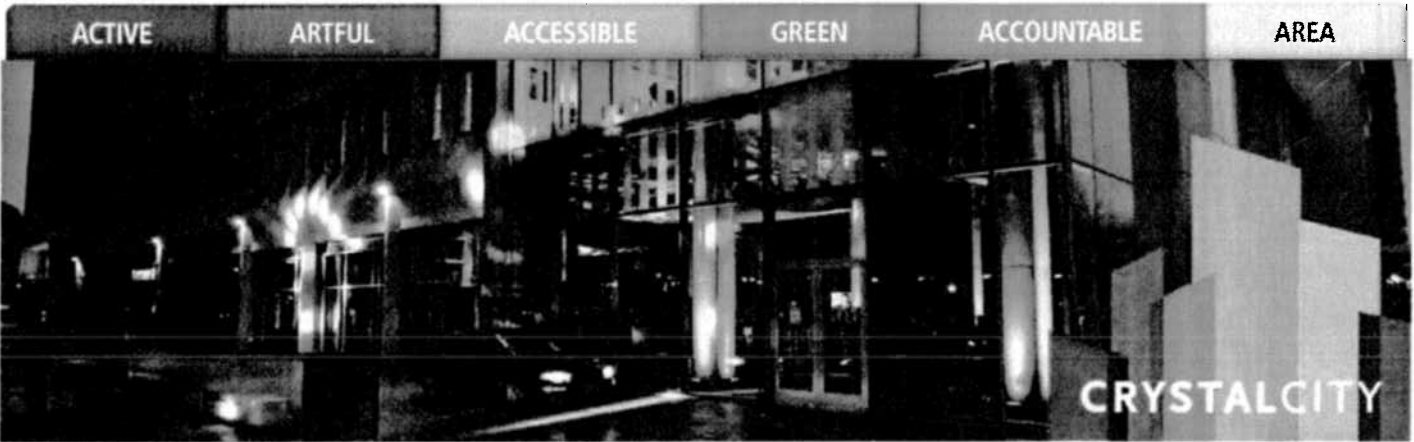
Another choice would have been to establish a parallel rapid transit line of whatever type to create a more resilient network while increasing capacity. Ottawa is ready for a rapid transit grid; but single corridor rapid transit systems with branches are the only solution usually considered here. When 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.



ART UNDERGROUND

vibrant arts and cultural destination

TRANSFORMATION

development projects

ARTWALLS

the area's walls as canvases

BIKE CULTURE

events, access + programs

DIRECTORY

list of area businesses

FIT

indoor + outdoor activities

DON'T MISS

Crystal City upcoming events

GETTING AROUND

public transit, walking

GREEN

environmental events + other programs

WIFI

free wireless internet

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%.

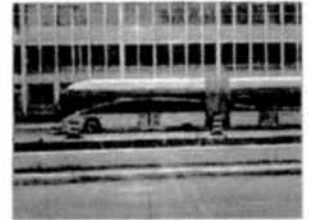
Pittsburgh then built an East BusWay. I refused to fund it, so my new boss, the Secretary of Transportation, funded it over my objection. This one planned for 90,000 weekday passengers but they thought better of it and cut the estimate to 80,000. It peaked at 30,000 and is at 28,000 now, but [aggregate] 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 for 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

Tweet 0

Recommend 0

Tags: Al Carr, BRT, Cleveland, Mark Elrich, Maryland, Montgomery, Purple Line

Related posts:

- [Prince George's and the Post back light rail Purple Line](#) (Nov 17, 2008)
- [All BRT plans are not created equal](#) (Apr 30, 2009)
- [Amid rail advocacy, are we neglecting bus projects?](#) (Feb 3, 2009)
- [Tell Maryland MTA you support the light rail Purple Line](#) (Dec 12, 2008)
- [Montgomery Council agrees on 270 widening, debates BRT versus light rail](#) (Nov 10, 2009)



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](#)

Comments [Add a comment »](#)

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

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

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

Subscri **Attachment 6** ps://crm.ceosforcities.org/civCRM/profile/create?gid=12)



[Home \(http://www.ceosforcities.org\)](#) | [Blog \(http://www.ceosforcities.org/blog/\)](#) | [The Tipping Point](#) | [ReThink \(rethink\)](#) | [Events \(events\)](#) | [Media \(media\)](#) | [About \(about\)](#) | [Search](#)

[Our Work](#)

Blog

CEOs for Cities Blog RSS

Feed (feeds/rss

/blog/index.xml)

Next Entry:

Needed: Your Ideas

(blog/needed-your-ideas)

Previous Entry:

Promoting Growth in

Downtown San Fran

(blog/promoting-growth-in-downtown-san-fran)

[innovation \(blog/tag/innovation\)](#), [joe cortright \(blog/tag/joe+cortright\)](#), [connections \(blog/tag/connections\)](#), [transportation \(blog/tag/transportation\)](#), [congestion \(blog/tag/congestion\)](#)

re:think

(rethink)

Subscribe to the CEOs for Cities

ReThink newsletter.

Email Address

Subscribe

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/).

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

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."

0 comments

★ 0 Stars



Discussion

#

ALSO ON CEOS FOR CITIES

Understanding the Importance of Context 4 comments

Member Benefits | CEOs for Cities 1 comment

RECOMMENDED FOR YOU

Suri Cruise: No More Designer Duds Style

Best Getaway in Fra
Beautiful Farm at the
Gardenista

powered by DISQUS

Sitemap

Links

About

Twitter

 Follow @ceosforcities



(http://www.ceosforcities.org/twitter.com)

RT @living_cities: Census: Millions More Americans In



Minnesota GreenStep Cities

Home | About | The 28 best practices | Become a GreenStep City | Model Ordinances | City log-in | Contact/Feedback


Stay Connected  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**

David Van Hattum, Policy and Advocacy Program Manager, Transit for Livable Communities: 651/767-0298 x118.
DaveVH@tcmnnesota.org
<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

This e-mail, including any attached files, may contain confidential and privileged information for the sole use of the intended recipient. Any review, use, distribution, or disclosure by others is strictly prohibited. If you are not the intended recipient (or authorized to receive information for the intended recipient), please contact the sender by reply e-mail and delete all copies of this message.

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

BOARD OF TRUSTEES

Executive Committee

Richard L. Trumka
Chair

Leslie A. Tolf
Vice Chair

Elizabeth H. Shuler
Treasurer

Arlene Holt Baker
Secretary

Paula E. Peinovich, PhD
President and Chief Executive Officer

Christopher J. Blass

Edward M. Smith

Members

Peter G. Angelos

Jules Bernstein

Boland

Robert Bruno

David B. Durkee

Alexis M. Herman

Alex Johnson

Joseph LoCicero

Jack Marco

Fred D. Mason, Jr.

Jorge Ramirez

Roberta Reardon

Fred Redmond

Roger Smith

John J. Sweeney

Randi Weingarten

Kent D. Wong

Carrie Biggs-Adams
President of the Student Government

Gary Lucy
President of the Alumni Association

Regina M. Dearden
Chair of the Faculty Senate

Core W. Kheel (1914-2010)
Emeritus

Martin Segal (1916-2012)
Trustee Emeritus

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.