

Prof. Harold McDougall
Supplemental BRT Testimony
Montgomery County Planning Board
Countywide Transit Corridors Functional Master Plan
June 5, 2013

I am Harold McDougall, and I am a concerned citizen of the Norwood/Four Corners Neighborhood, and a property owner on one of the affected routes, US 29. I am a law professor at Howard University; my field of expertise is land use planning and development, I was a candidate for the chairmanship of the Planning Board in the early 1990s, nominated by then County Councilman Ike Leggett. I withdrew from consideration in favor of Art Holmes, who had been in the County longer than I and who had the backing of the county branch of the NAACP. I have taught in this area for thirty years, and been a resident of the County now for twenty. Many members of the County Government know me, and my reputation for community engagement and civic responsibility. I do not address you in this matter lightly.

I address you in opposition to the Bus Rapid Transit, or BRT proposal.

First, I would like to emphasize the dangers to pedestrian safety issues of BRT on US 29. These issues occur primarily at intersections. Over many years, the SHA has resisted the creation of safe pedestrian crossings on US 29. In Four Corners for example, a densely populated tea, which also has 3000+ students at Blair, there are signaled crossings only at University Blvd, Southwood, and Franklin Avenue, each at least a half mile from one another. The BRT would increase pedestrian wait time at these intersections, spurring jaywalking, particularly among the youngsters.

Four Corners is already number one for pedestrian accidents in Montgomery County. Moreover, three more among the County's top ten most dangerous intersections are along US 29, and two are along University.

<http://washingtonexaminer.com/washington-area-intersections-rack-up-collisions/article/2530927>

There have been a very high number of bicyclist and pedestrians injuries at BRT corridors in San Jose (2011), and the statistics showed higher incidence of pedestrian injuries among Latinos/other minorities as well as children. (See PDF attached)

Second, I would like to emphasize the possibility of disproportionate impact on minorities and immigrants and likelihood that their commuting needs would not be served by BRT. The residents along US 29 and in the immediate environs are disproportionately minorities and immigrants. While large numbers of this demographic ride the busses now, a rapid transit bus would not serve their needs. They do not live concentrated at the proposed BRT stops but all along the route. They would have to take a slow "local" bus to get to a BRT station. Would they then bother to change, to gain a few minutes in ride time? A better solution would be to increase bus trips along existing routes. (Note also that of the 46 bus routes allegedly coursing along US 29, a significant

number do not travel more than a block or two, before turning in Fenton (F2/F4, heading for PG County, as well as Ride Ons to Takoma Park and Hillandale).

Where minorities and immigrants own property that could be affected by BRT, they are disproportionately located at or near US 29.

Third, I would like to emphasize an issue which combines these two, that is the pedestrian safety threats to Blair High school students, who are majority-minority. Any road widening would create unacceptable degradations to an already extremely dangerous pedestrian crossing.

To the extent BRT buses move at faster speed than the vehicles in other lanes, the risks for pedestrians who are crossing US 29 increase because they must maneuver between two different traffic flows (fast and slow) rather than consistent speeds of traffic in all lanes. This increased risk has resulted in 4 pedestrian deaths (including a 17 year old student near his high school) just this past September in Rio where BRT was implemented in anticipation of the 2016 Olympics. See <http://riotimesonline.com/brazil-news/rio-real-estate/brt-accidents-causing-concern-in-rio/>.

The BRT buses have special sensors that alert a traffic signal that it is approaching; as a result, it gives these buses what is called "a longer green" so that multiple BRT buses can get through the light at one time. This will cause a delay for school buses who are trying to cross or merge onto US 29, especially if school buses are restricted to fewer lanes as they approach Montgomery Blair.

Four Corners was identified as hotbed for pedestrian collision in the county, according to a release from county government. Since then, county government partnered with Blair students to create a pedestrian safety campaign with the theme, "Hey You, I'm Looking at You!"

<http://silverspring.patch.com/articles/montgomery-blair-students-eyes-help-silverspring-pedestrian-safety-push#photo-first>

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

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

2011 San Jose & Alum Rock Bus Rapid Transit (BRT) Corridor Cyclist & Pedestrian Injury Analysis

Chris Lepe

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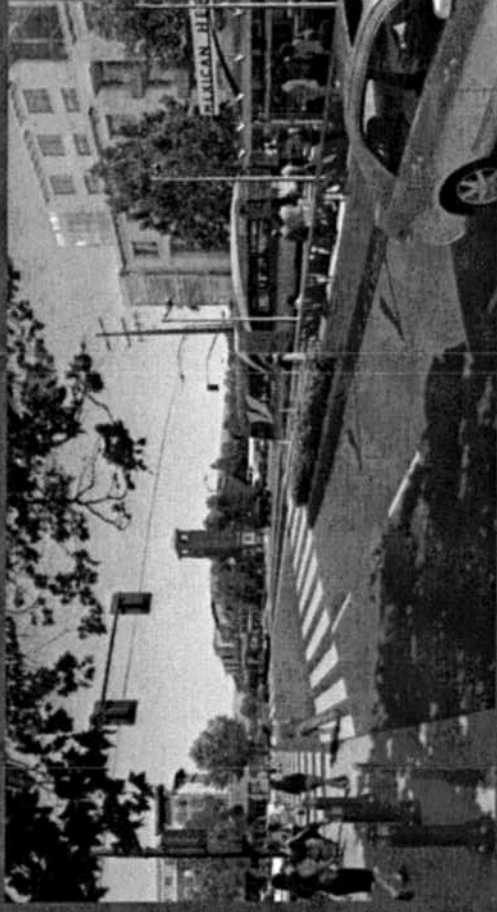
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TRANSFORM



WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

Definition of a complete street



Source: VTA

- “A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility” (Caltrans).

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf



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Alum Rock Corridor Support for Multimodalism

- 80% of Alum Rock corridor merchants support bicycle and pedestrian safety improvements. Merchants' highest priorities for bicycle and pedestrian safety are street lighting, crosswalks, and bike routes (TransForm 2010 survey).
- The vast majority of residents in the Mayfair neighborhood would like safer streets for pedestrians and bicyclists. 80% said they would walk or bike more frequently if improvements were made (TransForm 2005 survey).



Reality – We’ve got some work to do

- San Jose was ranked the 26th most dangerous metro area for pedestrians in the nation*

- San Jose metro area had the 6th highest percentage of traffic deaths that were pedestrian in 2007-2008*
- High % of pedestrian deaths versus the low % of people walking to work

Table 2. Metro areas with the highest share of pedestrian fatalities (over 1 million residents)

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*Rankings from the report Dangerous by Design, which is co-authored by Surface Transportation Policy Partnership and Transportation for America.

TransForm's Alum Rock BRT Corridor Bicycle/Pedestrian Injury Analysis

- Utilized the Statewide Integrated Traffic Records System (SWITRS) database to obtain ped/bike injury data for the City of San Jose for the years 2005 to 2009.
- Geographic Information System (GIS) was used to geocode the site of collision using the street intersections.
- GIS graduated symbol maps were used to represent pedestrian and bicyclist injuries in and around the Alum Rock Corridor.
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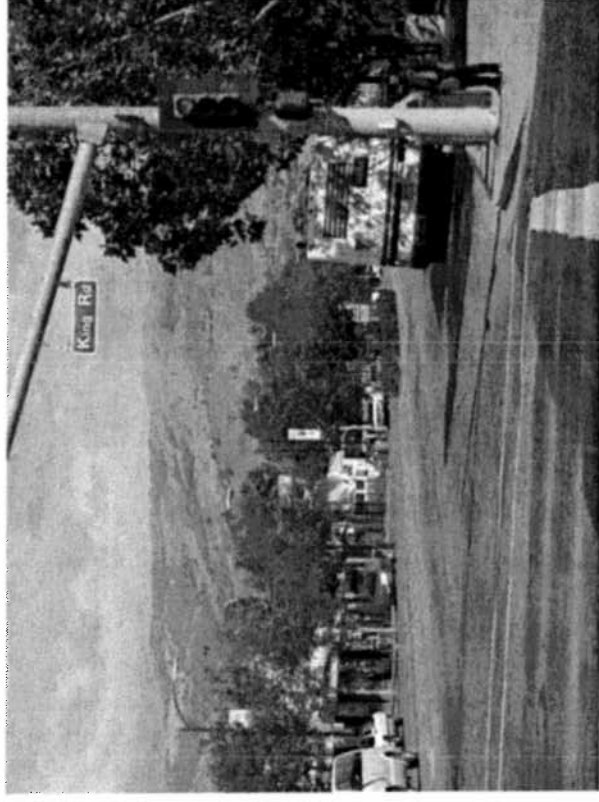


Findings:

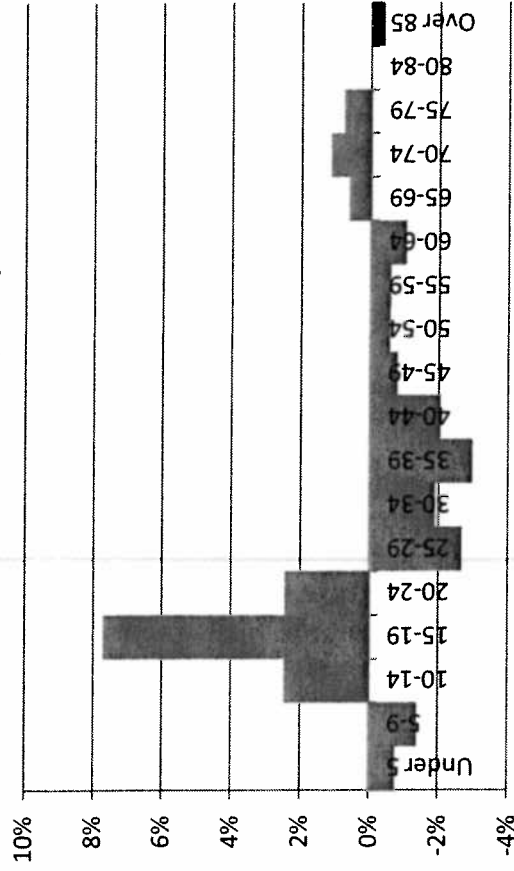
- 1,654 pedestrians and 1,522 bicyclists were injured in San Jose over five years ('05-'09); that's over 50 injuries per month
- 5% of San Jose pedestrian injuries and 4% of cyclist injuries took place on the Alum Rock corridor (Santa Clara St, Alum Rock Ave, Capitol)
- 9% of San Jose pedestrian injuries occurred within walking distance (<1/4 mi) of the corridor and 22% occurred within biking distance (<1mi).

Youth are Disproportionately Injured

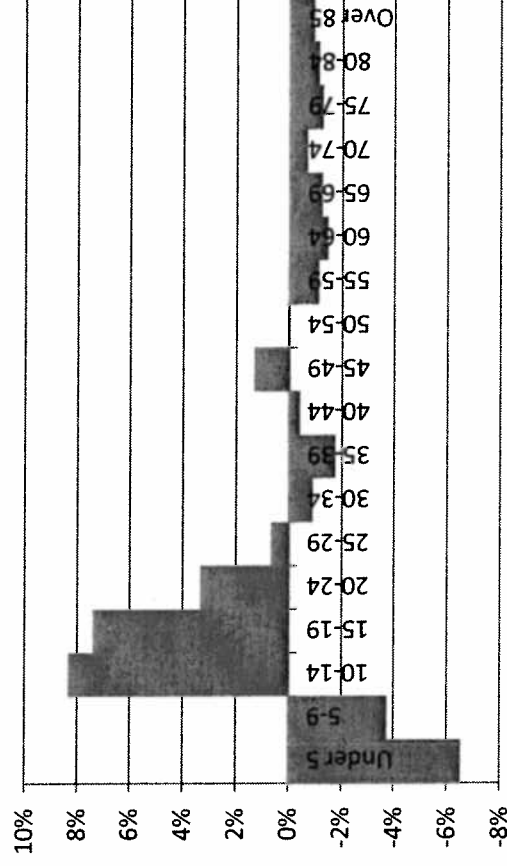
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Difference in Pedestrian Injuries by Age Compared to City Population



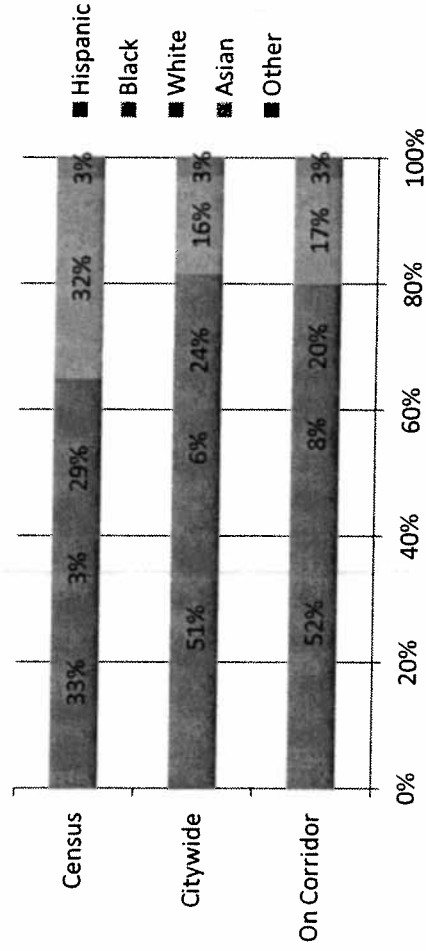
Difference in Bicyclist Injuries by Age Compared to City Population



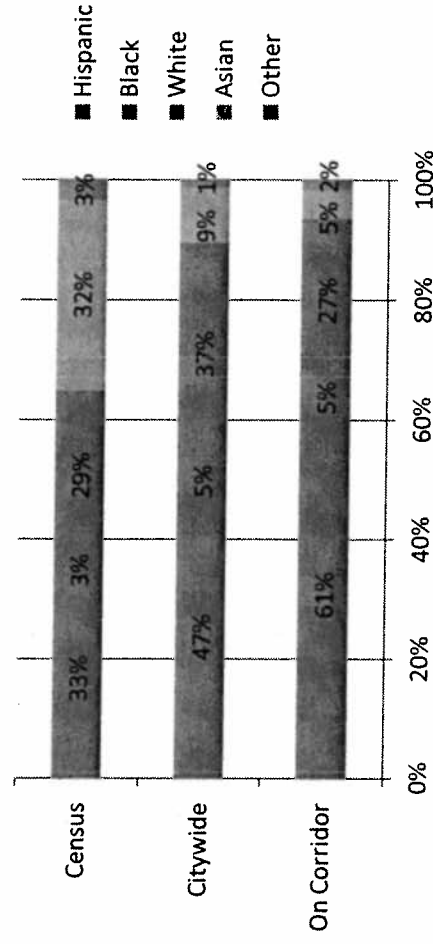
Racial/Ethnic Composition of Injuries

- Latino's make up roughly half of pedestrian and cyclist injuries citywide, but only 33% of the City's population
- African Americans make up 6% of pedestrian injuries and 5% of cyclist injuries, but only 3% of the population
- Whites make up 37% of cyclist injuries

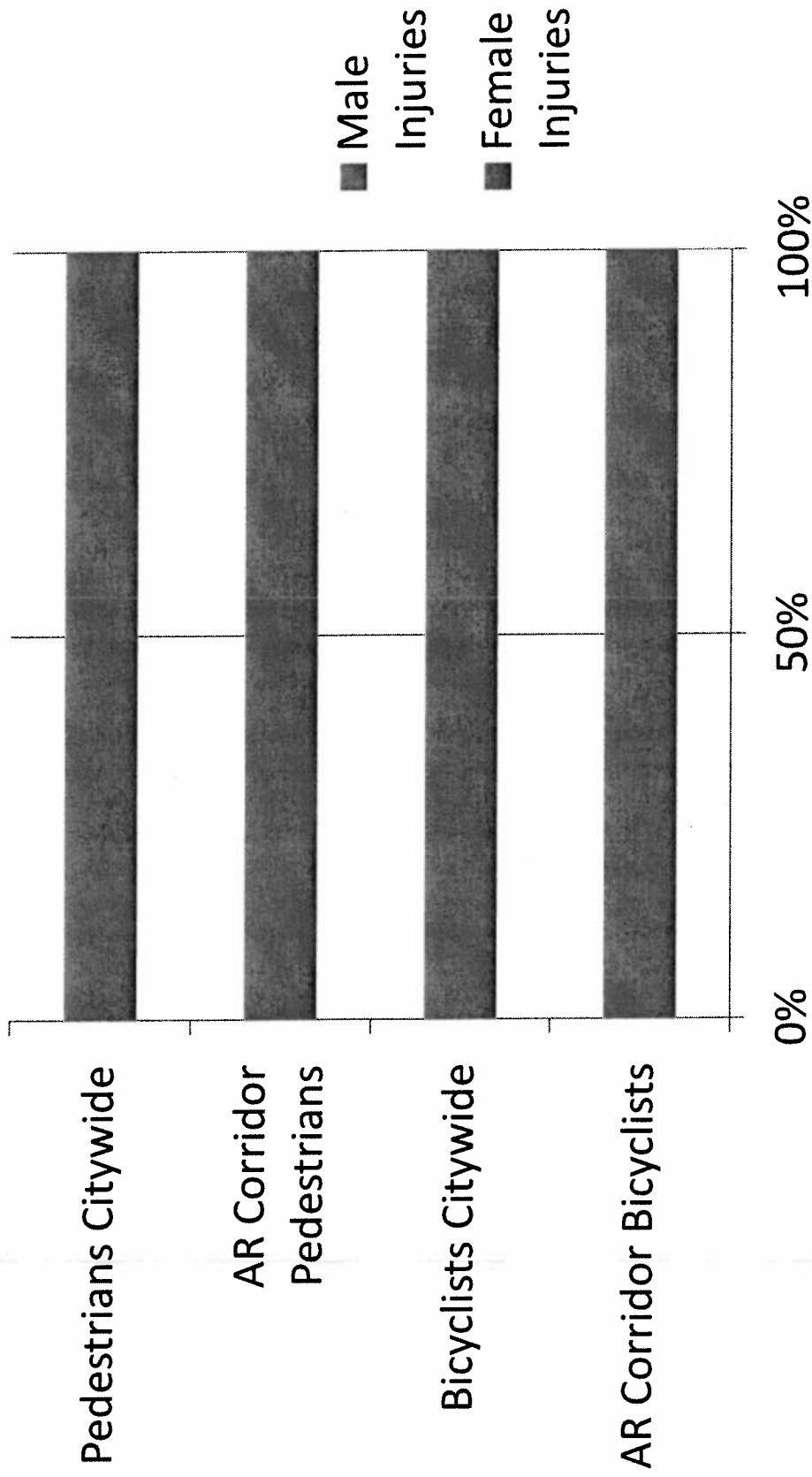
Pedestrians Injured By Race



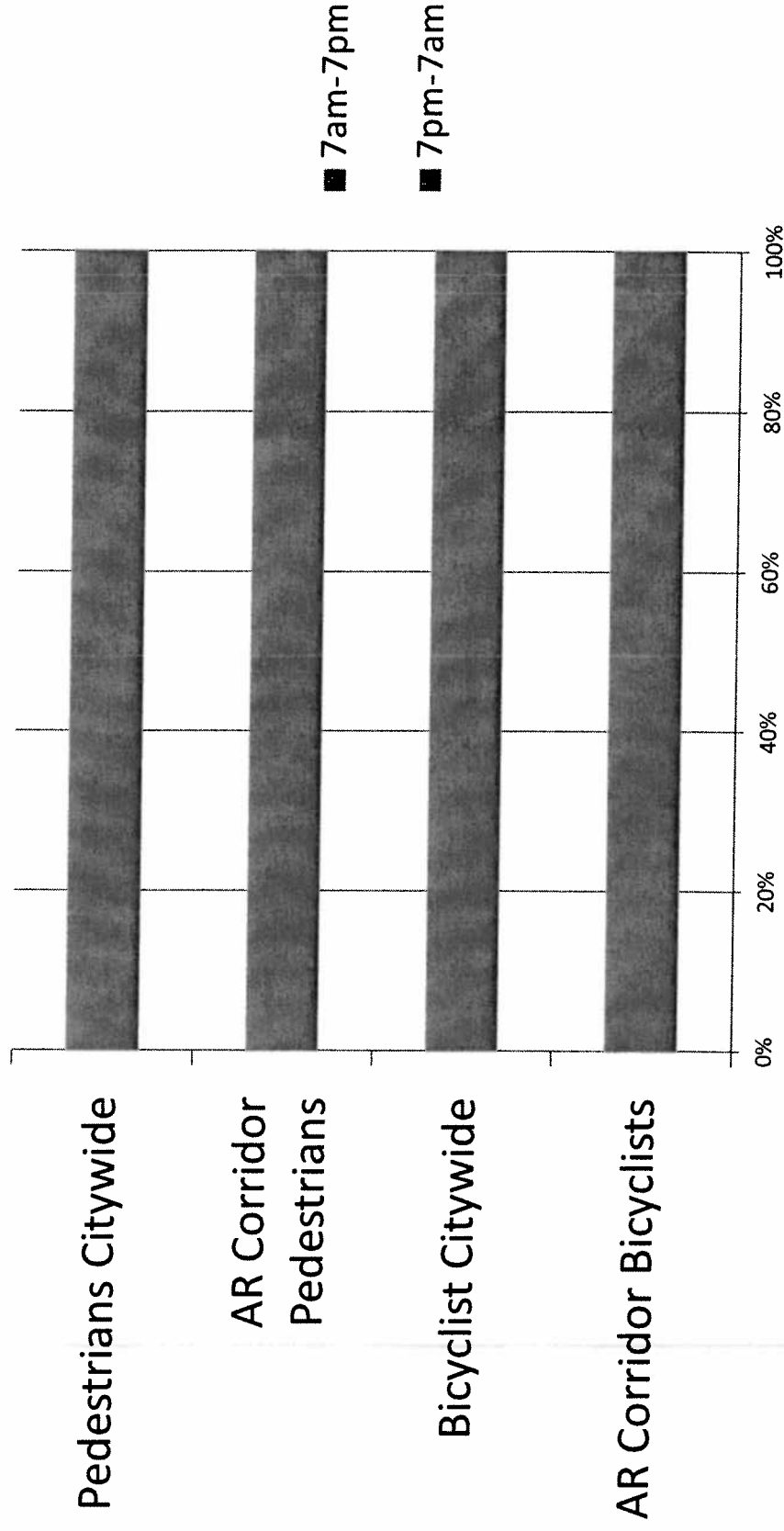
Bicyclists Injured By Race

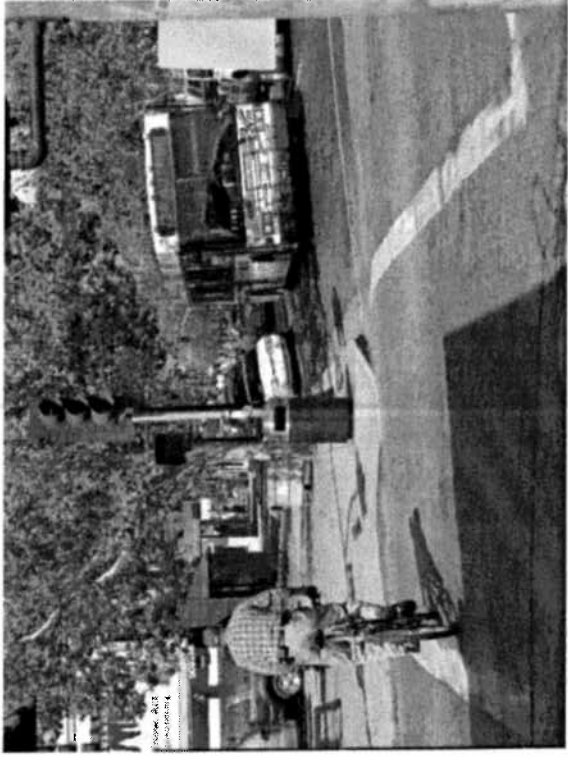


Males are More Likely to be Injured, Although More so for Cyclist Injuries



Most Injuries Tend to Occur During Daylight Hours, but Less so for Pedestrians than Cyclists

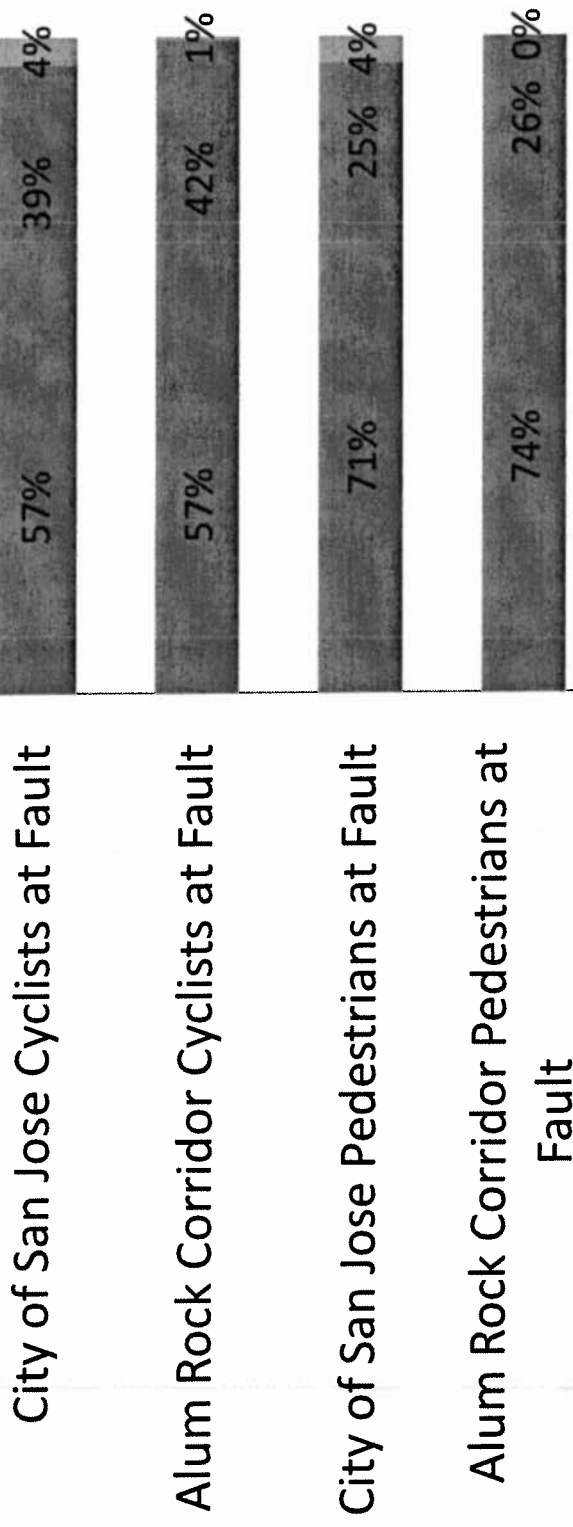




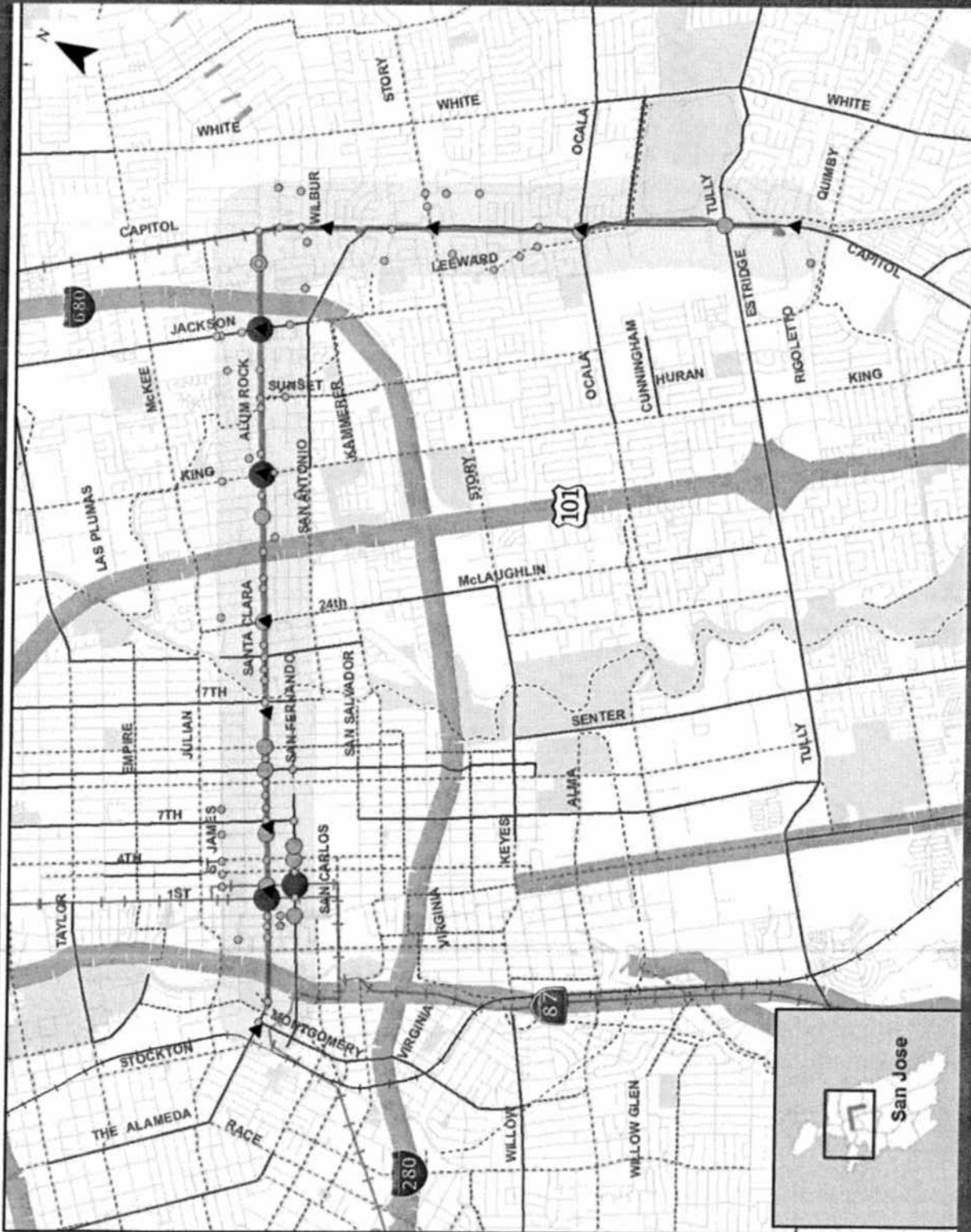
Cyclists are more likely to be considered “at fault” in injuries than pedestrians

Party at Fault

■ no ■ yes ■ n/a



Alum Rock Corridor Pedestrian Injuries, 2005-2009

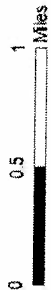


Legend

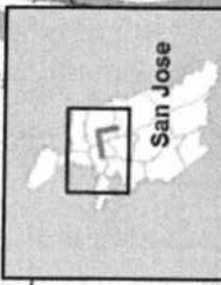
Pedestrian Injuries

- 1-2
- 3-4
- 5-6
- 7-8

- Existing Bikeways
- - - Proposed Bikeway Class3
- - - Proposed Bikeway Class2
- - - Proposed Bikeway Class1
- VTA Light Rail
- ▲ BRT Station
- Alum Rock BRT Route
- Quarter Mile Buffer
- Parks
- Caltrain Alignment



Date: June 13st, 2011
 Prepared By: Diana Pancholi, Transform
 Source: City of San Jose, SJSU
 SWITRS, and County of Santa Clara,



Top Intersections for Pedestrian Injuries within a ¼ Mile of the Corridor

	Intersections with most pedestrian collisions	Number of collisions
1	Jackson Av & Alum Rock Ave	6
2	King Rd & Alum Rock Ave	6
3	1st St & Santa Clara St	5
4	2nd St & San Fernando St	5
5	Alexander Ave/Murfield Dr & Alum Rock Ave	5
6	13th St & Santa Clara St	4
7	2nd St & Santa Clara St	4
8	24th St & Santa Clara St	3
9	Ocala Av & Capitol Ex	3
10	Santa Clara St and 6th, 11th, and 13th St; Alum Rock Ave and 33rd St; Tully Rd and Capitol Ex; San Fernando Ave and Market, 4th, and 5th St	3 each

- The top two injury locations within walking distance of the corridor are at King and Jackson Ave on Alum Rock Ave, both of which are wide intersections with significant automobile and pedestrian traffic and little pedestrian infrastructure

Alum Rock Corridor Bicyclist Injuries, 2005-2009



Legend

Bicyclist Injuries

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

- Existing Bikeways
- - - Proposed Bikeway Class 3
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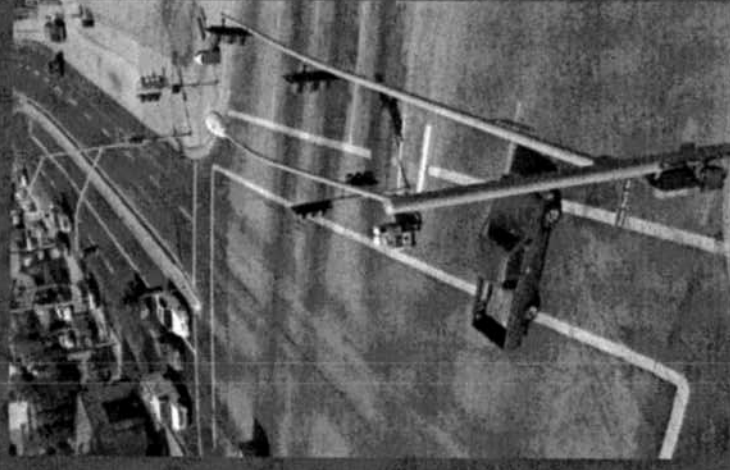


Top Intersections for Cyclist Injuries within one Mile of the Corridor

	Intersections with most collisions	Number of injuries
1	1st St & Rayland Park	7
2	4th St & Santa Clara St	6
3	McKee Rd & Jackson Av	5
4	3rd St & Santa Clara St	4
5	Jackson Ave & Alum Rock Ave	4
6	Story Rd & White Rd	4
7	7th St & Santa Clara St	3
8	24th St & Santa Clara St	3
9	Capitol Ex & Jackson Ave	3
	2nd St & San Salvador St; San Antonio Ave & 24th St; Tully Rd & King Rd; Tully Rd & Glen Hanleigh Dr; Story Rd & Lyndale Ave; McLaughlin Av & Melbourne Blvd; San Carlos St & Race St; San Carlos St & Almaden Blvd;	3 each

- Five of the top injury locations are at intersections located directly on the Alum Rock corridor
- Most other top injury locations are located on streets leading to the future BRT stations

Observations of Top Three BRT Station Injury Locations



- Summary: Auto-oriented design along much of the corridor with few pedestrian amenities, no bike lanes, traffic violations including speeding and jaywalking.



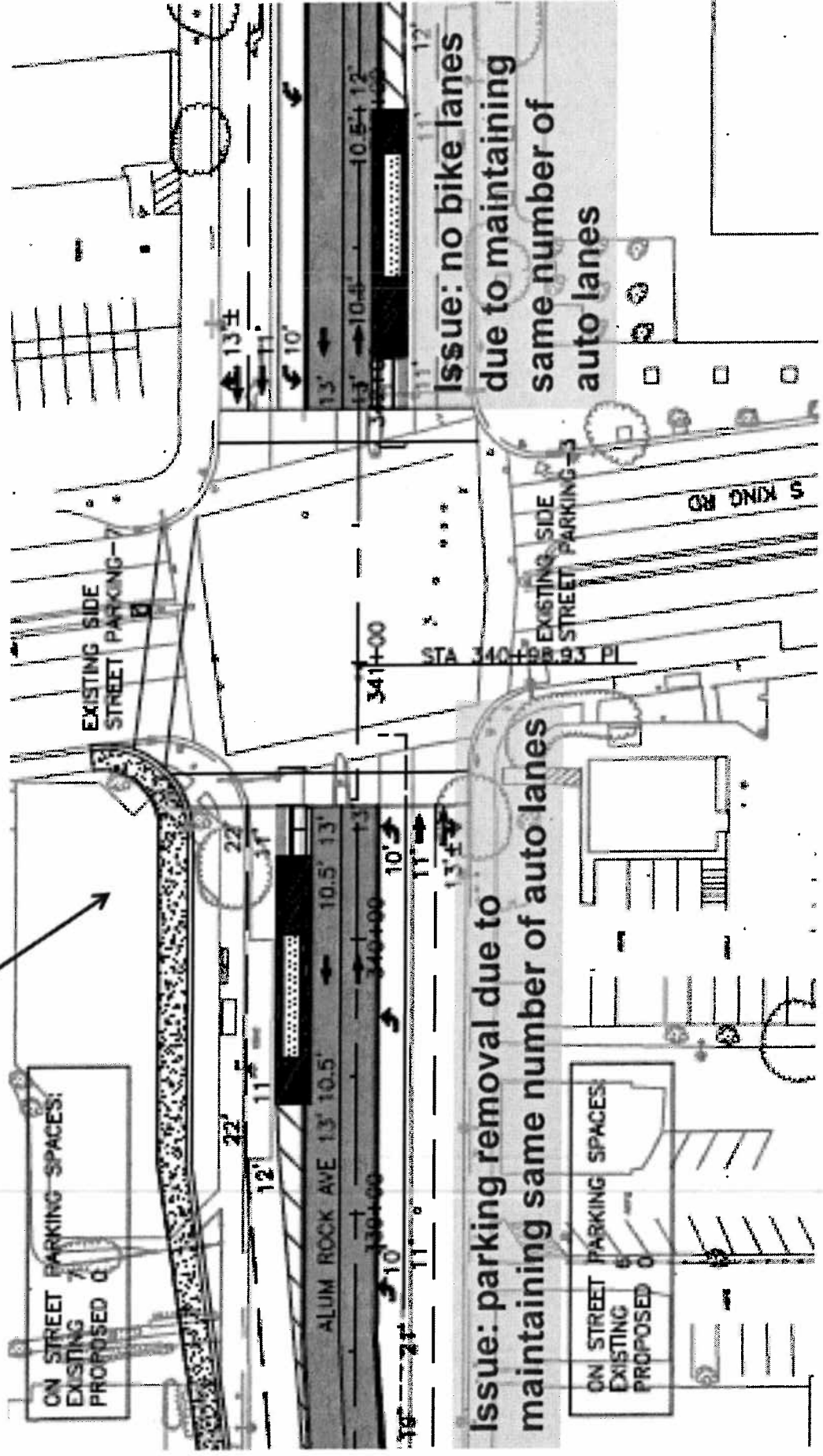
Survey: areas with high cyclist and pedestrian injuries also have considerable traffic.

Future BRT Stops	Weekday						Total	Rank
	Pedestrian Count 10 - 11 am	Bike Count 10 - 11 am	Total 10 - 11 am	Pedestrian Count 5 to 6 pm	Bike Count 5 to 6 pm	Total 5 to 6 pm		
1st & Santa Clara	421	42	463	559	86	645	1	
Diridon	113	98	211	161	134	295	2	
7th Santa Clara	134	31	165	171	76	247	3	
Jackson & AlumRock	122	22	144	103	54	157	4	
Wilbur & Capitol	85	13	98	137	23	160	5	
King & Alum Rock	83	28	111	91	42	133	6	
17th & Santa Clara	57	40	97	75	72	147	7	
24th & Santa Clara	79	31	110	57	51	108	8	
Story & Capitol	39	28	67	60	43	103	9	
East Ridge & Capitol	31	25	56	26	15	41	10	
Ocala & Capitol	25	18	43	21	16	37	11	

Counts taken by Transform interns

AR Corridor Proposed Design: Alum Rock Ave & King Rd

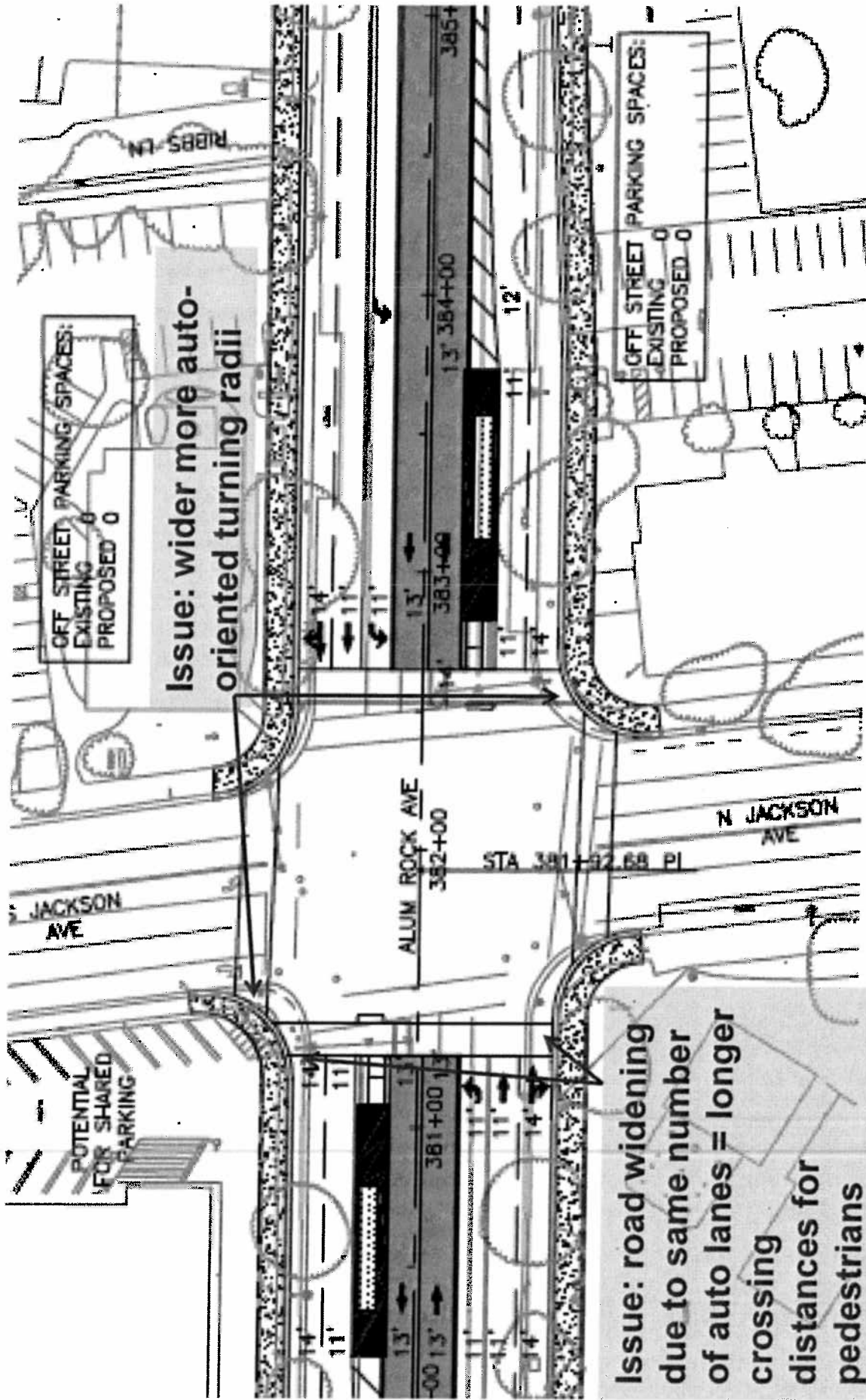
Issue: immanent domain due to maintaining same number of auto lanes



Issue: parking removal due to maintaining same number of auto lanes

ON STREET PARKING SPACES:
EXISTING
PROPOSED

Alum Rock Ave & Jackson Ave



VTA AR BRT Corridor Preliminary Engineering Designs

Recommendations

- VTA/City: Prioritize corridors with high numbers of bike/ped injuries for improvements, particularly routes to current/future high-use transit stations
- City: Relax current design standards to integrate bike/ped safety measures into the BRT design
- City: Consider a road-diet on the Alum Rock Corridor to integrate bike lanes, on-street parking, pedestrian improvements, and better transit.
- Future BRT projects; road-diet approach is critical for bike/ped safety and transit priority

Special thanks to our fabulous interns and volunteers!

- Diana Pancholi, SJSU, Urban and Regional Planning, Lead GIS and data analyst
- Soma Chatterjee, SJSU, Urban and Regional Planning, GIS assistant and pedestrian and bicycle safety audit lead
- Kirti Kulkarni, SJSU, Urban and Regional Planning
- Jason Lee, UBC, Community and Regional Planning
- Peter Roeper
- Renessa Kennelly, Lewis and Clark Law School
- Lillian Hua



For More Information

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MCP-CTRACK

From: Marie Park <doublepark@verizon.net>
Sent: Wednesday, June 05, 2013 9:48 AM
To: MCP-Chair; Carrier, Francoise
Subject: 2011 BRT Study re Pedestrians/Bicyclists
Attachments: alum_rock_corridor_bicycle_pedestrian_injury_analysis.pdf

RECEIVED
JUN 05 2013

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

Please consider this study on Pedestrian/Bicyclist injuries and fatalities at San Jose BRT corridors. The concern for student walkers and bicyclists on Wisconsin Avenue is ongoing. Thank you for your attention on this, Marie Park

http://transformca.org/files/alum_rock_corridor_bicycle_pedestrian_injury_analysis.pdf

2011 San Jose & Alum Rock Bus Rapid Transit (BRT) Corridor Cyclist & Pedestrian Injury Analysis



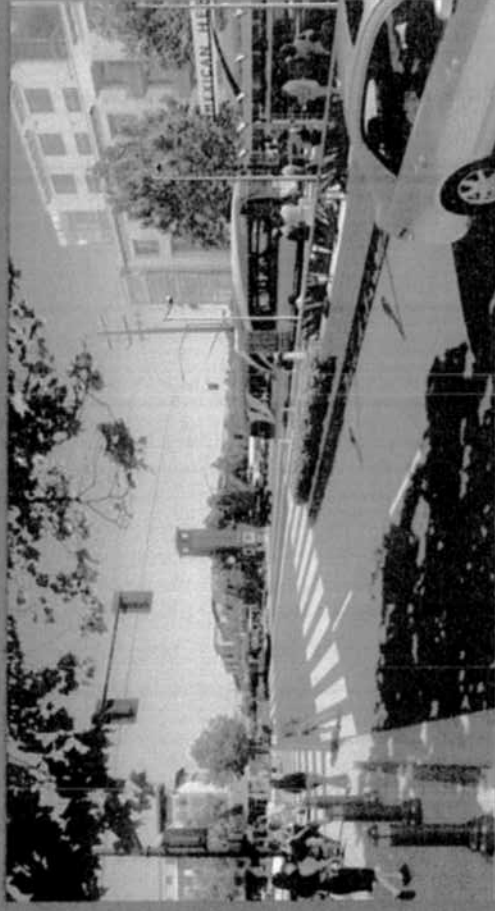
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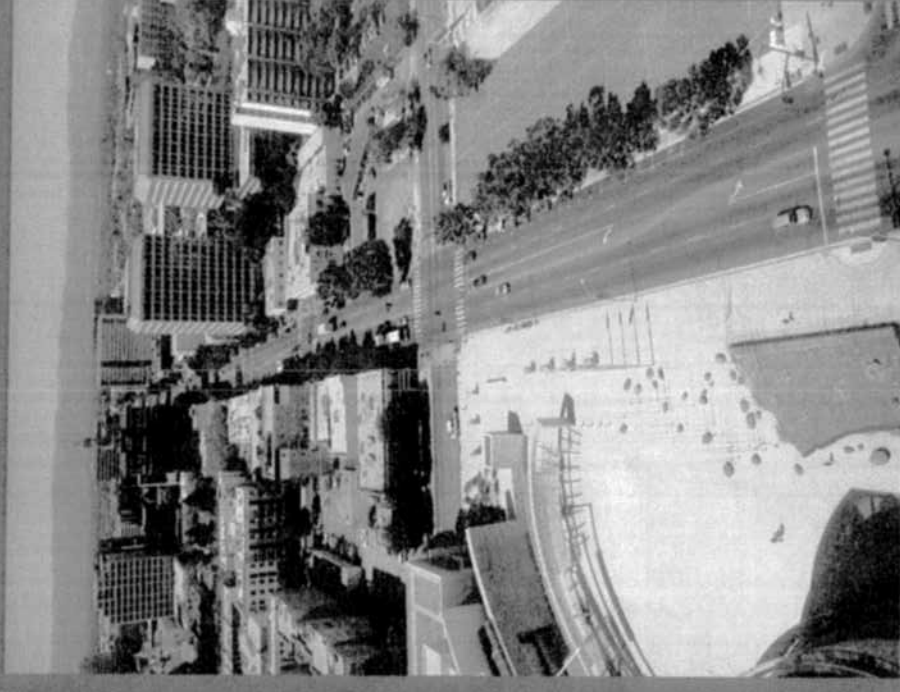
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City of San Jose Envision 2040

Transportation Policies

- Focus on multimodal accessibility with less reliance on driving to meet basic needs
- Circulation policies that increase bike, pedestrian, and transit travel, while reducing motor vehicle trips
- “Promote San Jose as a walking- and bicycling-first city”



Alum Rock Corridor Support for Multimodalism

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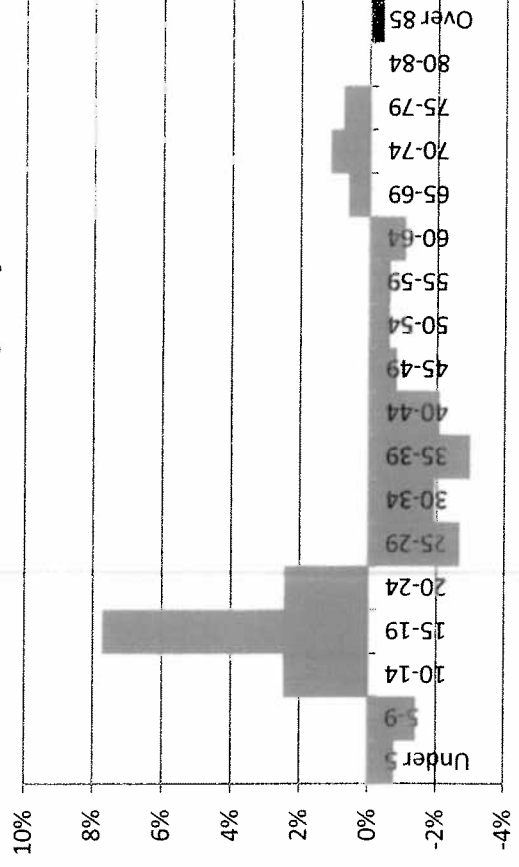
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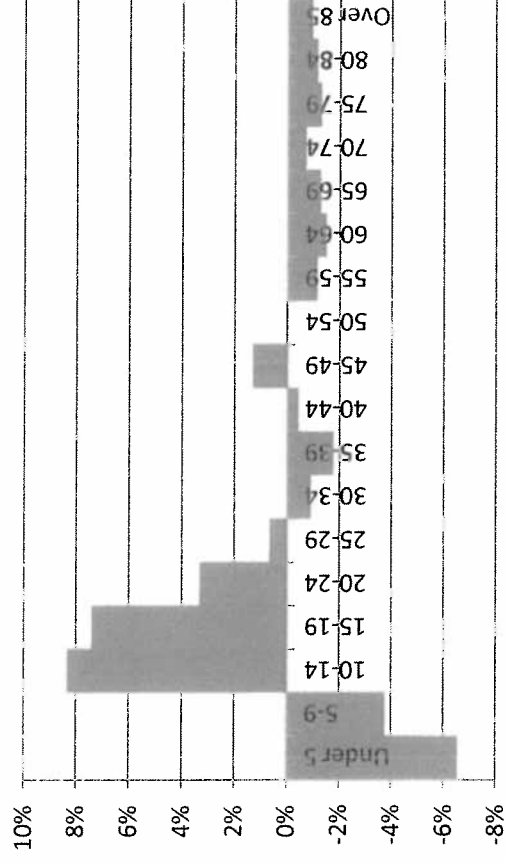
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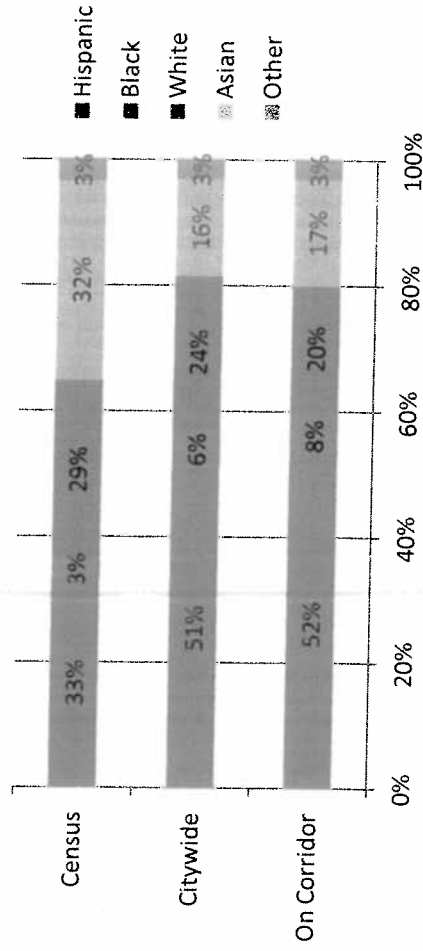
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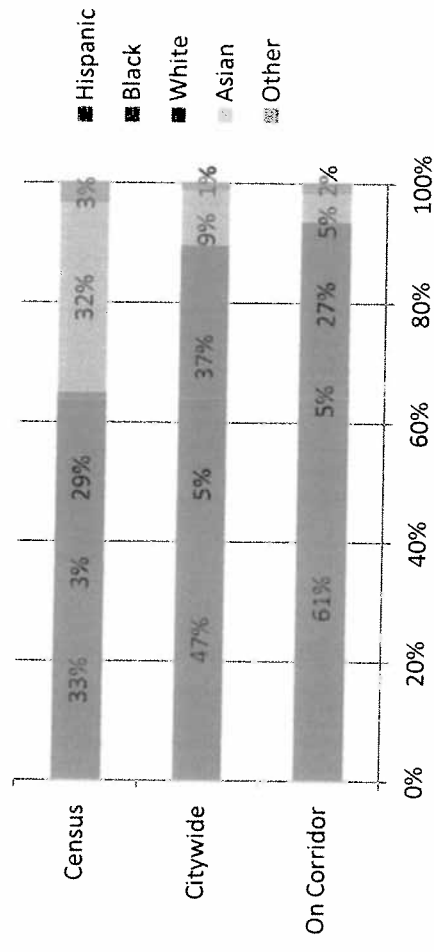
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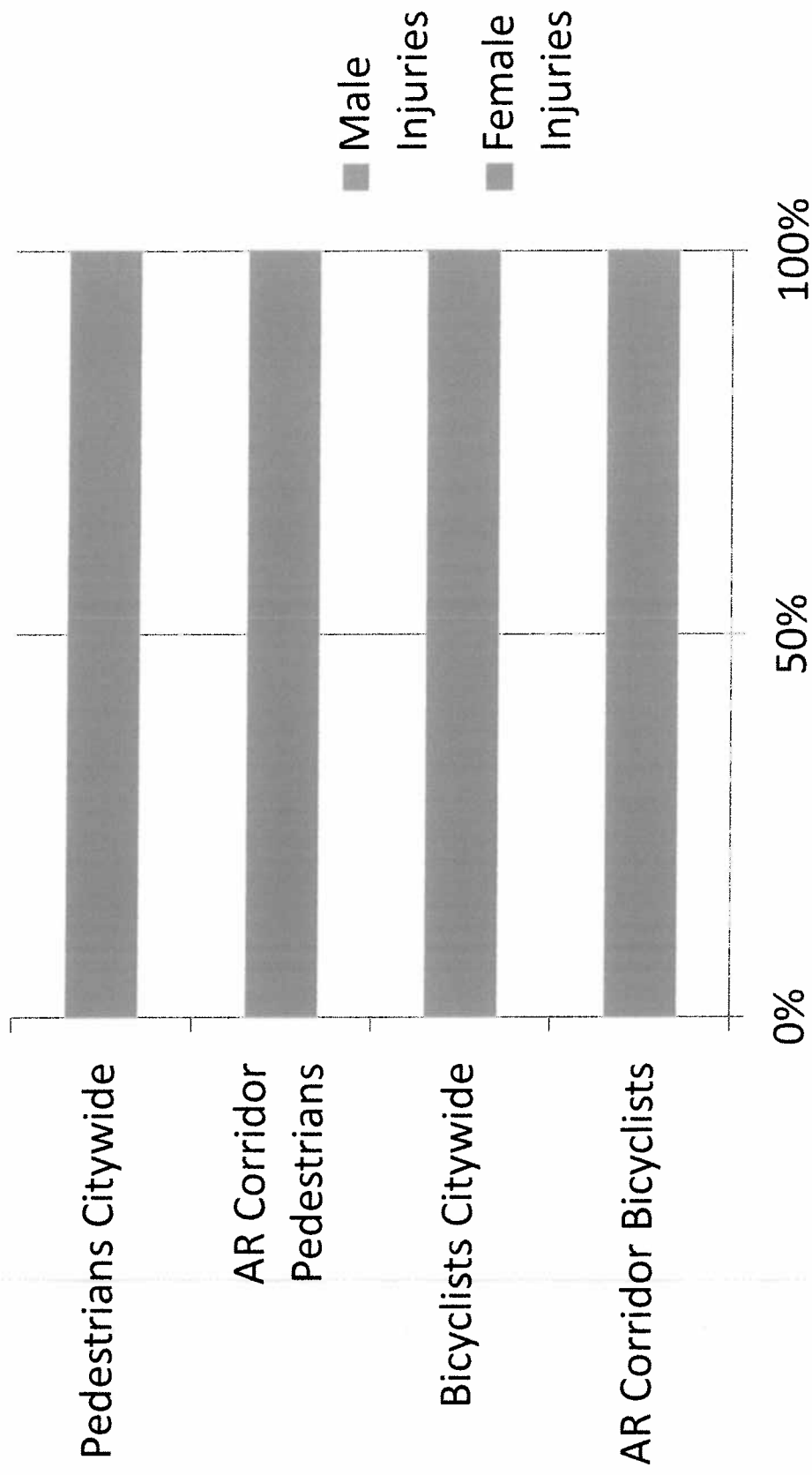
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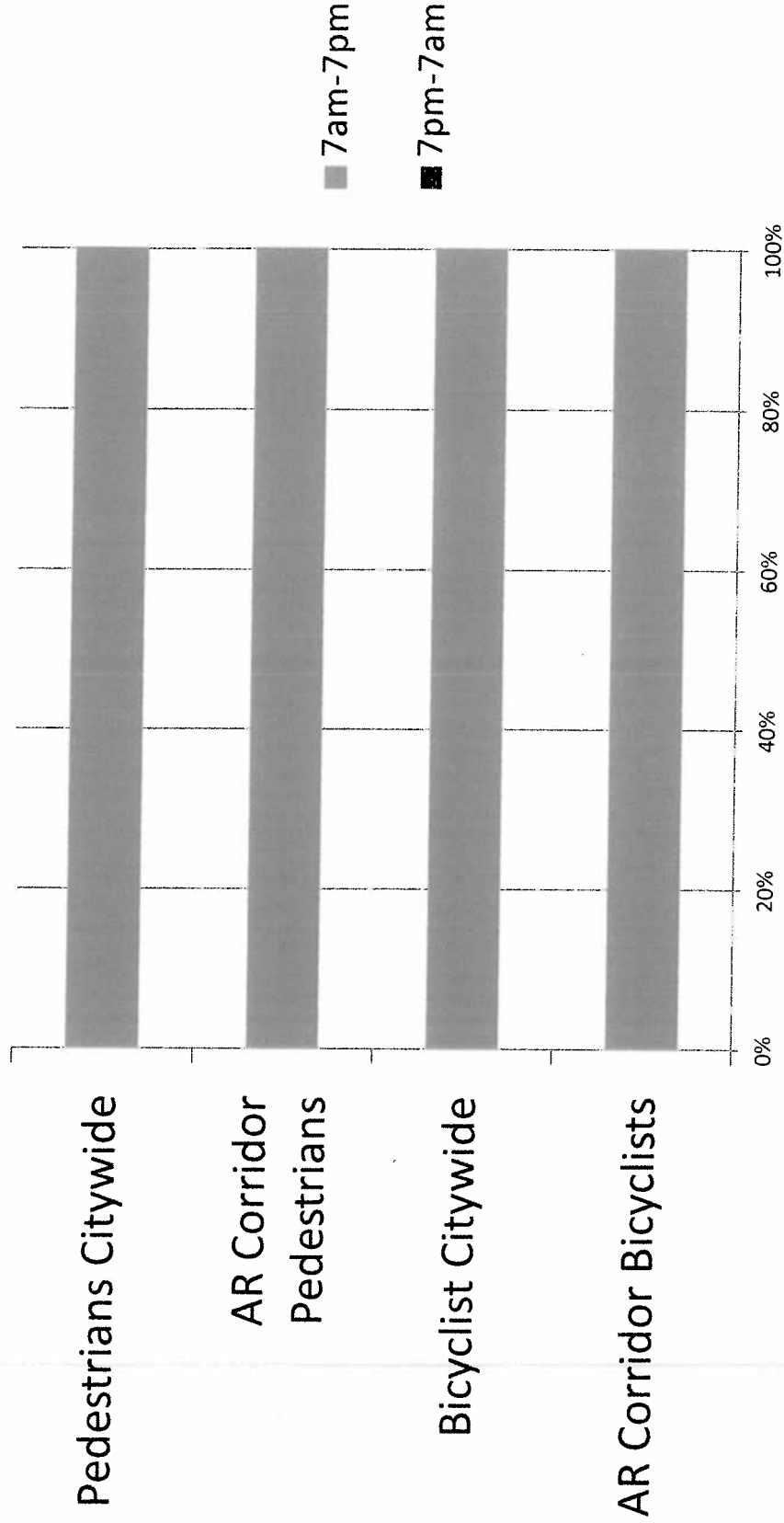
Bicyclists Injured By Race

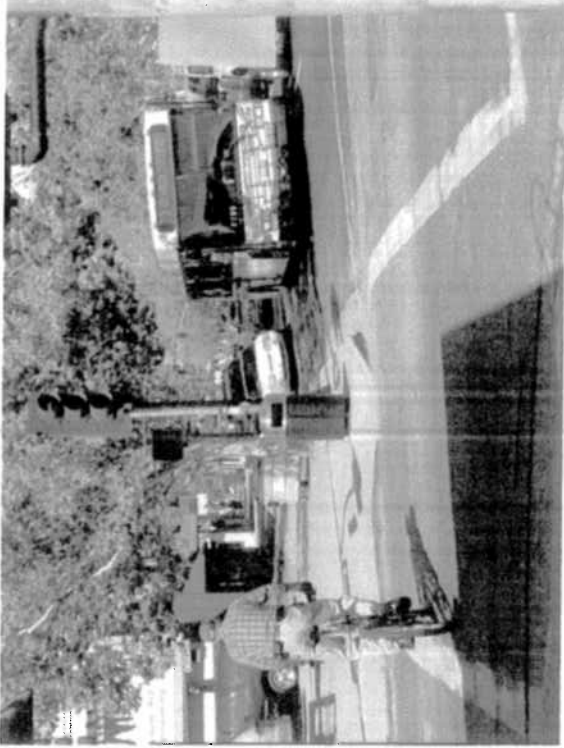


Males are More Likely to be Injured, Although More so for Cyclist Injuries



Most Injuries Tend to Occur During Daylight Hours, but Less so for Pedestrians than Cyclists

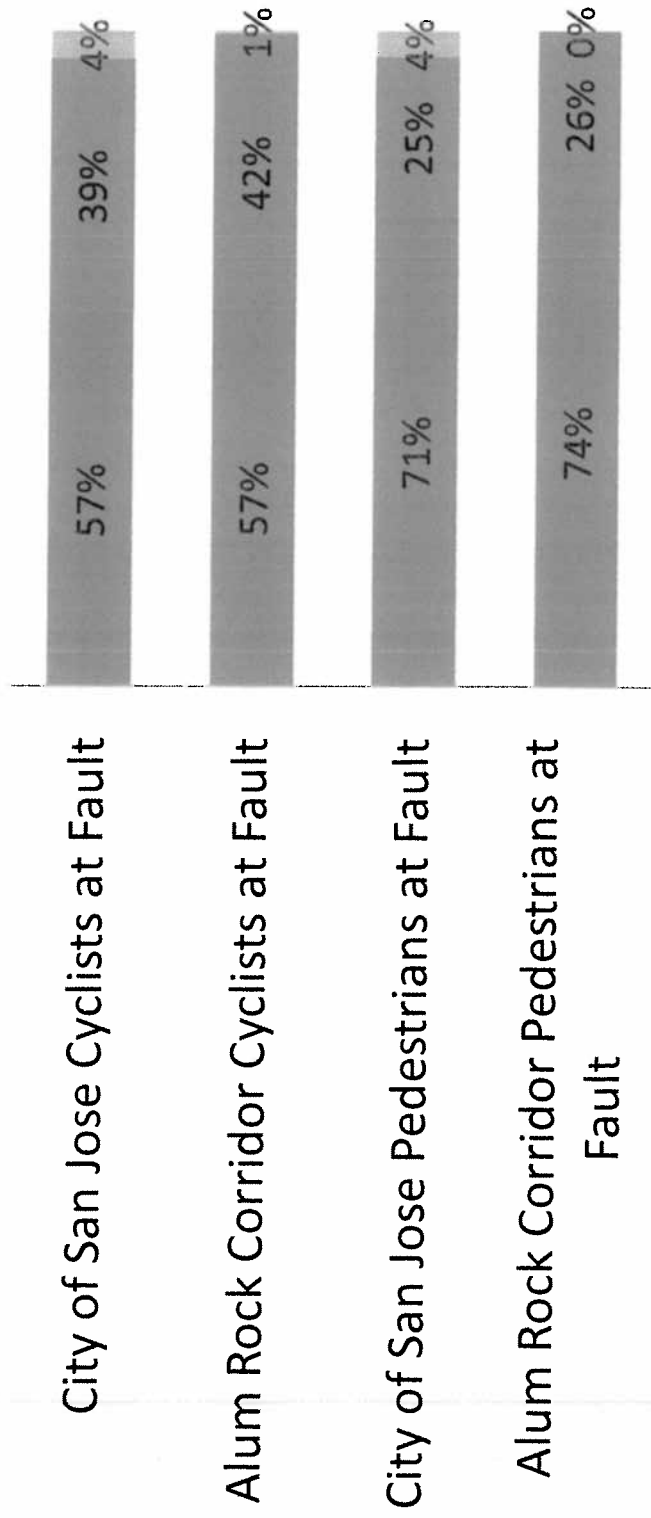




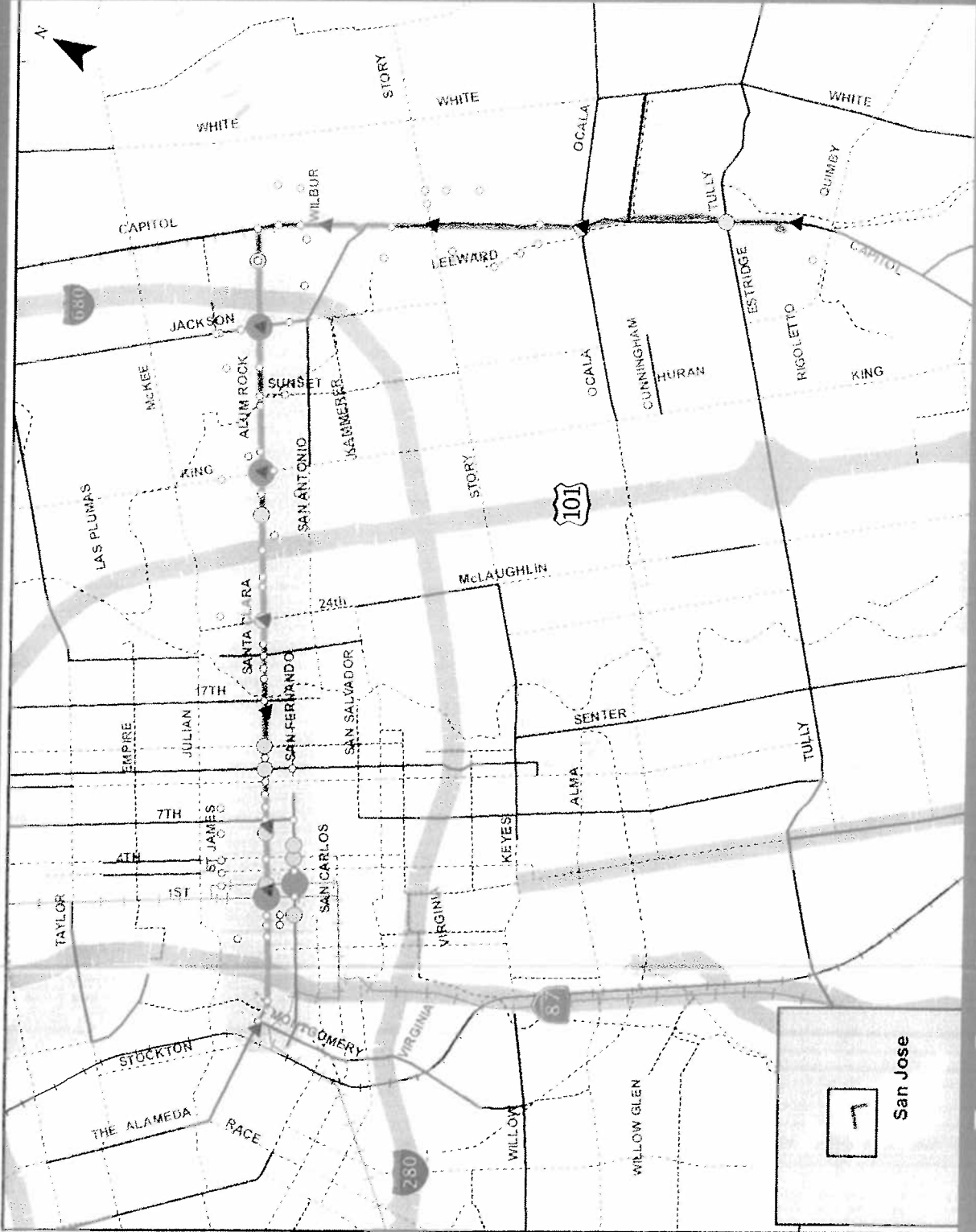
Cyclists are more likely to be considered “at fault” in injuries than pedestrians

Party at Fault

■ no ■ yes ■ n/a



Alum Rock Corridor Pedestrian Injuries, 2005-2009



Legend

Pedestrian Injuries

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

Existing Bikeways

- Proposed Bikeway Class 3
- Proposed Bikeway Class 2
- Proposed Bikeway Class 1

VTA Light Rail

BRT Station

Alum Rock BRT Route

Quarter Mile Buffer

Parks

Caltrain Alignment



Date: June 13th, 2011
 Prepared By: Diana Pancholi, Transform
 Source: City of San Jose, SJSU, SWTRS, and County of Santa Clara.

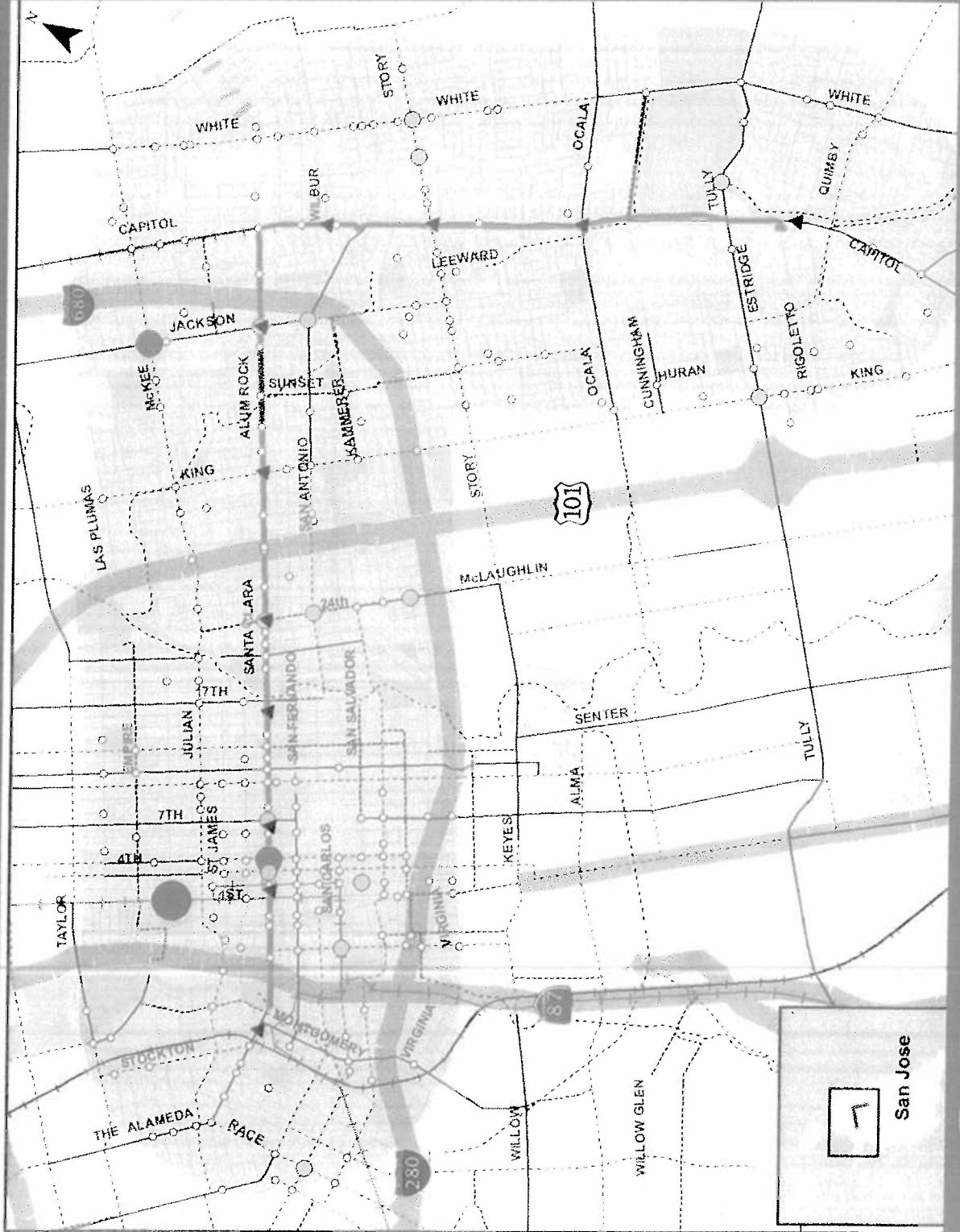


Top Intersections for Pedestrian Injuries within a ¼ Mile of the Corridor

	Intersections with most pedestrian collisions	Number of collisions
1	Jackson Av & Alum Rock Ave	6
2	King Rd & Alum Rock Ave	6
3	1 st St & Santa Clara St	5
4	2 nd St & San Fernando St	5
5	Alexander Ave/Murfield Dr & Alum Rock Ave	5
6	13 th St & Santa Clara St	4
7	2 nd St & Santa Clara St	4
8	24 th St & Santa Clara St	3
9	Ocala Av & Capitol Ex	3
10	Santa Clara St and 6th, 11th, and 13th St; Alum Rock Ave and 33rd St; Tully Rd and Capitol Ex; San Fernando Ave and Market, 4th, and 5th St	3 each

- The top two injury locations within walking distance of the corridor are at King and Jackson Ave on Alum Rock Ave, both of which are wide intersections with significant automobile and pedestrian traffic and little pedestrian infrastructure

Alum Rock Corridor Bicyclist Injuries, 2005-2009



Legend

Bicyclist Injuries

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8

- Existing Bikeways
- - - Proposed Bikeway Class3
- - - Proposed Bikeway Class2
- - - Proposed Bikeway Class1
- VTA Light Rail
- ▲ BRT Station
- Alum Rock BRT Route
- One Mile Buffer
- Parks
- Caltrain Alignment



Date: June 13st, 2011
 Prepared By: Diana Pancholi, Transform
 Source: City of San Jose, SJSU, SWITRS, and County of Santa Clara.

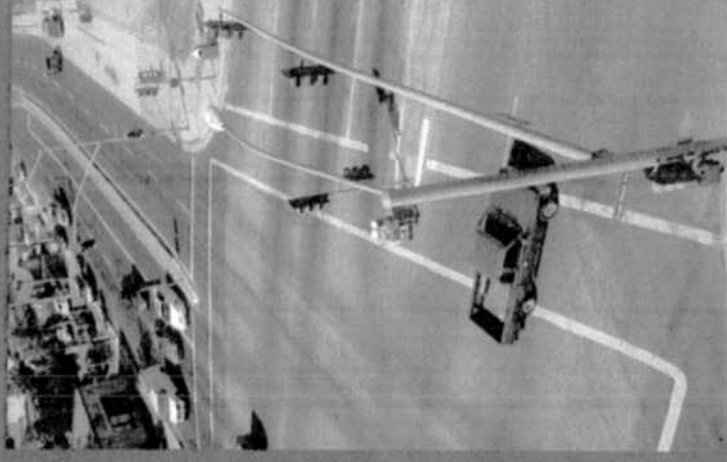
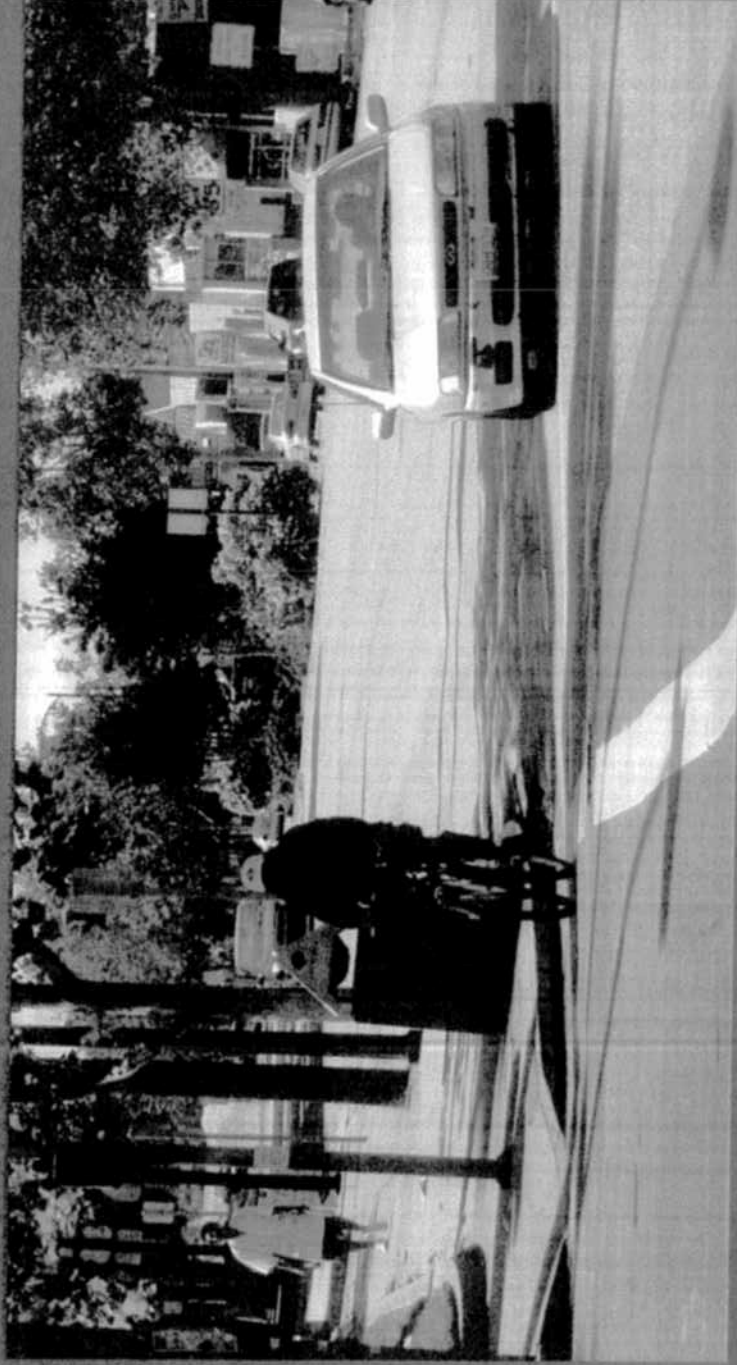


Top Intersections for Cyclist Injuries within one Mile of the Corridor

	Intersections with most collisions	Number of injuries
1	1 st St & Rayland Park	7
2	4 th St & Santa Clara St	6
3	McKee Rd & Jackson Av	5
4	3 rd St & Santa Clara St	4
5	Jackson Ave & Alum Rock Ave	4
6	Story Rd & White Rd	4
7	7 th St & Santa Clara St	3
8	24 th St & Santa Clara St	3
9	Capitol Ex & Jackson Ave	3
	2 nd St & San Salvador St; San Antonio Ave & 24 th St; Tully Rd & King Rd; Tully Rd & Glen Hanleigh Dr; Story Rd & Lyndale Ave; McLaughlin Av & Melbourne Blvd; San Carlos St & Race St; San Carlos St & Almaden Blvd;	3 each
10		3 each

- Five of the top injury locations are at intersections located directly on the Alum Rock corridor
- Most other top injury locations are located on streets leading to the future BRT stations

Observations of Top Three BRT Station Injury Locations



- Summary: Auto-oriented design along much of the corridor with few pedestrian amenities, no bike lanes, traffic violations including speeding and jaywalking.

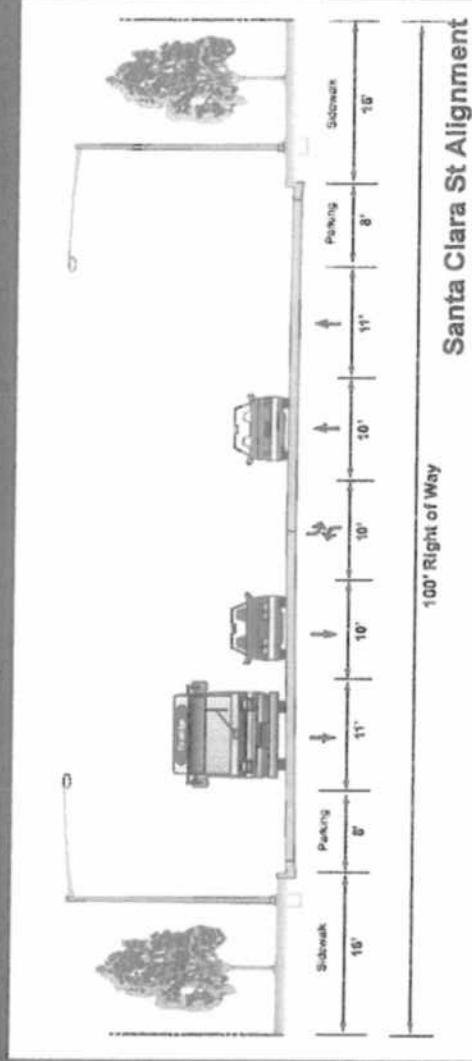
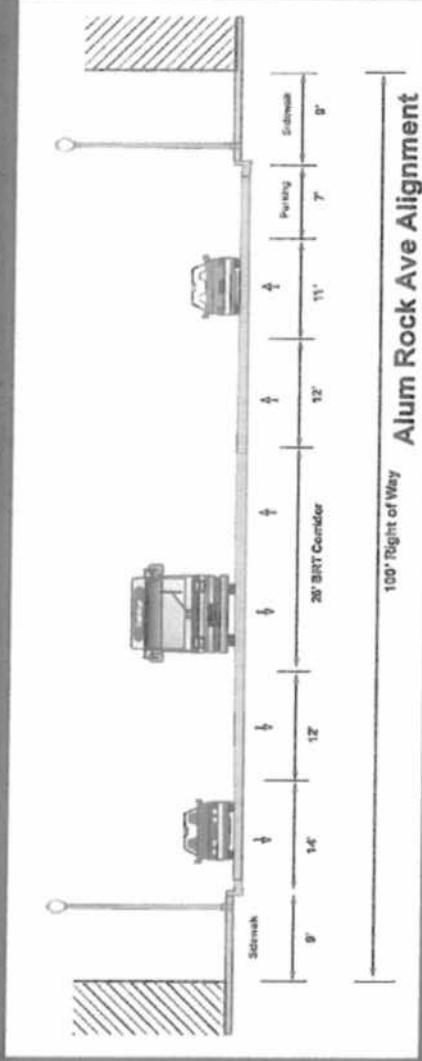
Survey: areas with high cyclist and pedestrian injuries also have considerable traffic.

Future BRT Stops	Weekday						Total	Rank
	Pedestrian Count 10 - 11 am	Bike Count 10 - 11 am	Total 10 - 11 am	Pedestrian Count 5 to 6 pm	Bike Count 5 to 6 pm	Total 5 to 6 pm		
1st & Santa Clara	421	42	463	559	86	645	1	
Diridon	113	98	211	161	134	295	2	
7th Santa Clara	134	31	165	171	76	247	3	
Jackson & AlumRock	122	22	144	103	54	157	4	
Wilbur & Capitol	85	13	98	137	23	160	5	
King & Alum Rock	83	28	111	91	42	133	6	
17th & Santa Clara	57	40	97	75	72	147	7	
24th & Santa Clara	79	31	110	57	51	108	8	
Story & Capitol	39	28	67	60	43	103	9	
East Ridge & Capitol	31	25	56	26	15	41	10	
Ocala & Capitol	25	18	43	21	16	37	11	

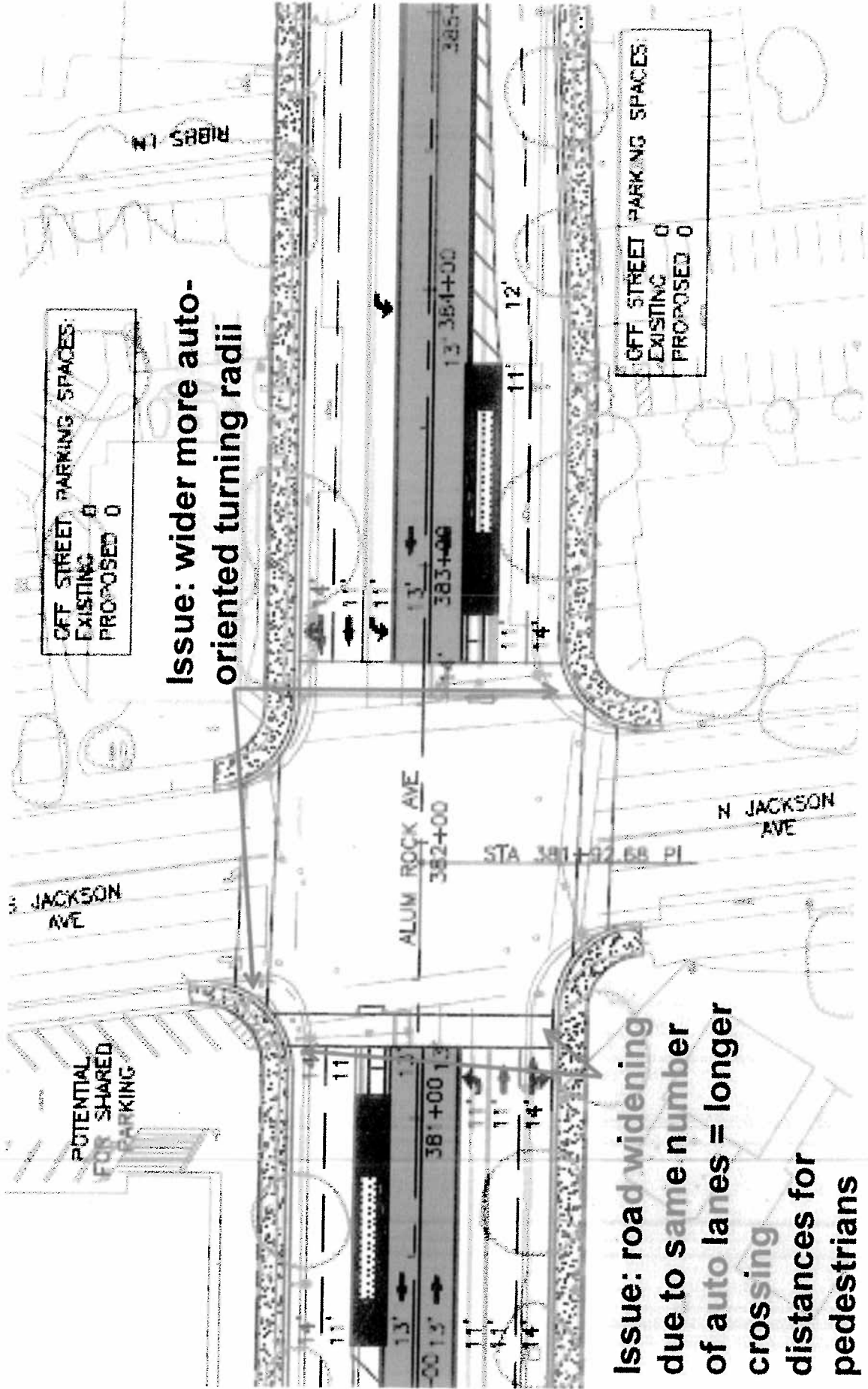
Counts taken by Transform interns

Alum Rock BRT Planned Bicycle & Pedestrian Design Elements

- Exclusive center-running lanes/stations on Alum Rock Ave for only 1.7 miles
- Bulb-outs on Alum Rock Ave at minor side-streets
- No removal of auto lanes = street widening and longer pedestrian crossing distances
- Mixed-flow alignment with side-running bulb-out stations on Santa Clara St
- No bike lanes
- No pedestrian refuges on Alum Rock Ave/Santa Clara St



Alum Rock Ave & Jackson Ave



Issue: wider more auto-oriented turning radii

Issue: road widening due to same number of auto lanes = longer crossing distances for pedestrians

Recommendations

- VTA/City: Prioritize corridors with high numbers of bike/ped injuries for improvements, particularly routes to current/future high-use transit stations
- City: Relax current design standards to integrate bike/ped safety measures into the BRT design
- City: Consider a road-diet on the Alum Rock Corridor to integrate bike lanes, on-street parking, pedestrian improvements, and better transit.
- Future BRT projects; road-diet approach is critical for bike/ped safety and transit priority

Special thanks to our fabulous interns and volunteers!

- Diana Pancholi, SJSU, Urban and Regional Planning, Lead GIS and data analyst
- Soma Chatterjee, SJSU, Urban and Regional Planning, GIS assistant and pedestrian and bicycle safety audit lead
- Kirti Kulkarni, SJSU, Urban and Regional Planning
- Jason Lee, UBC, Community and Regional Planning
- Peter Roeper
- Renessa Kennelly, Lewis and Clark Law School
- Lillian Hua



**For More Information
Please Visit:**

www.TransformCA.org
www.facebook.com/TransformCA

Chris Lepe
Community Planner, Silicon Valley
CLEpe@TransformCA.org
408.406.8074



RECEIVED

JUN 04 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE BOARD OF DIRECTORS OF THE
PARK AND PLANNING COMMISSION

From: Paula Bienenfeld <paula_bienenfeld@yahoo.com>
Sent: Tuesday, June 04, 2013 9:25 AM
To: MCP-Chair; MCP-Chair
Cc: kalexander@gazette.net; spivackm@washpost.com; Jen Bondeson; Aaron Kraut; kjacobson@washingtonexaminer.com; kryan@wtopnews.com; editor-mc@thesentinel.com

Dear Chair Carrier:

I understand an extension was given for the record to remain open on the BRT plan through Friday June 7th. I assume then that the worksession previously scheduled for Thursday June 6th will be rescheduled for another date to allow all the comments to be received by the Board before your deliberations begin. Shall I assume it will be scheduled for the following Thursday? Please let me know when the worksession will be rescheduled.

Thank you,
Paula Bienenfeld
North Bethesda Neighborhoods
240-899-2335

MCP-CTRACK

From: Giri Jadeja <Gjadeja@ifc.org>
Sent: Tuesday, June 04, 2013 9:58 AM
To: MCP-Chair
Subject: Please consider.

RECEIVED

JUN 04 2013

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

Dear madam/Sir,

The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34

-the possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile

-residents will not be able to safely execute a left turn onto Wisconsin Avenue

-residents will have difficulty merging right onto Wisconsin with BRT buses traveling 35 miles per hour on the curb lane in 2-3 minutes intervals (rush hour frequency) during BRT peak periods (6-10 a.m. and 3-7 p.m.)

-The narrowing of 355/Wisconsin Avenue to only 4 lanes for regular traffic will only increase congestion.

-No bike lane is included in the BRT Master Plan for our area

We do not need another commuter option on this route. Please consider.

Giri Jadeja
Latin America & The Caribbean Financial Markets Group
1202-468-1755

MCP-CTRACK

From: Helen Santiago Fink <helensantiagofink@verizon.net>
Sent: Tuesday, June 04, 2013 9:59 PM
To: MCP-Chair
Subject: BRT System

RECEIVED

JUN 05 2013

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

Dear Chairman:

A BRT system is a valuable component of a sustainable transport strategy by offering an alternative mode of mobility, reducing automobile congestion, and mitigating CO2 emission levels. Wisconsin Ave could surely benefit from such a system by fostering greater pedestrian traffic and in turn economic activity and community life.

Helen santiago fink
8805 Montgomery ave.
Chevy chase, md 20815

MCP-CTRACK

From: Leanne Macel <lmacel4@gmail.com>
Sent: Wednesday, June 05, 2013 1:42 PM
To: MCP-Chair
Subject: Proposed BRT route on Wisconsin Ave

RECEIVED
JUN 05 2013

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

Hello,

I'm the parent of students attending Somerset Elementary, Westland, and Rock Creek Forest Elementary, and next year my oldest will start at BCC. One of my children crosses Wisconsin Avenue twice a day to walk to school, crossing at Dorset. The older student sometimes enjoys riding his bicycle to Westland, which also involves crossing Wisconsin Avenue. When he starts at BCC next year, he will likely ride his bike, which will be along Wisconsin Ave.

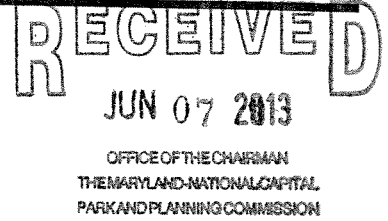
There is barely enough time for the children to cross over Wisconsin, and oftentimes we stop at the green meridian in the middle of Wisconsin. I am concerned about pedestrian safety if the meridian is removed or if sidewalks are impacted. Likewise, I am concerned about the effect of a dedicated bus lane on the safety of bicyclists attempting to travel on Wisconsin. The loss of trees would also have a negative effect on the neighborhood and the environment.

The 355 corridor is already served by a good Metro system so I don't see what more buses would add. In contrast, improving the public transportation from Bethesda to areas such as Silver Spring and beyond could be a great idea, so that people could travel quickly by bus rather than having to take the metro all around DC to get from Silver Spring to Bethesda & vice versa.

Thank you,
Leanne Macel
129 Grafton Street
Chevy Chase, MD 20815

MCP-CTRACK

From: Susan H. Besharov <sbesharov@yahoo.com>
Sent: Wednesday, June 05, 2013 10:29 PM
To: MCP-Chair
Cc: councilmember.berliner@montgomerycountymd.gov
Subject: Oppose 355/Wisconsin Ave. BRT corridor



We are writing to strongly oppose the 355/Wisconsin Ave BRT Corridor between Bradley Blvd. and Friendship Heights.

The plan would endanger cars turning onto Wisconsin Ave. from side streets and onto side streets from Wisconsin Ave. Pedestrians and bicyclists crossing Wisconsin Ave would also be at risk.

In addition the loss of one lane to cars will add to already problematic traffic congestion. We can see Wisconsin Ave. from our house and the traffic is often backed up in the morning, especially when one lane is not in use, due to cars stopping at the office buildings on Wisconsin Ave. south of Dorset.

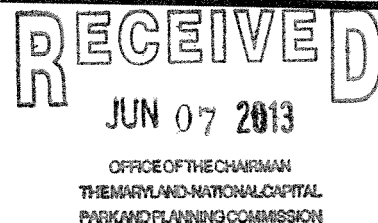
Finally, the BRT is the same as the metro route. The number of metro cars could be increased as well as the frequency of current buses along the route.

Thank you for considering our opposition and that of many others to this plans.

Sue and Doug Besharov
4518 Cumberland Ave.
Chevy Chase, MD 20815

MCP-CTRACK

From: Julie Billingsley <juliebi@msn.com>
Sent: Wednesday, June 05, 2013 10:42 PM
To: MCP-Chair
Subject: I oppose BRT in the Green Mile



Dear Planning Board,

I am writing in opposition to the inclusion of a Bethesda to Friendship Heights BRT in your planning. I have 4 reasons:

- 1) The route would entirely duplicate a Metro red line route and the 34 ride-on bus, at unnecessary cost to taxpayers. A small portion of the BRT money would be better spent improving what already exists. Your projected number of increased rush hour riders (I believe your models are flawed and overestimate the numbers) could easily be accommodated by the regular use of 8-car trains by Metro during rush-hour (I am well aware how few 8-car trains are used then as well as how rarely Metro gets its trains running every 3 minutes) plus increasing the number of natural-gas powered 34 buses that run up and down Wisconsin between Friendship and NIH. Those now-uncrowded buses currently run too infrequently--usually 2 times an hour--and rarely is traffic an issue for them. It would cost so much less than the BRT to increase the run of the 34 bus to 6 or even 8 times an hour during rush hour. Unlike BRT, those buses also stop in my neighborhood, Chevy Chase West, instead just barreling through it on behalf of distant commuters who would be better served by the metro (to which they will have to transfer in any case once they hit Friendship Heights if they are traveling downtown). Your plan is duplicative and increases taxpayer costs, while providing only negatives to my location. The money would be better spent by increasing the number and frequency of rush-hour 34 buses, and 8-car trains on Metro.
- 2) The BRT would make Bethesda less livable for residents who need to get to local schools, shops and other places along and around Wisconsin Ave. You will be depriving local residents (and businesses) of parking near Wisconsin stores, by creating a special BRT lane, which will make traffic patterns much more complex for everyone but distant commuters on the BRT. I bike many places in Bethesda, but as with many neighborhood residents, I also drive a school carpool and do larger errands that require a car. Our businesses do not have enough street parking as it is. And our public parking facilities, often less convenient for neighborhood shopping, fill up at popular times. New developments in Montgomery County attempt to mimic the feel of older, warm neighborhood areas by putting parking right in front of stores (Silver Spring, Kentlands, Rockville). Why would you be taking that feel away from a neighborhood that now has them?
- 3) One complication that I believe will make traffic worse, and more dangerous for all drivers, is the dedicated BRT and other bus line in what is now the turn lane for those who live in Chevy Chase West, Somerset and Chevy Chase Village. Having to cross a bus lane to turn into Chevy Chase West will be dangerous with the promised BRT every 3 minutes at rush hour, and will also cause tremendous backups on Wisconsin when drivers needing to turn slow or stop in a non-bus travel lane to wait for a clear and safe turning opportunity. This is a large public school neighborhood and we have many young drivers who use Wisconsin to get to BCC high school and then drive to after-school sports and events; these BRT lanes will be especially dangerous for them. As significant, though, will be the difficulty of going North on Wisconsin from the dead-end streets of Chevy Chase West. Your planners recently explained that drivers emerging from our neighborhood, which only has Wisconsin as an egress, will not in fact be able to go north once the BRT lanes are in. They will have to

drive south to Dorset Ave and make a u-turn there if we want to go North. That will cause a regular and huge backup at the Dorset light on Wisconsin, and that will in turn block one if the two non-BRT lanes for southbound traffic. This is not just a detail that can be worked out in the future by tinkering with red lights. And it will encourage dangerous driving at that light by young drivers, rushing to get to BCC high school in the morning, and others as well. It will also make an already dangerous intersection for young children who must cross there to get to Somerset ES or to the pre-schools in our area that much worse.

4) Finally, I have serious environmental concerns. The "green mile" has long been a protected (from development) stretch of Wisconsin, an environmentally beneficial area to the growing urbanization of the region. If car traffic is the worry, Metro's red line, and better, already existing natural-gas powered buses are a more environmentally protective way to do it. The BRT will inevitably force a widening of Wisconsin--at a minimum 5 feet on either side--taking up a leafy, old canopy tree area. It will also bring traffic, and bus exhaust that much closer to walkers, bikers and residents. If you have never walked up Wisconsin in the summer I suggest you try it; when you hit the green mile you can feel the temperature drop and the air grow sweeter. Recently PEPCO took down many trees in our area. The negative effects during the summer months were immediately apparent. Some streets went from shady and cool(er) to sunny and baking. It was stunningly noticeable. In this age of climate change concerns, stressing the canopy trees we have, or getting rid of them, is wrongheaded. Promises of replacement trees is not a solution; any new trees will be small and take 15-20 years to provide anything near what we have now. BRT is supposed to be an environmentally sensitive form of public transport. It is clearly less environmentally sensitive than encouraging greater use of Metro. In addition, while BRT lanes may be great in outer suburbs or new communities, where its design can be incorporated or accommodated easily, trying to shoehorn BRT lanes into the Bethesda-Friendship corridor is environmentally insensitive.

It will also make it that much harder to bicycle in our area unless you also plan to take even more green space/trees along Wisconsin for a dedicated bus lane, or remove the tree-lined Wisconsin median strip, both of which would have negative environmental impacts.

I hope this has been persuasive and you do not include the Bethesda-Friendship corridor in the BRT plan you send to the County Council.

Sincerely,

Julie Billingsley

4909 Chevy Chase Blvd.

Chevy Chase MD 20815

301-961-3446

MCP-CTRACK

From: Veneeta Acson <acson79@aol.com>
Sent: Thursday, June 06, 2013 12:15 PM
To: MCP-Chair
Subject: Brt

RECEIVED

JUN 07 2013

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

What about people like me who have chosen to no longer drive at all, but rather bike and walk everywhere? We want decent bike lanes and bike racks.

-Veneeta Acson
4630 hunt ave
Chevy chase, md 20815

MCP-CTRACK

From: Erica Brown <ericatuttle@hotmail.com>
Sent: Thursday, June 06, 2013 12:02 PM
To: MCP-Chair
Subject: BRT plans for lower Wisconsin Avenue/MD355

RECEIVED
JUN 07 2013

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

Dear Chair Carrier and members of the Planning Board,

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

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

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

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

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

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

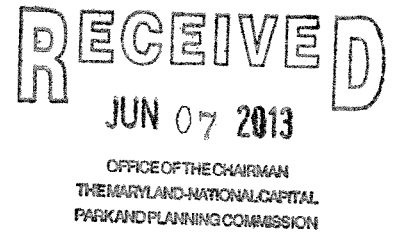
Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project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

Sincerely,

Erica Brown
4609 Hunt Ave.
Chevy Chase, MD 20815

MCP-CTRACK

From: Howard Sokolove <hsokolove@starpower.net>
Sent: Thursday, June 06, 2013 2:33 PM
To: MCP-Chair
Cc: Roger Berliner
Subject: BRT for The Green Mile



June 6, 2013

*Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910*

Re: BRT

Dear Chair Carrier:

Regarding the proposed Bus Rapid Transit (BRT) along the so-called 'green mile' between Bradley Blvd. and Friendship Heights, I offer the following personal perspective:

- (1) There exists no high-density of population along this predominantly single-family home corridor.*
- (2) More so, there is zero population to serve on Northern 75% of the East side of this corridor.*
- (3) Statistical observation of the Northern 75% of this corridor - between Dorset Avenue and Bradley Blvd. - would indicate that there are few pedestrians to be served by a BRT system.*
- (4) There already exists a Metrobus service along this corridor to serve the small existing population.*
- (5) There already exists, below grade, the rapid transit Metrorail system along this corridor between Friendship Heights and Bethesda.*
- (6) The existing 'Green Mile' moniker will, in the near future, be questionable after the many, many trees on the East side of the corridor are removed to make way for a sidewalk to serve a most dubious need; even more so, a dearth of pedestrians to use it!*

In conclusion, if there is a one-mile corridor in all of Montgomery County that clearly needs the focus of Planning Board mental talent, financial resources and time, as well as an enormous amount of taxpayer funds for design and implementation expense, the corridor between Friendship Heights and Bradley Boulevard is absolutely NOT IT!

Best Regards,

*Howard Sokolove
5600 Lincoln St.
Bethesda, MD 20817*

MCP-CTRACK

From: Julian Mansfield <jmansfield@friendshipheightsmd.gov>
Sent: Thursday, June 06, 2013 3:50 PM
To: MCP-Chair
Cc: Robert M. Schwarzbart; Ken Hartman
Subject: BRT Comments
Attachments: Bob Schwarzbart BRT Comments.pdf

RECEIVED

JUN 07 2013

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

Attn: Francoise Carrier

I am attaching comments on the Countywide Transit Corridors Functional Master Plan from Friendship Heights Village Council member Robert Schwarzbart.

Thank you,

Julian Mansfield
Village Manager
Village of Friendship Heights

VILLAGE OF FRIENDSHIP HEIGHTS

4433 SOUTH PARK AVENUE
CHEVY CHASE, MARYLAND 20815

Phone: 301-656-2797

Fax: 301-907-3922

Email: info@friendshipheightsmd.gov

Website: www.friendshipheightsmd.gov



VILLAGE COUNCIL

MELANIE ROSE WHITE, *Mayor*
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JULIAN P. MANSFIELD, *Village Manager*
LESLIE STRATHMANN, *Village Manager 1987-1996*

June 6, 2013

Ms. Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Countywide Transit Corridor Functional Master Plan

Dear Ms. Carrier:

I am writing as a member of the Friendship Heights Village Council, the elected governing body of the Village of Friendship Heights, to express my opposition to the proposed Bus Rapid Transit (BRT) system extending into the Friendship Heights area of Wisconsin Avenue. Although importantly informed about BRT matters while a member/two-term Chair of the County's Friendship Heights Transportation Management District Advisory Committee (2006-2012) and as a current resident member of the Western Montgomery County Citizens Advisory Board, I am not authorized to speak for either of these organizations.

Introducing the dedicated BRT lanes into our already traffic-congested area would create many more problems than it would resolve, potentially causing a huge, unremediable bottleneck here that would be inconsonant with current public policy and which would generate exhaust fumes from slow-moving cars deleterious to health. Apart from the heavy vehicular traffic regularly experienced in our part of Wisconsin Avenue, public policy has been to promote the use of bicycles, both privately-owned or via the bike-share program, in or beyond dedicated lanes in space previously available only to motor vehicles. The introduction here of dedicated BRT lanes would further tax a burdened roadway that cannot be widened. Problems would be exacerbated by current plans, as I understand them, to situate a BRT station across from the existing Friendship Heights Bus Terminal, where, in addition to competing with the existing Metro buses and Ride-Ons, it would further physically block vehicular traffic. Viewed in context, it's hard to imagine what the planners were thinking.

It is not clear that introducing the proposed BRT lanes into our area would commensurately improve transportation. The Red Line trains that proceed north from the Friendship Heights Metro Station cover much of the route of the proposed BRT buses that would come here. Since many suburban areas still would remain under served by either existing or planned public transportation, the need for many private commuter automobiles will still be with us. So, the current traffic problem here will continue regardless. The questions raised are just how much more it should be burdened and what that would do to pedestrian safety. Many people walk here and cross Wisconsin Avenue moving to and from our two principal medical buildings.

In addition, these buses would drop a large number of commuters off in Friendship Heights with a corresponding increase in the traffic through the Friendship Heights Metro stop. At one of the Friendship Heights TMD Advisory Committee meetings, it was pointed out that 70% or more of the traffic through Friendship Heights is through traffic, so most of these commuters would have to continue on another form of public transportation. I don't believe the Friendship Heights Metro station can handle this large increase.

A few years ago, County Councilmember Mark Elrich, the BRT's principal proponent, described it at a TMD Advisory Committee meeting, no reference having been made then to bringing it here. The TMD Committee voted to support the concept which, then, was what it was. The BRT still is an excellent idea for introduction to County roadways less congested than ours. However, one idea, no matter how good, cannot be applied to fit every situation.

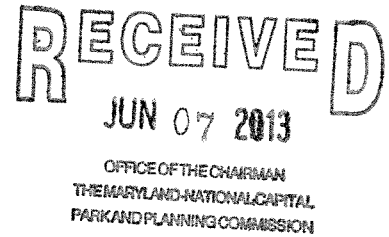
Sincerely,



Robert M. Schwarzbart
Vice Chairman

MCP-CTRACK

From: Gale & Barbara Quist <twoquists@verizon.net>
Sent: Thursday, June 06, 2013 8:52 PM
To: MCP-Chair
Cc: tamecoalition@gmail.com
Subject: BRT and other mass transit vs highways



Dear Planning Commissioners:

I write to express my strong opinion that transit is the only viable route to a sustainable Montgomery County in the future. Our emphasis over the past 5 or 6 decades on roads has resulted in ever worsening gridlock, as increasing road capacity has disproportionately increased cars on the road. If there is a region which has worse traffic problems than ours, it is the greater Los Angeles area in California. After years of disastrous road construction, LA has moved into an impressive expansion of rail, BRT, and bikeways to solve their traffic problems. Montgomery County can afford to do no less!

We are on the brink of a decision on building a phenomenally expensive piece of road, M-83 or Mid-County Highway extended, when we need those financial resources to develop a transit system that will work now and in the future. The data, the public will, and much political support has been in place for years to remove this ill-conceived road from the master plans, but a desperate study drags on, pushing M-83 towards its destructive reality. It must be eliminated from all thinking on transportation planning.

I urge you all most strongly to move us towards mass transit options like rail, light rail, and bus rapid transit. And I urge thoughtful, creative design planning so that these systems can pick up major ridership as quickly as possible. To move more people more efficiently and conveniently around and through Montgomery County, transit is the only effective option, especially with the urgency of reducing carbon emissions from our atmosphere.

Transit is a win - win - win solution to transportation needs. Please point us emphatically toward that future.

Sincerely,
Gale Quist
11201 Neelsville Church Road
Germantown, MD 20876

MCP-CTRACK

From: waltsonneville@earthlink.net
Sent: Thursday, June 06, 2013 10:07 PM
To: MCP-Chair
Cc: skatz@gaithersburgmd.gov
Subject: Public Transit is Superior to M-83

RECEIVED
JUN 07 2013
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Slicing a major road designed for 6 lanes from Clarksburg to Gaithersburg may have made sense 40 years ago, but not today. Urban transportation should begin with a focus on public transit. It's an essential part of Smart Growth planning.

waltsonneville@earthlink.net
EarthLink Revolves Around You.

RECEIVED
JUN 07 2013

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Morris Panner <mpanner@gmail.com>
Sent: Thursday, June 06, 2013 11:37 PM
To: MCP-Chair
Cc: Morris Panner; Somerset_List@yahoo.com; Roger Berliner
(Councilmember.berliner@montgomerycountymd.gov)
Subject: Public Comment to the Planning Board re: the BRT

Dear Planning Board:

I write to express my strong concern regarding the proposed high speed bus project (BRT) as outlined in the public meeting on May 28 at the Concord Hill School.

The proposal will not alleviate congestion and improve access from Montgomery County to Washington DC. It also fails to protect our green spaces, pedestrian walkways, and children's safety. We very much need innovative solutions to congestion, but this proposal does not do it.

The BRT, which would run down Wisconsin Avenue, essentially on top of the Metro, simply drops commuters at Friendship Heights, where they would board the Metro. Community activist, Marie Park, spoke eloquently about the dangers such a plan poses for our kids (there are eight schools along the near in route serving almost 7,000 children, who walk in this area), pedestrians and traffic. Marie has organized a face book group "Development Impacts Schools" where there is more information on these specific hazards.

We are in an era where we need to take advantage of and improve the Metro, rather than simply run more traffic on top of it. We also need to do everything we can to enhance our green spaces and anticipate the role of new technologies in enabling a greener and cleaner planet.

The core of the planning board's analysis is to project population, usage trends and preferences in 2040 and then make significant changes based on these very questionable assumptions. In the meantime, we already face a significant challenge encouraging more biking and walking in an increasingly vibrant and growing area.

There are real and serious problems of how to manage development in Montgomery County and we need smart solutions. The question of how an expanding population is going to easily move from all parts of the county to jobs in and near Washington, DC is an important one to answer.

We need real and effective solutions to manage the growth our County enjoys. This BRT proposal is not the answer.

Sincerely,

Morris Panner

RECEIVED
JUN 07 2013

MCP-CTRACK

From: jim hall <jimhallmd@yahoo.com>
Sent: Friday, June 07, 2013 8:34 AM
To: MCP-Chair; Cole, Larry
Cc: tamecoalition@gmail.com
Subject: BRT Public Hearing Report - Planning Board 2013

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

Dear Commissioners,

This is a request that you include a robust public transit system serving Clarksburg in your current study of bus rapid transit in Montgomery County.

As you know Clarksburg is the last major area of the County to be developed and includes plans for over 15,000 new residences. Transportation planning for this area so far has relied heavily on building a new major highway - Midcounty Highway Extended.

The recently released Draft Environmental Effects Report for the Midcounty Corridor Study does not even address public transit as a part of the transportation picture for Clarksburg, other than to give public transit passing mention and dismiss it. This is particularly unfortunate because the master plan alignment for this highway, as indicated in the report, bears a huge cost both economically and to some of the last remaining natural forest and stream valleys in this part of the County.

We must develop an alternative to extending Midcounty highway to Clarksburg. The best alternative will be a combination of innovative public transit, widening M355, and making a variety of intersection improvements. To this end, it is absolutely essential to develop a viable, attractive public transit component to the transportation planning for Clarksburg including extending bus rapid transit through its many new residential neighborhoods and using dedicated lanes along existing roads to reach transit hubs and employment areas downcounty, and commercial areas in Germantown.

It is already late in the planning process for transportation in Clarksburg. By insuring that your current study of BRT in the County includes Clarksburg, it may still be possible to achieve a modern, robust public transit system in Clarksburg, and a viable alternative to building Midcounty highway extended.

Thank you for your consideration of this request.

Sincerely,

James L. Hall
11203 Neelsville Church Road
Germantown, MD 20876

COMMENTS ON: Countywide Transit Corridors Functional Master Plan (for BRT) -- submitted by Email June 6, 2013

FROM: Paul Seder, Ph.D. 5450 Whitley Park Terrace, Suite 104, Bethesda, MD 20814
pseder@verizon.net 301-530-7773 Dr. Seder previously served as the chief of all NIH Planning. He contributed to the Walter Reed Hospital (WR) Strategic Plan and participated in Montgomery County Government/Community Representatives BRAC (base realignment) meetings. His analyses of traffic and pollution problems were published in the *Washington Post*.

The proposed BRT (Bus Rapid Transit) Route 355 corridor segment from White Flint to downtown Bethesda should be rejected because it:

(These comments also apply other parts of the Route 355 corridor and the BRT plan more generally.)

1. Increases congestion. The planned all-day service BRT can result in a counterproductive increase in congestion for this critical Route 355 segment where rush hour congestion has been increased substantially by the merger of Bethesda Naval and Walter Reed hospitals. Cutting auto lanes from six to four lanes will increase congestion for the large proportion of Route 355 auto users whose short trips would not be efficiently made using BRT. A typical BRT round trip could exceed one hour in waiting for and riding on a feeder bus and the BRT. This time could well exceed the time for these noncommuter trips purpose, such a patient visit, a meal or brief shopping. Short trips are typically made at non-rush times where traffic congestion is not a serious problem. As a result, such brief trips are more effectively made by private car. Brief noncommuter trips may be especially prominent in this corridor segment with its three hospitals, more than 200 restaurants and numerous small stores. For example, WR hospital estimates that it has approximately one million patient visits annually. On the other hand, for commuters, lengthy rapid transit travel times are less of a problem when compared to an eight to ten hour workday.

The BRT plan and consultant study fails to effectively address these unique aspects of this corridor (segment) above and noted below.

2. Duplicates proven Metrorail. In this segment, existing proven Metrorail travels the same route as the proposed unproven BRT. Metrorail also provides critical access to and from substantial portions of the entire metropolitan region. Metrorail capacity can be economically increased by more frequent and longer (eight car) trains -- facilitated by improving control systems and providing additional electrical power.

3. Encompasses many areas that are either within a short walk to Metrorail or are non-residential. A touted benefit of the proposed BRT is more frequent stops than Metrorail. This is not a problem, as more feeder bus lines are needed to improve access for both Metrorail and the BRT. In addition, much the corridor from White Flint to Bethesda is within short walking distance of its four Metrorail stops or is non-residential. Extensive portions of this corridor are non-

residential areas, including the Route 355/495/270 interchange, NIH and WR campus, Strathmore complex, two large private school campuses, a church/cemetery, retaining walls and extensive woods or wooded road frontage.

4. Impedes successful NIH and WR traffic reduction programs. For example, NIH has at least ten traffic reducing options used by many staff, patients and visitors. NIH transportation options include 1. Car pools; 2. Van pools; 3. Shuttle vans; 4. NIH Express/Commuter Bus Routes (with Park and Ride lots to/from NIH); 5. Metrobus; 6. County Ride-On bus; 7. NIH guaranteed ride home; 8. Walking from the densely populated surrounding areas; 9. Bike riding; 10. Metrorail - with a station at NIH and planned underground walkway to WR.

This traffic-reducing program would be rendered less effective by the increased congestion from proposed elimination of two Route 355 lanes. Note that because these extensive options are not available in most parts of D.C. (which has a Federal agency standard of a 4:1 ratio of staff to parking spaces outside of downtown), the NIH staff to parking place ratio should be increased from 2:1 to 4:1 and should be effectively enforced. WR also warrants a 4:1 ratio. This would reduce rush hour traffic. Saturday and longer weekday working days would spread traffic away from current peak periods.

5. Increases pollution. Because, based on local and national experience, all-day service busses are likely to be substantially empty during non-rush hours, even hybrid BRTs will generate more local pollution per rider and use more fuel than does Metrorail or autos.

6. Potentially is needed only a few hours a day. Rush hour congestion typically exists on only one half of Route 355 (South toward Bethesda in the early morning and Northward in the mid to late afternoon). Rapid transit can be helpful only during these few hours of the day and in one direction at a time. Because of the existing proven Metrorail (see #2 above), a highly expensive, duplicative, potentially problematic and unproven BRT system is not needed in this corridor. Furthermore, if a BRT system reduces Metrorail ridership, higher Metrorail fares or greater subsidies may be needed.

Cole, Larry

m: L. Mark Winston <mwinston@glazerwinston.com>
Sent: Thursday, June 06, 2013 8:47 AM
To: Cole, Larry
Subject: RE: Work Session on Transit Corridors Functional master Plan - Participation of Task Force

Larry: Good morning. What the Task Force comment is saying is that while the Planning Board and Council obviously have the authority to decide whether or not to identify potentially necessary ROW that is appropriate for the RTS in specific circumstances and, consequently, have the authority to determine the criteria they will use in making such a decision, neither the Planning Board nor the Council should specifically decide on the treatments that go on within any corridor – because there are numerous factors which will determine the best treatments and that specific determination is not a legislative function and should not be viewed as a necessary part of the development of a functional plan. [This does not mean that the Task Force is not arguing for the maximum possible designation of ROW for the RTS, but simply is saying that the Functional Plan should be adopted without prejudice as to what is built within approved corridors. I trust that makes things perfectly obscure.] Thanks.

Mark

GLAZER | WINSTON | HONIGMAN | ELLICK
A Professional Limited Liability Company

L. Mark Winston

5301 Wisconsin Avenue, Suite 740
Washington, DC 20015
202 537 5500
Fax 202 537 5505
mwinston@glazerwinston.com

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Wednesday, June 05, 2013 5:58 PM
To: L. Mark Winston
Subject: RE: Work Session on Transit Corridors Functional master Plan - Participation of Task Force
Importance: High

Mark, Re #6: Can you clarify what you think the misunderstanding is? Thanks. - Larry

From: L. Mark Winston [<mailto:mwinston@glazerwinston.com>]
Sent: Wednesday, June 05, 2013 3:49 PM
To: Carrier, Françoise
Cc: Cole, Larry
Subject: Work Session on Transit Corridors Functional master Plan - Participation of Task Force

06-05-13

Dear Chair Carrier: Thank you very much for your consideration of participation by representatives of the County Executive's Transit Task Force in the above-referenced Work Session. The purpose of this note is to identify, at your request, those items in Attachment 1 (the matrix cataloging the public comments and testimony) as to which the Task Force might wish to make further comments and observations.

1. Selection of Mode.
2. Purpose of BRT System. Focus on SHA comments.
3. Park and Ride Lots. Focus on appropriate location of such lots.

4. Dedicated Lanes. Focus on premise that treatment should be commensurate with the forecast ridership to ensure that network is cost effective and efficient.
5. Lane Repurposing. Focus on MCDOT comment.
6. Flexibility in Implementation. At page 18, Staff misconstrues Task Force comment. At page 19, first comment regarding construction and operating costs confuses operating and capital costs.
7. Transit way Treatment. At page 38 regarding Route 29 and re-purposing of lanes, there is an insufficient appreciation of the people-moving capacity of the proposed system and in fact how few people need to get out of their cars on a relative basis to begin to alleviate automobile congestion.
8. Stations. Plan needs to retain flexibility, both substantively and procedurally, to be able to identify specific station locations. This will not only impact RTS network but also will impact integration of Ride-On and other modes with RTS.
9. Speed of Implementation. At page 45, while implementation will be phased, incremental implementation suggests an open-ended time period. AT page 46, disagree with Staff's statement regarding levels of transit corridor treatment.
10. Ridership forecasting, its role and use.
11. Network integrity. Page 82

The foregoing is not necessarily a complete list and I hope that, depending on how discussion proceeds, you might allow the Task Force to comment on other issues as well. I also hope that we will be able to participate in subsequent Work Sessions as appropriate. Thanks very much.

Mark

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L. Mark Winston

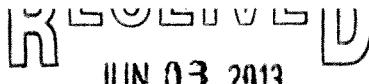
5301 Wisconsin Avenue, Suite 740

Washington, DC 20015

202 537 5500

Fax 202 537 5505

mwinston@glazerwinston.com



UN 03 2013

MCP-CTRACK

From: Rafael <rafatrek@gmail.com>
Sent: Friday, May 31, 2013 1:46 PM
To: MCP-Chair
Subject: BRT on 355

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

Hello chairman,

My name is Rafael Castro & I live at Strathmore & Rockville Pike. My wife & I who are in our mid-30s moved to our new home last July from DC. My wife moved with great hesitation because of the lifestyle change. Yet I made one argument we couldn't afford private schools. Other than that we would not have come to "North Bethesda/White Flint/Rockville/Kensington" (it has lots of names).

Now this is tough to say as I grew up in Garrett Park where I went to GPES, Tilden, WJ, Mont College, UMD & JHU[grad school]; but during college and up to the point I got engaged I said I only want to live & work in DC. As socially living in Bethesda I found the environment to be either too old or too PTA. I wanted the diversity of DC's nightlife & culture.

Now given being married (just over a year) my priorities have changed yet I still have friends who live in DC & Arlington and I hope to do anything I can to make them want to move to my area. Yet no one will want to as much visit me a second time if they have to deal with the traffic woes of 355.

So know that while BRT isn't for everyone you have one very excited family that awaits it.

Top problems for me:

- Walking path crossing strathmore is very dangerous with cars coming in the north bound direction turn on to Strathmore at a very fast rate.
- traffic jams in downtown Bethesda
- traffic jams at NIH
- no ability to ride a bike safely on 355 from Grovesnor till Medical Center
- No bus route that goes from Grovesnor to Bethesda (need to take two)

I see BRT as an incredible way to set up White Flint as a new exciting place to live; I and my family will be here regardless but I am asking so our friends join us.

Thank you,
 --Rafael

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MAY 29 2013

MCP-CTRACK

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

From: Lyric Winik <lyricwinik@mac.com>
Sent: Tuesday, May 28, 2013 10:02 PM
To: MCP-Chair
Subject: Follow up questions from the May 28 meeting with Larry Cole at Concord Hill School

Follow up questions from the May 28 meeting with Larry Cole at Concord Hill School:

1. Please explain how you will address pedestrian crossing and pedestrian safety on 355 from Bethesda Metro South, particularly during non-daylight hours in the winter, when hundreds of BCC students are crossing Wisconsin Avenue on foot and on bicycles, and when elementary school students and preschool students are crossing at Dorset during the rush hour.
2. Please explain how EMS, Fire, and Police vehicles will proceed down 355 to Friendship Heights when at present they often have to travel on the opposite side of the road, against traffic, because of the backups and delays.
3. Please explain how you will integrate the fire house at Bradley and Wisconsin and its emergency response needs into the cut-over bus crossing.
4. Please explain what the average wait time will be for cars at each traffic light to accommodate pedestrian crossings and BRT bus signal priority at the lights along the 355 corridor from the Beltway to Friendship Heights. How will that new wait time differ from the present wait time per traffic signal? What will be the impact on road congestion? What will be the impact on air quality from the additional wait times at the lights along 355 and the additional idling? (Although you assume that some drivers will switch to buses, based on your population increase projections, it would be safe to assume the same or greater number of cars, with some of the population overflow going to buses).
5. Please clarify how residents in Chevy Chase West will be able to turn left to travel northbound on 355 in all proposed phases of the BRT plan.
6. Please clarify how residents in Chevy Chase West, Chevy Chase Village, and Friendship Heights will be able to turn right when the curb lanes are dedicated for BRT buses, both to exit their neighborhoods and to enter their neighborhoods? What provisions will be made during heavy traffic periods to ensure safe right turns? What merge provisions will be made for entering heavy traffic along 355 for vehicles turning right and crossing over the BRT lanes?
7. What provisions will be made to provide ADA accommodations for disabled and elderly patients who are dropped off by car, taxi, or special transport in front of the two major medical buildings in Friendship Heights along the curb lanes, which are designed to be bus lanes?
8. What provisions will be made for ambulance and fire vehicles that are routinely called to those buildings to provide emergency services and hospital transportation for seriously ill patients. Again, those vehicles park in the curb (bus) lane, often for extended periods of time.
9. Please clarify what will happen to the sidewalk to be built by the State Highway Authority along the northbound portion of 355 between Grafton Street and Bradley Blvd. if the bus lanes require additional

Cole, Larry

From: wpcattraffic <wpcattraffic@yahoo.com>
Sent: Wednesday, June 05, 2013 9:23 AM
To: Cole, Larry
Subject: Staff Memo on BRT

Hi Larry,

I was wondering if you could break your memo up into 3 parts/separate links because it is such a large file. Usually staff separates these. Some are having a problem downloading.

1. your memo
2. your matrix
3. the comments.

Also I find some comments mischaracterized. For example I did not say during my testimony what was attributed to me in your matrix. I said I supported Tina Slater's recommendation for a pilot project along New Hampshire Avenue if those neighbors agree. She had just testified before me. I also find you left out other comments. I will be submitting those again.

Thank you,
Harriet Quinn

Cole, Larry

From: Shahriar Etemadi <setemadi@mjwells.com>
Sent: Wednesday, June 05, 2013 11:53 AM
To: Cole, Larry
Subject: RE: Transit station at Hillandale-White Oak

Thanks anyway

 **Shahriar Etemadi**, PTP | Senior Associate
WELLS + ASSOCIATES
8730 Georgia Avenue, Suite 200 | Silver Spring, MD 20910
P: (301) 448-1333 | D: (301) 971-3419
setemadi@mjwells.com | www.mjwells.com

 Follow us on Twitter  Find us on Facebook  Connect on LinkedIn

I have moved! Please note my new address and phone number.

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Wednesday, June 05, 2013 11:29 AM
To: Shahriar Etemadi
Subject: RE: Transit station at Hillandale-White Oak

 n't help you on that one.

From: Shahriar Etemadi [<mailto:setemadi@mjwells.com>]
Sent: Wednesday, June 05, 2013 11:31 AM
To: Cole, Larry
Subject: RE: Transit station at Hillandale-White Oak

Thanks. But how many buses do you think will queue up during that time, should I assume 5 to 10 buses or more in relation to storage.

 **Shahriar Etemadi**, PTP | Senior Associate
WELLS + ASSOCIATES
8730 Georgia Avenue, Suite 200 | Silver Spring, MD 20910
P: (301) 448-1333 | D: (301) 971-3419
setemadi@mjwells.com | www.mjwells.com

 Follow us on Twitter  Find us on Facebook  Connect on LinkedIn

I have moved! Please note my new address and phone number.

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Wednesday, June 05, 2013 10:48 AM
To: Shahriar Etemadi
Subject: RE: Transit station at Hillandale-White Oak

Shahriar,

The answer to this question is highly subject to the final treatment selected but somewhere in the range of one every three minutes in the peak of the peak for the forecast year 2040. - Larry

From: Shahriar Etemadi [<mailto:setemadi@mjwells.com>]
Sent: Tuesday, June 04, 2013 6:47 PM
To: Cole, Larry
Subject: Transit station at Hillandale-White Oak
Importance: High

Hi Larry, do you have any idea when the BRT is on NH Avenue, how many buses we are talking about. I appreciate it if you get back to me by noon tomorrow. Thanks

 **Shahriar Etemadi**, PTP | Senior Associate
WELLS + ASSOCIATES
8730 Georgia Avenue, Suite 200 | Silver Spring, MD 20910
P: (301) 448-1333 | D: (301) 971-3419
setemadi@mjwells.com | www.mjwells.com

 Follow us on Twitter  Find us on Facebook  Connect on LinkedIn

I have moved! Please note my new address and phone number.

Cole, Larry

Subject: FW: BRT 355/Wisconsin Ave.

From: Elizabeth Brenner-Leifer [<mailto:ebrenner@rothwellfigg.com>]
Sent: Wednesday, June 05, 2013 5:08 PM
To: MCP-CTRACK
Subject: FW: BRT 355/Wisconsin Ave.

This is the letter I received informing me that the deadline had been extended until June 7th. I demand that you distribute my letter to the Board immediately.

Elizabeth Brenner-Leifer
Mayor, Village of Drummond.

From: Cole, Larry [<mailto:larry.cole@montgomeryplanning.org>]
Sent: Thursday, May 30, 2013 11:26 AM
To: Elizabeth Brenner-Leifer
Cc: 'citizenscommittee@villageofdrummond.com'; Autrey, Thomas; Dolan, Mary; Anspacher, David
Subject: RE: BRT 355/Wisconsin Ave.

Dear Ms. Brenner-Leifer,

Chair Françoise Carrier agreed this morning to extend the comment period on the transit corridors plan to June 7th. Please see a copy of her e-mail to Marie Park below. We will copy you in the future on all relevant Planning Board communications in regard to this plan.

If you have any additional questions or concerns, please feel free to e-mail me back or call me. - Larry

Dear Ms. Park,

Due to the complexity of the draft Countywide Transit Corridors Functional Master Plan, I am willing to grant your request to extend the deadline for written comments by one week, until June 7, 2013. I will be unable to grant any further extensions due to our deadline to get the plan to the Council. We look forward to seeing your written testimony and thank you for your interest in this important undertaking.

*Françoise M. Carrier
Chair, Montgomery County Planning Board and Vice-Chair, Maryland-National Capital Park and Planning Commission
Phone 301-495-4605*

Lawrence Cole, P.E.
Master Planner/Highway Coordinator
Functional Planning & Policy Division, Multi-Modal Networks Unit
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue, Silver Spring MD 20910

301-495-4528
301-495-1302 (fax)
larry.cole@montgomeryplanning.org
<http://www.MontgomeryPlanning.org>

From: Elizabeth Brenner-Leifer [<mailto:ebrenner@rothwellfigg.com>]
Sent: Wednesday, May 29, 2013 2:34 PM
To: 'thomas.autry@montgomeryplanning.org'; Cole, Larry
Cc: 'citizenscommittee@villageofdrummond.com'
Subject: BRT 355/Wisconsin Ave.

Messrs. Cole and Autry,

Thank you for talking last night at the Concord Hill School.

I want to make sure that the Village of Drummond is on all of your mailing and emailing lists.

I have been on the Citizen's Committee for over two years, and the April 17, 2013 letter from Ms. Carrier to notify us about the public hearing on May 16, 2013 was the first letter we received about BRT in the time I've served.

Could you please make sure we are on your letter and email lists for all relevant Planning Board communications in the future?

Citizen's Committee
Village of Drummond
PO Box 70642
Chevy Chase, MD 20815

Citizenscommittee@villageofdrummond.com

Also can you please let me know if the date for public comments will be extended?

Thank you and best regards,

R. Elizabeth Brenner-Leifer
Mayor
Village of Drummond

Cole, Larry

From: Elizabeth Brenner-Leifer <ebrenner@rothwellfigg.com>
Sent: Wednesday, June 05, 2013 4:07 PM
To: MCP-Chair
Cc: 'ike.leggett@montgomerycountymd.gov'; 'ocemail@montgomerycountymd.gov';
'councilmember.berliner@montgomerycountymd.gov';
'councilmember.elrich@montgomerycountymd.gov';
'councilmember.floreen@montgomerycountymd.gov';
'councilmember.leventhal@montgomerycountymd.gov';
'councilmember.riemer@montgomerycountymd.gov'; Cole, Larry; Autrey, Thomas;
Dolan, Mary; 'citizenscommittee@villageofdrummond.com';
'dgershowitz@concordhill.org'; 'mayor@townofsomerset.com';
'Kelly_Morris@mcpsmd.org'; 'Celesta Jurkovich'
Subject: Village of Drummond--Opposition to BRT on 355 South/ Wisconsin Ave. between
Bethesda and Friendship Heights Metro stations
Attachments: Village of Drummond_s Opposition to BRT.PDF

Dear Chairman Carrier,

I hereby submit for the Montgomery County Planning Board's consideration the attached letter on behalf the Village of Drummond regarding the Village's opposition to BRT between Bethesda and Friendship Heights Metro Stations.

Thank you and best regards,

R. Elizabeth Brenner-Leifer
Mayor, Village of Drummond

VILLAGE OF DRUMMOND
P.O. Box 70642
CHEVY CHASE, MD 20815

June 5, 2013

by e-mail

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

Re: Countywide Transit Corridors Functional Master Plan—BRT

Dear Chairman Carrier,

I write on behalf of all residents of the Village of Drummond to voice the Village's strong opposition to any Bus Rapid Transit system (BRT) on the section of Route 355 South/ Wisconsin Avenue between the Bethesda Metro Station and Friendship Heights Metro Station. We believe BRT will make the stretch of Wisconsin Avenue between Bradley Boulevard and Friendship Heights—which is 100% residential—a more crowded, hostile, and hazardous thoroughfare for our residents, our neighbors, and all others who travel on Wisconsin Avenue by foot, bicycle, or car to Somerset Elementary, Concord Hill School, or Norwood Park. The suggested advantages to extending BRT south past the Bethesda Metro Station and adding a BRT stop at Bradley Boulevard are doubtful and are heavily outweighed by the costs and risks to us, our neighbors, and schoolchildren.

The Village of Drummond urges the Planning Board to recommend that BRT not be built between the Bethesda and Friendship Heights Metro Stations on Wisconsin Avenue.

We further urge our elected and appointed officials to oppose any BRT south of the Bethesda Metro Station and to oppose any efforts to impose a tax or levy upon our residents to fund a BRT in this section.

Who we are and where we live

The Village of Drummond is a neighborhood of single-family homes located just north of Friendship Heights in Chevy Chase, Maryland. Fifty percent of the homes in the Village of Drummond are occupied by families with school-aged children. Almost all other homeowners are long-time residents who previously raised children in our Village. We are hard-working, highly educated, civic-minded taxpayers and politically active voters who pay close attention to who our elected and appointed local officials are and how they represent us and spend our tax dollars.

The Village of Drummond is located on Drummond Avenue—a dead-end street off of Wisconsin Avenue—one-half mile north of the Friendship Heights Metro Station. Wisconsin Avenue is the only public ingress to and egress from Drummond Avenue. Warwick alley connects Drummond

VILLAGE OF DRUMMOND

Opposition to BRT

June 5, 2013

p. 2

Avenue to Cumberland Avenue (in the Town of Somerset), but is closed during school hours for the safety of schoolchildren walking through the alley to Somerset Elementary School. The Village of Drummond lies directly between the Town of Somerset and West Chevy Chase.

The entrance to the Village of Drummond is located:

- ½ mile north of the Friendship Heights Metro Station—a 12-minute walk
- ½ mile south of Bradley Boulevard
- 1.1 miles south of the Bethesda Metro Station—a 25 minute walk
- 1 block from Somerset Elementary School
- 1 block from Concord Hill School (which serves grades pre-K through 3rd grade)
- 7 blocks (½ mile) from Norwood Park

Because of our location, many residents walk to the Friendship Heights Metro Station to commute to work. Our children attend Somerset Elementary School, Westland Middle School, and Bethesda-Chevy Chase High School, as well Concord Hill School and other independent schools.

The Village of Drummond strongly opposes BRT for the following reasons:

1. BRT between Bradley Boulevard and Friendship Heights would be dangerous for pedestrians, particularly schoolchildren, and bicyclists, and hinder current efforts to incentivize people to walk, bicycle, or ride buses north on Wisconsin Avenue.
2. BRT between Bradley Boulevard and Friendship Heights would be dangerous for drivers entering or leaving Drummond Avenue and other streets in West Chevy Chase.
3. BRT will serve no purpose for residents of the Village of Drummond because it does not add anything to other public transportation, including Metrorail, Metrobus, and Ride-On.
4. A BRT stop at Bradley Boulevard will incentivize development and increase the very vehicular traffic on Wisconsin Avenue that we want to curtail.
5. The suggested advantages of extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station are doubtful.

Reasons for Opposition

1. **BRT between Bradley Boulevard and Friendship Heights would be dangerous for pedestrians, particularly schoolchildren, and bicyclists, and hinder current efforts to incentivize people to walk, bicycle, or ride buses north on Wisconsin Avenue.**

The public's current right-of-way (ROW) on Wisconsin Avenue between Bradley Boulevard is barely large enough to accommodate even the most modest implementation of a curb-lane BRT. The sidewalk alongside Wisconsin Avenue is narrow and already perilously close to the street,

VILLAGE OF DRUMMOND

Opposition to BRT
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which has a 35-mile-per-hour speed limit that is often exceeded by drivers. The Wisconsin Avenue sidewalk is shared by pedestrians and by bicyclists who wisely choose, for their own safety, to bicycle on the sidewalk instead of Wisconsin Avenue.

Expanding Wisconsin Avenue closer to the current sidewalk would be exceedingly dangerous and unsafe for pedestrians, particularly schoolchildren walking on or crossing Wisconsin Avenue to Somerset Elementary School, Concord Hill School, and Norwood Park, as well as bicyclists riding on the sidewalk. It also would require the destruction of the many beneficial and attractive trees that line this thoroughfare.

Expansion of the public ROW to build a dedicated bicycle lane and to move the sidewalk would pose the same problems, and also require taking private residents' property by eminent domain, which we also strongly oppose. The houses next to Wisconsin Avenue, as well as Concord Hill School, are already just feet away from the ROW. Expanding the ROW would be dangerous and a great sacrifice for those residents, as well as very costly to taxpayers. We do not believe BRT justifies these sacrifices and costs.

Expansion of the public ROW also conflicts with the State of Maryland's plan to build a sidewalk/ bicycle path on the east side of Wisconsin Avenue—in the very space that BRT would need for an expanded ROW.

There currently are no points in the 0.7 mile stretch between Dorset Avenue and Bradley Boulevard for pedestrians to legally or safely cross Wisconsin Avenue. Even the most modest curb-lane BRT would make the east side of Wisconsin Avenue less accessible to our residents who want to use the State's planned sidewalk/ bicycle lane or to take Metrobus or Ride-On bus north.

BRT therefore would make Wisconsin Avenue less safe and is counterproductive to other efforts to incentivize people to walk, bicycle, or ride buses north on Wisconsin Avenue.

2. BRT between Bradley Boulevard and Friendship Heights would be dangerous for drivers entering or leaving Drummond Avenue and other streets in West Chevy Chase.

A BRT lane on Wisconsin Avenue between Bradley Boulevard and Friendship Heights also would make drivers' ingress to and egress from Drummond Avenue more difficult and hazardous, particularly during the morning rush hour, when traffic is heaviest and Warwick alley is closed. BRT on Wisconsin Avenue would also be dangerous to drivers attempting to enter or leave other streets in Chevy Chase West. The danger is even more acute for drivers attempting to enter or leave Drummond Avenue, however, because Wisconsin Avenue is the ONLY ingress and egress during the morning rush hour—drivers do not have the option of finding an easier way in or out.

Even a curb-lane BRT, with no change to the median, would make drivers' access to and egress from Drummond Avenue more difficult and hazardous. The increased traffic on the lanes still available to cars, and fast-moving buses in the BRT lane, would make it more difficult and

hazardous for drivers to turn right or left onto Wisconsin Avenue from Drummond Avenue, and for drivers to enter Drummond Avenue from the left northbound lane of Wisconsin Avenue.

Moreover, any right-turn-only restrictions at the Wisconsin Avenue/ Drummond Avenue intersection necessitated by BRT would not only make it more difficult for drivers, such restrictions would actually worsen traffic on Wisconsin Avenue. Drivers wanting to travel north on Wisconsin Avenue from Drummond Avenue would have to turn south, make a U-turn or other complicated turn on Wisconsin Avenue (where the turns would be is unknown), and then drive north. Drivers trying to enter Drummond Avenue from the south would have to drive north on Wisconsin Avenue, past Drummond Avenue, make a U-turn (again where the U-turn would be is unknown), drive south on Wisconsin Avenue, and then turn right on Drummond Avenue. The traffic on Wisconsin Avenue would thereby be increased by such turn restrictions.

3. BRT will serve no purpose for residents of the Village of Drummond because it would not add anything to other public transportation, including Metrorail, Metrobus, and Ride-On.

The entrance to the Village of Drummond is only one-half mile to the Friendship Heights Metro Station—a 12-minute walk. Many of our residents already walk to the Friendship Heights Metro Station to travel both for work and for leisure. Our residents would not use a BRT stop at Bradley Boulevard.

First, almost all Village residents to who take Metrorail to commute to work are travelling south to work in Washington, D.C. They are not travelling north.

Second, we do not think our residents would walk to a BRT stop at Bradley Boulevard just to travel one stop to the Bethesda Metro Station.

Third, residents who want to travel north of Bethesda would find it more convenient to walk to the Friendship Heights Metro Station than to walk to a BRT stop at Bradley Boulevard, travel one stop, and then get on Metrorail at the Bethesda Metro Station.

Last, we also oppose an additional BRT stop between Bradley Boulevard and Friendship Heights. We believe Metrobus and Ride-On bus adequately serve and will continue to adequately serve the very few residents and day-workers who ride these buses. The Metrobus and Ride-On buses that pass though this section of Wisconsin Avenue often have very few riders on them—even during the rush hours—which itself demonstrates that BRT in this section is of doubtful value.

4. A BRT stop at Bradley Boulevard will incentivize development and increase the very vehicular traffic on Wisconsin Avenue that we want to curtail.

If a BRT stop at Bradley is added, then that surrounding neighborhood, particularly the adjacent stretch of Wisconsin Avenue north of Bradley Boulevard, will become more attractive to and incentivize developers who will want to demolish nearby existing buildings on Wisconsin Avenue close to Bradley Boulevard to build larger buildings, more residences, and more

businesses. We oppose more development close to Bradley Boulevard because such development will lead to increased vehicular traffic on Wisconsin Avenue between Bethesda and Friendship Heights, as well as on Bradley Boulevard. Bradley Boulevard between Wisconsin Avenue and Connecticut Avenue is already an over-crowded and backed-up thoroughfare. We believe a BRT stop at Bradley Boulevard will encourage nearby development and make traffic on Wisconsin Avenue and Bradley Boulevard worse.

We believe smart growth and smart development means keeping future development further north and closer to the Bethesda Metro Station in order to stem the already heavy rush-hour traffic on Wisconsin Avenue and to prevent Wisconsin Avenue between Bradley Boulevard and Friendship Heights from becoming a total gridlock.

5. The suggested advantages of extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station are doubtful.

The two suggested advantages of extending BRT south past Bethesda Metro and adding one BRT stop at Bradley Boulevard are (1) incentivizing drivers living near Bradley Boulevard to take public transportation rather than drive their own cars, and (2) relieving projected Metrorail congestion. We doubt these advantages will be realized by this plan.

First, a BRT stop near Bradley Boulevard is not necessary to incentivize people to take public transportation. Bradley Boulevard is only one-half mile—a 12-minute walk—to the Bethesda Metro (and future BRT) Station. This is the same distance the residents in Village of Drummond regularly walk to the Friendship Heights Metro Station to travel both north and south on Metrorail. Our residents do not ride the Metrobuses and Ride-On buses that stop at the intersection of Drummond Avenue and Wisconsin Avenue to get to Friendship Heights—they walk because it is not far away. We believe people near Bradley Boulevard already walk to the Bethesda Metro Station, and do not need bus service at Bradley Boulevard to get to the Bethesda Metro (and future BRT) Station for the same reason our residents do not need bus service to get to the Friendship Heights Metro Station.

Second, whatever Metrorail congestion is projected in the decades ahead will not be relieved by extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station. BRT riders still must transfer between BRT and Metrorail to travel south of Friendship Heights on Metrorail, no matter where they do it, and Friendship Heights will not be a desirable BRT/ Metrorail transfer point. Because Metrorail congestion increases the further south you travel on the red line, riders travelling south likely would prefer to transfer from BRT to Metrorail at the Metro Station closest to their residence. Metrorail riders travelling north from downtown Washington, D.C. likely would prefer to transfer from Metrorail to BRT at the Metro Station closest to their residence as well, because travel by Metrorail will be faster than by BRT.

Conclusion

The Village of Drummond urges the Planning Board to recommend that BRT not be built between the Bethesda and Friendship Heights Metro Stations on Wisconsin Avenue. We further urge our elected and appointed officials to oppose building any BRT south of the Bethesda Metro

VILLAGE OF DRUMMOND

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Station and to oppose any effort to impose a tax or levy upon our residents to fund the building of BRT in this section.

BRT will make this stretch of 355 South/ Wisconsin Avenue between Bradley Boulevard and Friendship Heights—which is 100% residential—a more crowded, hostile, and hazardous thoroughfare for our residents, our neighbors, and all others who travel on Wisconsin Avenue by foot, bicycle, or car to Somerset Elementary School, Concord Hill School, or Norwood Park.

BRT would not serve the interests of our residents, and the suggested advantages are doubtful. The marginal benefit—if any—of extending BRT from the Bethesda Metro Station to the Friendship Heights Metro Station is doubtful and does not outweigh the significant costs and risks to our families, our neighbors, and schoolchildren.

Submitted on behalf of the Village of Drummond,

R. Elizabeth Brenner-Leifer

R. Elizabeth Brenner-Leifer
Mayor, Village of Drummond

Cc:

Ike Legett, Montgomery County Executive
Marye Wells-Harley, Montgomery County Planning Board Vice Chair
Amy Presley, Montgomery County Planning Board Member
Norman Dreyfuss, Montgomery County Planning Board Member
Casey Anderson, Montgomery County Planning Board Member
Roger Berliner, Montgomery County Councilmember
Marc Elrich, Montgomery County Councilmember
Nancy Floreen, Montgomery County Councilmember
George Leventhal, Montgomery County Councilmember
Hans Riemer, Montgomery County Councilmember
Larry Cole, Master Planner, Functional Planning and Policy, Montgomery County Planning Department
Tom Autry, Supervisor, Functional Planning and Policy, Montgomery County Planning Department
Mary Dolan, Chief, Functional Planning and Policy, Montgomery County Planning Department
Celesta Jurkovich, President, West Chevy Chase Neighborhood Association
Jeffrey Slavin, Mayor, Town of Somerset
Kelly Morris, Principal, Somerset Elementary School
Denise Gershowitz, Director, Concord Hill School
All Village of Drummond residents

MCP-CTRACK

UU

JUN 03 2013

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From: Afnan, Brian <BAfnan@nvrinc.com>
 Sent: Friday, May 31, 2013 4:22 PM
 To: MCP-Chair
 Subject: Opposition to Proposed Transit Corridors Master Plan

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

Dear Ms. Carrier,

I do not support the proposed Transit Corridors Master Plan, in particular the proposed configuration of the Southern Rt. 355 corridor. My objections are primarily as follows:

1. Coincidence of proposed BRT stations with existing Metro stations. There are relatively few new BRT stations relative to existing Metro stations, so the increased convenience and connectivity that one would expect from a BRT system appears to be very limited. The southern Rt. 355 corridor is already well serviced by Metro and it seems that the cost of BRT in this area, as well as the reduction in automobile lanes, is counterproductive. Investments in BRT should only be considered when there is a meaningful increase in the number of stops in areas that are poorly served by public transit currently.
2. Reduction from 6 to 4 automobile lanes. Reducing availability of general use automobile lanes in already heavily congested areas such as the southern Rt. 355 corridor seems to be an imprudent decision. Motorist and commuting behavior is difficult to change and just because the number of general use automobile lanes is reduced does not mean that demand will be reduced. Although the master plan contains claims to the contrary (with no supporting appendix of modeling methodology and calculations for the reader to refer to), it is difficult to understand and accept how throughput automobile capacity will be maintained or enhanced by introduction of BRT. It almost appears as though this Plan seeks to induce congestion as a means of justifying the expense of implementing BRT as proposed.
3. Emergency Preparedness/Evacuation. Many of the proposed BRT corridors, including the southern portion of Rt. 355, are designed for use as evacuation routes. Any possible reduction in automobile lanes or limitation on full, unfettered use of BRT lanes that may be shared with automobile traffic, would constitute a threat to emergency evacuation from southern Montgomery County and the District of Columbia.
4. Right-Of-Way Acquisition. The overall discussion in the proposed Transit Corridors Master Plan is that implementation of BRT is designed to occur on an incremental basis, utilizing existing right-of-ways. This approach seems reasonable on the surface, but it seems little consideration has been given to the impacts that such implementation will have on existing automobile traffic. It appears as though this "implementation-on-the-cheap" avoids the fundamental issue of necessary right-of-way acquisition and possible condemnation of property through proposed routes.
5. Neglect of Bike Lanes. There is not much discussion about dedicated bike routes/lanes. Failure to more thoughtfully consider bike lanes would be a terrible oversight. The issue of dedicated bike lanes is closely linked to the fundamental issue of right-of-way acquisition. It appears as though there is just not enough emphasis being placed on acquiring enough land to fully accommodate the proposed BRT service, bike lanes and existing general automobile use lanes. This may not be as much of a concern in upper Montgomery County, but for down county residents this is an important topic.
6. Inaccurate Classification of Light Rail Travel Speed. The proposed Purple Line travel speed is listed as moderate, and Metro is listed as high speed. In fact, the proposed design speed of the Purple Line on the segment between Chevy Chase Lake and Bethesda is fifty miles per hour (50 MPH), much faster than many segments on Metro. I live in close proximity to the proposed Purple Line and object to the characterization of the proposed Purple Line speed as being "moderate" – this characterization is grossly inaccurate with respect to the Chevy Chase/East Bethesda area.

Thanks in advance for your consideration of my comments on the proposed Transit Corridors Master Plan – I hope that, at a minimum, you will direct staff to more thoroughly research and report back on the items above so that members of the planning commission and general public are afforded the opportunity to examine the findings and scrutinize methodology/data.

Brian Afnan

4103 Edgevale Court
Chevy Chase, MD 20815
Email: bafnan@nvrinc.com

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PARK AND PLANNING COMMISSION

From: Wm. Franklin <wjfranklin@gmail.com>
Sent: Friday, May 31, 2013 3:20 PM
To: MCP-Chair
Subject: Comments of Bus Rapid Transit Plan - Wisconsin Avenue south of Bradley Blvd.

Dear Chair Carrier and members of the Planning Board,

We are homeowner-residents and voters of Chevy Chase West (CCW) who is concerned about the Countywide Transit Corridors Functional Master Plan as it will disastrously affect Wisconsin Avenue (MD 355) south of Bradley Boulevard, i.e., between Bethesda and Friendship Heights. We see potentially horrible effects to our neighborhood and the county, and no offsetting benefits.

Wisconsin Avenue is the only way to enter and leave CCW; all our internal streets are dead ends. Any change on this stretch has real hinder access to the neighborhood, for residents, visitors, commercial vehicles, and school buses. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic.

Further, removing the median in Phase 2 of the BRT -- which is described as have continuous, unbroken BRT service -- would prevent northbound drivers seeking to enter CCW from doing so; they would have to proceed north to Bradley Boulevard and U-turn at the traffic light so they could turn into CCW. Similarly, northbound drivers seeking to exit CCW would have to proceed south to Friendship Boulevard/Saks Fifth Avenue traffic light, and U-turn there to proceed northbound. This unquestionably would be a burden on traffic flows, greatly inconvenient, and potentially dangerous for all.

We believe that BRT will reduce pedestrian safety. It will remain more practical for most of us to walk to Metro than to rely on bus service, whether BRT or local. Northbound bus riders must walk across 6 lanes of Wisconsin Avenue, without pedestrian walkways or traffic lights, to assist them. BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets. Adding speeding BRT buses to the configuration can only increase the danger to pedestrians.

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

From Somerset Terrace to Willard Avenue, Wisconsin Avenue is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan. Making the entire segment of Wisconsin Avenue between Bradley Boulevard and Friendship Heights two lanes each way for cars would further cause traffic backups both north into Bethesda and south into Friendship Heights and the District, especially during peak traffic periods.

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

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

Sincerely,

William and Kathleen Franklin
6300 Stratford Road
Chevy Chase, MD 20815

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

From: Ralph Moore <m2oahe@webtv.net>
Sent: Saturday, June 01, 2013 8:28 AM
To: MCP-Chair
Subject: Fw: Proposed BRT between Bethesda and Friendship Heights

We are resending our original message, as we left out a letter in the email address. Please see below. Thank you.

From: Ralph Moore
Sent: Saturday, June 1, 2013 8:15 AM
To: MCP-Chair@mncpp-mc.org
Subject: Proposed BRT between Bethesda and Friendship Heights

Dear Chairman and Planning Board members,

We live and own property in Chevy Chase West.

We believe the proposed Bus Rapid Transit between Bethesda and Friendship Heights will seriously disrupt entering and exiting Chevy Chase West. Wisconsin Avenue is the only way in or out. Cars must wait for a break in Wisconsin Avenue traffic to exit or enter.

Exiting will become more difficult with the denser traffic on Wisconsin Avenue due to the reduction in lanes on the Avenue, and with rapid busses coming by every 2-3 minutes.

Delay in exiting Chevy Chase West will be further increased by the elimination of the median strip on Wisconsin Avenue. Residents wishing to turn north on Wisconsin Avenue now wait for a gap in southbound traffic to get to the opening in the median strip, and shelter there until there is a gap in the northbound traffic. Under the proposed BRT plan, turning north from Chevy Chase West will require simultaneous gaps in both directions on Wisconsin Avenue.

The problem of exiting Chevy Chase West will be replicated on Wisconsin Avenue by cars waiting in line to enter, especially northbound vehicles which will have no median place in which to wait for a gap in southbound traffic to make the left turn. There will also be issues of who gets to use the gap in traffic, the outgoing or incoming cars.

The reduction of lanes on Wisconsin Avenue will in itself impede and often stop traffic altogether. The problem for travelers northbound on Wisconsin will be further exacerbated by the line of cars waiting to turn left into Chevy Chase West with no median in which to shelter.

A traffic light aimed at facilitating movement into and out of Chevy Chase West would make this stretch of Wisconsin Avenue even more of a bottleneck, stopping traffic, including busses, in both directions.

In sum, extension of the BRT between Bethesda and Friendship Heights is likely daily to cause serious and permanent problems for Wisconsin Avenue traffic as well as for traffic exiting and entering Chevy Chase West, for which there would be no remedy. We believe a logical southern terminal for the BRT would be the Bethesda Metro Station.

Thank you for your consideration of these comments.

Ralph and Sandra Moore
6310 Stratford Road
Chevy Chase MD 20815

MCP-CTRACK

From: Carol A. Jason <justcarol@verizon.net>
Sent: Saturday, June 01, 2013 2:13 PM
To: MCP-Chair
Subject: Brt corridor pland

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PARK AND PLANNING COMMISSION

I oppose the Wisconsin Ave/BRT corridor plan for the reasons below.

Carol Jason
Chevy Chase MD

- The BRT duplicates the metro route and its goals could easily be met by increasing metro cars and station access and increasing frequency of Bus 34
- the possibility that the County may take 5 feet of property of land abutting people's homes along Wisconsin Avenue, alter the green mile
- residents will not be able to safely execute a left turn onto Wisconsin Avenue
- residents will have difficulty merging right onto Wisconsin with BRT buses traveling 35 miles per hour on the curb lane in 2-3 minutes intervals (rush hour frequency) during BRT peak periods (6-10 a.m. and 3-7 p.m.)
- The narrowing of 355/Wisconsin Avenue to only 4 lanes for regular traffic will only increase congestion.
- No bike lane is included in the BRT Master Plan for our area

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MCP-CTRACK

From: Richard A. Allen <raallen@zsrlaw.com>
Sent: Sunday, June 02, 2013 1:52 AM
To: MCP-Chair
Subject: 355/Wisconsin Ave Corridor

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I am a resident of Somerset and I strongly oppose the proposal for a high speed bus corridor on Wisconsin Ave. I adopt Marie Park's comments.

Richard Allen
4715 Cumberland Ave
Chevy Chase, MD 20815

MCP-CTRACK

From: Ari Antonelli <ari@amediabuy.com>
Sent: Sunday, June 02, 2013 1:43 PM
To: MCP-Chair
Subject: BRT

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I highly oppose the development of the BRT along the Wisconsin Avenue corridor.

Ari Antonelli
Drummond Avenue, Chevy Chase
Children at
Westland Middle School
Bethesda Chevy Chase High School

MCP-CTRACK

From: Willread2you@aol.com
Sent: Sunday, June 02, 2013 2:49 PM
To: MCP-Chair
Subject: proposal for Wisc. Ave.

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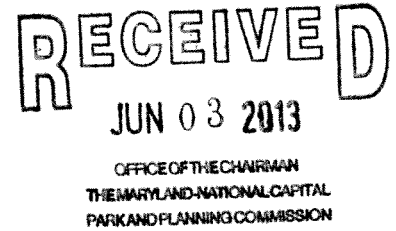
I oppose the proposal to change the median strips on Wisc. Ave. into bus lanes.

Sarita Jo Mattson
8012 Park Lane
Bethesda, Md. 20814

Bethesda Elementary

MCP-CTRACK

From: Maya Larson <maya.ian99@yahoo.com>
Sent: Sunday, June 02, 2013 3:25 PM
To: MCP-Chair
Subject: BRT in Chevy Chase MD



Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West with many safety and cost concerns about the BRT pilot on Route 355 between Friendship Heights and Bethesda. It is already difficult to exit our neighborhood onto Route 355 safely. Not only is there usually heavy traffic there is also a steady stream of people who walk and bike too. BRT buses will make driving, biking, and walking along this stretch more dangerous. BRT will not provide benefits to local citizens. The BRT pilot should stop at the Bethesda Metro Station.

Friendship Heights is already a terrible bottleneck, starting with the traffic light at Dorset it slows to a crawl. It is effectively 2 lanes because of all the delivery trucks and traffic for the high density buildings and the commercial activity. There is no way that taking away a car lane for BRT will help. It is sure to clog this section of Route 355 even further. This stretch is also congested for people on foot and people on bikes. Pedestrians need to cross the street in many places to access the stores and medical offices. Fast buses from BRT lanes simply will not work here. Planners need to account for all the factors that will impact the BRT pilot and do more analysis of whether any local citizens will actually benefit.

There are also long term serious costs to our neighborhood in loss of the green median in the later stage of the BRT pilot. This green median strip is important for our neighborhood. Drivers in cars, pedestrians and people commuting on bikes all need this median space in order to safely make left turns.

Drivers frustrated with the existing high level of congestion all ready turn into our neighborhood to try to circumvent the traffic. The BRT pilot will take away lanes and make traffic more congested and slower, this is sure to result in more frustrated drivers speeding through the small streets in our neighborhood. I walk my dog often and see many small children and elderly citizens walking to neighborhood schools, the park, and the swimming pool. The BRT pilot will make our neighborhood more dangerous for people of all ages.

Putting a BRT pilot between Bethesda and Friendship Heights is a bad idea that won't work. A much better idea would be to invest in the city bike share program. The red bicycles that people can rent for local trips in DC work great. Bethesda and Chevy Chase are similar to DC with urban traffic patterns. Public bicycles would benefit local citizens. BRT will not.

Sincerely,
Maya Larson Burns
4804 Nottingham Drive
Chevy Chase MD 20815

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JUN 08 2013

From: Alexandre Pinheiro Rego <alexandre.pinheiro.rego@gmail.com>
Sent: Sunday, June 02, 2013 5:25 PM
To: MCP-Chair
Subject: Rapid Bus Transit System (BRT) slated for 355/Wisconsin Avenue

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

Dear Sir/Madam'

I oppose the BRT slated for 355/Wisconsin Ave between Bradley and Friendship Heights.

Alexandre Rego
Somerset Elementary School

5415 Uppingham Street
Chevy Chase-MD
20815

MCP-CTRACK

From: Trina Gandal <tgandal@aol.com>
Sent: Sunday, June 02, 2013 6:29 PM
To: MCP-Chair
Subject: BRT- Rapid Bus Transit System

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OFFICE OF THE CHAIRMAN
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PARK AND PLANNING COMMISSION

Dear Chairman,

I live at 4716 Drummond Ave Chevy Chase, MD 20815. I do not support the BRT system at all! I have children that attend Somerset Elementary and BCC High School. I feel that this system would make it very unsafe for my children to walk along Wisconsin Ave with high speed buses whizzing by. Also, I feel that our neighborhood will not benefit at all from this new bus line. The fact that the county is considering raising the property taxes of those people who live within a half mile of Wisconsin Ave is very upsetting and unfair...particularly because we could never use the bus line. Please consider the people whose safety and wallet will be affected by the BRT.

Thank you!
Trina Gandal

tgandal@aol.com

MCP-CTRACK

From: Marc Schliefer <Marc@equityplanning.com>
Sent: Sunday, June 02, 2013 6:32 PM
To: MCP-Chair
Subject: BRT

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

Please oppose the BRT.

There is no need for this and our property taxes are too high already. It would be irresponsible to raise our property taxes by 15%. You will force people like me to consider leaving the state where I have lived for the past 40 years.

Sincerely,

Marc Schliefer

Marc Schliefer, CFP
Equity Planning Institute, Inc
7910 Woodmont Avenue
Suite 900
Bethesda, Maryland
20814
Phone. 301-652-8702
Fax. 301-652-9066
www.equityplanning.com
marcs@equityplanning.com

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From: Sandra Aresta <sandra.aresta@verizon.net>
Sent: Sunday, June 02, 2013 7:44 PM
To: MCP-Chair
Subject: No rapid bus

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

My family and I live in Bethesda along

Wisconsin Ave. I am against rapid bus for numerous reasons:

- The metro is available underground along Wisconsin Ave and the county should do whatever it takes to encourage the use of metro rather than compete with it.
- Due to too much construction along Wisconsin Ave and more being regularly approved by the county the traffic has become a bottle neck. Reducing lane usage will only make this worst.
- I can only enter my street from Wisconsin Ave. Reduced lanes will complicate this further.
- It is already a challenge for school kids and adults alike to cross Wisconsin Ave. This proposal will make it worst.
- Fast buses make more sense in areas. without metro.
- Bethesda is not a highway! There are already many pedestrian related accidents.
- Bethesda is not a city. Those of us who have lived here do not want to live in a high density area. Enough with the over building and overcrowding of our schools and streets!

Sandra Aresta
Westland Parent
Montgomery county citizen

Sent from my iPhone

MCP-CTRACK

From: Jishnu Das <jdas.dcwala@gmail.com>
Sent: Sunday, June 02, 2013 9:33 PM
To: MCP-Chair
Subject: Concerns regarding proposed BRT

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

Dear Chairman

We are residents of Chevy Chase village, just off Wisconsin Avenue. We have carefully reviewed the information available on the proposed BRT line, and wish to express our dissatisfaction with the project. There is already a metro line serving the same route, and this project will contribute to increased congestion on Wisconsin and the Friendship Heights metro station. We were unable to find contingency plans for the increased congestion at Friendship Heights. We are also concerned about losing the green median on Wisconsin avenue, and contributing further to turning the avenue into a major highway that is difficult to cross, especially with children. The communities on both sides of Wisconsin are closely tied (our children, for instance, attend school across Wisconsin). Finally, we have also received news stories suggesting the financing will be borne by those living within 1/2 a mile of Wisconsin Avenue. This makes no sense, since any potential benefits will accrue to a much broader community, while the significant costs in terms of convenience and construction activity will be borne by us.

Therefore, at this point, based on the information we have, we strongly oppose the project.

Since this is becoming a significant issue, we would ask you to forward any documents you may have on

1. Traffic projections with and without the BRT. In particular, we are unable to find any statistical analysis of transportation choice in the district across bus/car/metro, and therefore the projected switching of transportation choices.
2. A congestion impact study for Wisconsin and the Friendship Heights metro station area.
3. The environmental impact of the program.
4. Costing and financing options.

Thank you

Jishnu Das and Carolina Sanchez
Somerset School
4109 Oliver Street
Chevy Chase Village
Maryland

Sent from my iPad

RECEIVED
JUN 03 2013

MCP-CTRACK

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

From: Daniel Mullen <danielmullen@ymail.com>
Sent: Sunday, June 02, 2013 9:44 PM
To: MCP-Chair
Subject: Please Reconsider the Rapid Bus Transit System (BRT) Slated for 355/Wisconsin Avenue

Dear Chair,

As a parent of two children who cross Wisconsin Avenue (at Dorset Avenue) to go to Somerset Elementary School, I am disturbed by the unvetted plans for the Rapid Bus Transit System (BRT) slated for 355/Wisconsin Avenue. As it is, an adult can barely cross Wisconsin Avenue during the 20-second crossing signal -- let alone young children. The idea of a rapid bus on an already-congested and dangerous local road sends shivers down my spine. Moreover, reports indicate that those within a 1/2 mile of the route -- such as me -- will have to bear the massive cost of something we will never use and do not want. Please reconsider this ill-advised plan.

Very truly yours,
Daniel Mullen
5509 Grove Street
Chevy Chase, MD 20815
301-518-4225

MCP-CTRACK

From: Scott Kragie <skragie@verizon.net>
Sent: Monday, June 03, 2013 12:46 AM
To: MCP-Chair
Subject: BRT Wisconsin Ave

RECEIVED
JUN 03 2013

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

I am Scott Kragie of 4713 Drummond Ave, Chevy Chase MD 20815. Wisc Ave is the only means of entry/exit from Drummond Ave. It is already a perilous intersection. It would become unreasonably dangerous if the break in the median is made smaller.

Thank you for considering my comments.

Scott Kragie

MCP-CTRACK

From: Beth Rosner <brosner@aaas.org>
Sent: Monday, June 03, 2013 9:56 AM
To: MCP-Chair
Subject: Opposed

Beth Rosner
5011 Del Ray Avenue
Bethesda MD 20814
Bethesda Elementary School area

RECEIVED

JUN 03 2013

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

MCP-CTRACK

From: Meredith Davis <mereldavis@yahoo.com>
Sent: Monday, June 03, 2013 9:59 AM
To: MCP-Chair
Subject: NO to BRT!

RECEIVED

JUN 03 2013

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

Hello! Our family is a resident in Somerset neighborhood and our school affiliation is Somerset Elementary. We live 6 houses in off of Wisconsin Ave on Cumberland Ave. We are strongly apposed to the BRT plans for many reasons. The beauty of Wisconsin avenue with the tree lined median would be a terrible shame to rip out! The median is necessary in order to cross traffic via car and on foot when exiting the neighborhood. I believe the traffic would be worse, not better with the BRT. It is very heavy now and it is not because those car riders would switch to the bus. The metro was put into place to assist with the traffic. Lastly, as a resident within 1/2 mile of the proposed BRT...we will refuse to help pay for this.

Meredith Davis
4515 Cumberland Ave
Chevy Chase, MD 20815

RECEIVED
JUN 03 2013

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

MCP-CTRACK

From: Magruder, John <john.magruder@lmco.com>
Sent: Monday, June 03, 2013 10:34 AM
To: MCP-Chair
Cc: councilmember.berliner@montgomerycountymd.gov
Subject: Bus Rapid Transit (BRT)- Citizen "NO" vote especially the segment from Bradley Blvd to Friendship Heights on 355

Thank you for allowing my wife and I to comment.

My son attends BCC Nursery School in Norwood Park, as well as the Concord Hill Day School for camp.

There are numerous reasons why we are against this going forward.

Some tied to the issues related to his schools (and children's safety). Some tied to the unneeded costs and waste of our County tax dollars, and the one issue that seems absurd is.... "redundancy".

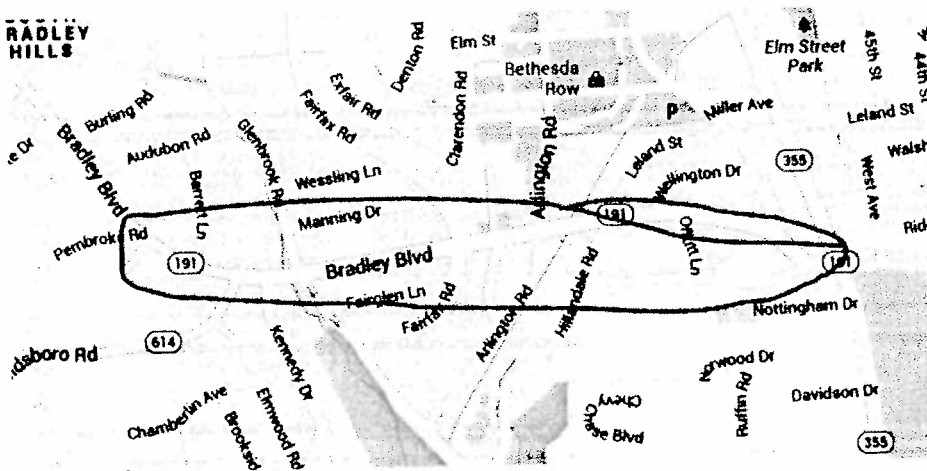
The is a perfectly good Metro system under ground.

Do not spend our tax dollars on this. Fix and blacktop the streets and make wider sidewalks for people and bikes.

By the way, have you driven on Bradley Blvd from 355 west to Goldsboro Road recently? Is the County (or WSSC) going to pave the ruts caused by water line repairs?

Thank you for listening

John Magruder
4827 Chevy Chase Drive
Chevy Chase, MD 20815



MCP-CTRACK

From: Zaft, Matthew <Matthew.Zaft@morganstanley.com>
Sent: Monday, June 03, 2013 1:40 PM
To: MCP-Chair
Subject: Rapid Bus Transit System

RECEIVED

JUN 03 2013

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

I am 100% against the Rapid Bus Transit System and feel it is a safety risk to our children as well as an unnecessary destruction of green space.

Thank you.

Matthew R. Zaft
Somerset Elementary School parent
4820 Dorset Avenue
Chevy Chase, MD 20815

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Please do not use e-mail to request, authorize or effect the purchase or sale of any security or commodity. Unfortunately, we cannot execute such instructions provided in e-mail. Thank you.

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MCP-CTRACK

From: richard mallen <rickdmallen@gmail.com>
Sent: Monday, June 03, 2013 2:31 PM
To: MCP-Chair
Subject: additional comments on BRT proposal

RECEIVED

JUN 03 2013

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

In comments that I submitted on May 30, 2013, I argued that the proposed construction of BRT routes between Bethesda and Friendship Heights would have disastrous consequences, including snarled traffic on Wisconsin Avenue and neighborhood streets that are no longer safe for children, pedestrians, or cyclists. I would like to add two points for your consideration.

First, it has been reported that residents who live near the proposed BRT route will be taxed in order to fund the project. Any such tax would be an outrageous abuse of power. The BRT proposal will *harm*, not help, neighborhoods between Bethesda and Friendship Heights. Forcing residents of these neighborhoods to subsidize their own harm would be akin to a firing squad forcing the victim's family to pay for the bullets. The County should not treat its citizens this way.

Second, it is my understanding that Montgomery County strives to act in an environmentally friendly way and therefore should be in favor of expanding the County's tree canopy wherever possible. Under the BRT proposal, however, the County would destroy numerous trees that currently live in the median between northbound and southbound lanes on Wisconsin Avenue. The wanton destruction of these beautiful trees is a bad idea and should be rejected.

Respectfully submitted,

Richard D. Mallen
4613 Morgan Drive
Chevy Chase, MD 20815

MCP-CTRACK

From: Greg Parisi <gfparisi@yahoo.com>
Sent: Monday, June 03, 2013 2:40 PM
To: MCP-Chair
Subject: Opposition to BRT to Friendship Heights

RECEIVED

JUN 03 2013

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

To whom it may concern,

We are residents of Montgomery County (Chevy Chase, MD) and are writing to express our strong opposition to the extension of the proposed BRT south of Bethesda to Friendship Heights as currently conceived. In our view, this extension (and in particular, the proposed widening of Wisconsin Avenue on that stretch, removal of the median, and addition of the curbside bus lane) will have a negative effect on Montgomery County residents in the area, who would also be footing a part of the bill. As the parents of three children who attend or will be attending public school on the other side of Wisconsin Avenue from our home (at Somerset Elementary), we are very concerned with the proposed project and urge the county to reconsider. Furthermore, we are convinced that the purported benefits of such an extension of the BRT will be marginal compared to its financial and environmental costs, and most importantly, its effects on pedestrian and child safety in our neighborhood. We urge you to consider terminating the BRT in Bethesda, where there is already a viable metro station that runs to Friendship Heights (on the identical route of the proposed BRT from Bethesda to Friendship Heights) and points south. This would save substantial taxpayer dollars and preserve the stretch of Wisconsin Avenue between Bethesda and Friendship Heights.

Thank you,

Greg and Alissa Parisi
138 Grafton St.
Chevy Chase

MCP-CTRACK

From: Megan Spellacy <meganandperry@me.com>
Sent: Monday, June 03, 2013 4:31 PM
To: MCP-Chair
Subject: Please stop BRT on wisc

RECEIVED

JUN 03 2013

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

We are extremely concerned about the BRT development, and hope it will ultimately be rejected. We question it's value and it will harm the neighborhoods and somerset elementary.

Thank you

Megan Spellacy

Sent from my iPhone

MCP-CTRACK

From: Bargben@aol.com
Sent: Monday, June 03, 2013 4:52 PM
To: MCP-Chair
Subject: Countwide Transit Corridor Functional Master Plan
Attachments: BRT Comments to MCPB.doc

RECEIVED

JUN 03 2013

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

Chair and Members of the Planning Board

Attached are my comments on the subject proposed Plan. (I am also mailing a copy to be certain it reaches the Board.)

Barbara G. Tauben

Barbara G. Tauben
4450 South Park Avenue, #417
Chevy Chase, Maryland 20815

June 3, 2013

Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Countywide Transit
Corridor Functional
Master Plan

Dear Madam Chair:

This is to inform you and the Board of my strong objection to the proposed, referenced plan to initiate **Bus Rapid Transit (BRT) lanes in the Friendship Heights CBD** and to request these views be made part of the record.

Friendship Heights is a unique, compact community. The proposed plan to add BRT to Wisconsin Avenue (MD 355) between Somerset Terrace and Western Avenue will destroy this area. As the Board knows well, Friendship Heights has a significant history and adds great value to Montgomery County and the State of Maryland. Beginning in the 1800s, Wisconsin Avenue served as a pathway to Maryland from the District of Columbia, first by horse or coach and later by an electric railway. Today we have METRORAIL (Red line) along with County Ride-On and Metro bus that enable transit users to go almost anywhere without using an automobile.

The 1998 Friendship Heights Sector Plan envisioned Wisconsin Avenue as a tree-lined boulevard with generous sidewalks and street furnishings. It called for improving the pedestrian environment by making major roads safer for pedestrian crossings. It identified streetscape improvements on Wisconsin Avenue, including adequate sidewalk widths, crosswalks and appropriate intersection designs to encourage people to walk. The Sector Plan recommended actions to make the area a more livable community by balancing the needs of vehicular and pedestrian traffic.

Some of the recommendations have been accomplished. Others are pending implementation. The proposal to add dedicated bus lanes – Phase 1 curbside and Phase 2 in the median – will negate these 1998 Sector Plan recommendations.

Along with the streetscape improvements, there have been numerous traffic signalization upgrades to allow pedestrians to traverse Wisconsin Avenue. Many organizations and individuals have worked tirelessly for years to encourage and support these changes. Pedestrian/Audible signals have been installed on Wisconsin Avenue at Somerset Terrace, South Park Avenue, and the mid-block crossing between South Park and Willard Avenues. The Maryland State Highway Administration currently has a pending project to improve the signalization at Wisconsin and Willard with audible signals. It is unclear from the proposed BRT plan, however, if these specialized pedestrian-friendly signals will continue once the new bus lanes are added.

More buses on Wisconsin Avenue will result in increased environmental pollution in the Friendship Heights CBD. The BRT proposal to add 2 bus lanes in the median (Phase 2) means the landscaped medians will be eliminated. Existing (or planned) flowers and trees now on the medians help to reduce pollution and the heat island effect while contributing aesthetically to the locations. Noise pollution will also increase with the addition of more motorized vehicles.

The Friendship Height CBD is an urban community made up of retail, professional, and residential entities. Friendship Heights is divided by Wisconsin Avenue. In order to continue this location as a vibrant community, all users must have safe and easy access to cross Wisconsin Avenue, a major thoroughfare. By adding more buses in dedicated, high-priority lanes, the people who work, live, and shop on the East and West sides of Wisconsin Avenue will be endangered and segregated by BRT from safe access to the entire CBD.

There is comprehensive transit in Friendship Heights now. Everyone has access to Metrorail, Ride-On buses and Metro buses. There is no need to add high-priority, dedicated new bus systems and lanes between Somerset and Western Avenues. The existing transit alternatives provide users with many convenient alternatives. Adding BRT to this locality is duplicative and unnecessary.

I have been a Friendship Heights resident for over 40 years and there have been many changes during that time. Friendship Heights is a real community and Wisconsin Avenue is not just a means of getting from point A to B. It is a place to be, not just a corridor to move people. The proposal to add BRT from Somerset Terrace to Western Avenue should be eliminated from the proposed "Countywide Transit Corridor Functional Master Plan" because:

- It will negate the assumptions and recommendations set forth in the 1998 Friendship Heights Sector Plan.
- It will increase noise, pollution, and other environmental problems in the CBD.
- It will bisect a community and endanger pedestrians.
- It will duplicate convenient and adequate current transit systems.

I hope the Planning Board will give these concerns careful consideration during its review.

Barbara G. Tauben

RECEIVED
JUN 03 2013

MCP-CTRACK

From: eleni giannakopoulou <eyannakopoulou@yahoo.com>
Sent: Monday, June 03, 2013 11:28 PM
To: MCP-Chair

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

Full steam ahead! As a resident of Montgomery Co., and a daily commuter, I believe this is a great plan!!!

Dr. D. Papageorgopoulos

Chevy chase, MD

Cole, Larry

From: Ethan Goffman <goffmane@yahoo.com>
Sent: Friday, June 07, 2013 9:34 AM
To: MCP-Chair; Cole, Larry
Subject: Midcounty Highway Extension

Dear Commissioners,

Building M-83, the Midcounty Highway Extension, would continue a pattern of fragmentation and environmental degradation in an already overbuilt part of the county. It would encourage increased car use, with the pollution and climate emissions that brings. Extending the Midcounty Highway would also ignore demographic trends in which the young and old will be driving less. And it continues to ignore the promise of full public transit given to Clarksburg long ago.

Instead, the county should be building a BRT network with all possible speed, as well as improving MARC service, local bus service and, where possible, building bike paths and lanes. This is the way of the future; continuing to build endless new roads is the way of the failed past.

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850

Cole, Larry

From: rwi3206724@aol.com
Sent: Friday, June 07, 2013 1:36 PM
To: MCP-Chair; Cole, Larry
Subject: Testimony on BRT Public Hearing Report – Planning Board 2013

6/7/2013

Subject:

Testimony on BRT Public Hearing Report – Planning Board 2013

mcp-chair@mncppc-mc.org, Larry.Cole@mncppc-mc.org

Dear Commissioners:

We represent "Citizens to save South Valley Park and Whetstone Run" in Montgomery Village. We have been actively opposed to the MidCounty Highway Extension to Clarksburg for about 25 years. We are also members of Transit Alternative to MidCounty Highway Extended (TAME) and urge you to support Bus Rapid Transit (BRT) to Clarksburg instead of MidCounty Highway Extended.

We also have been following the Ten-Mile Creek Master Plan Amendment process which requires environmentally sensitive planning to Protect Seneca Creek Watershed Ten- Mile Creek in Clarksburg. MidCounty Highway Extended would negatively impact Seneca Creek Watershed Wildcat Branch Class III Trout Reproducing Stream in Germantown as well as acres of parkland, interior forests, wetlands, stream crossings, flood plains and Day Spring Church silent retreat.

MidCounty Highway Extended is also costly in dollars. Its length is 6 miles (one third) of the ICC and therefore would cost about \$750M or about one third of the cost of the ICC (\$2.3B). DOT is lowballing the cost to \$350M or less than one half of a realistic estimate. The cost of the ICC was misrepresented in the cost benefit analysis because tolls were not considered and now tolls had to be instituted to help defray some of the costs.

Since the BRT uses existing MD 355 there would be minimum negative community and environmental impact and could be built faster. In fact getting people out of automobiles would improve the environment. Current configuration of MD 355 in Clarksburg is only 2 lanes so the BRT would much improve traffic in this area.

Supporting the BRT to Clarksburg instead of MidCounty Highway Extended would be a win-win situation for development in Clarksburg, the environment and quality of life in the surrounding area.

Richard D. Wilder
9969 Lake Landing Rd.
Montgomery Village, MD 20886
301-208-1828
RWi3206724@aol.com

Cole, Larry

From: Bing Garthright <bgarthright@comcast.net>
Sent: Friday, June 07, 2013 7:15 AM
To: MCP-Chair; Cole, Larry
Cc: board@stedwick.org; TAME Coalition
Subject: BRT better than M-83

Please stop wasting county citizens' money studying a 1950s concept road, M-83, Midcounty Highway Extended. The study to date has persisted in a phony non-comparison of alternatives because it has posited an alternative 4 that is overdesigned. It was overdesigned to an extent that is served only to create a storm of political opposition to one of the best alternatives to M-83. In the process, it allowed damage to real estate values for many homeowners by the threat of unrealistic intrusions on their properties. Very cruel and manipulative.

Because M-83 would be so environmentally damaging, the mitigation costs make it outrageously expensive per mile. And, of course, the mitigations cannot be even nearly complete. By today's standards, it's a bizarre road. For these reasons, our homeowners' association has joined the TAME Coalition.

We need to invest in bringing the DC area's first BRT lines to serve our burgeoning science corridor and Clarksburg. Please free us from the outdated notions so dear to some at MC-DOT. Thank you,

Wallace E. Garthright, Chairman, Government and Public Utilities Committee, Stedwick Homes Corporation.

Cole, Larry

From: TAME Coalition <tamecoalition@gmail.com>
Sent: Thursday, June 06, 2013 4:29 PM
To: MCP-Chair; Cole, Larry
Cc: Margaret Schoap; TAME Coalition
Subject: BRT Public Hearing Report - Planning Board 2013

Dear Commissioners,

I am speaking on behalf of the Coalition for Transit Alternatives to Mid-County Highway Extended (TAME). We are a unified coalition of 44 organizations made up of HOAs, elected officials, faith communities, environmental groups and political action groups (see tamecoalition.blogspot.com). We want Montgomery County to restore balance to our transportation systems by making public transit a priority through the CCT, BRT, Purple Line and full service MARC Train. We petition to accelerate road improvements and proposed transit projects rather than building new highways.

McDOT just finished a 9 year study on the Mid-county Corridor Study and **that 250+ page report has only 1 1/3 pages (p. 228-229) addressing transit as a transportation alternative**. If the County is going to study a road to Clarksburg, there should be an equal in-depth study on transit alternatives to Clarksburg, the upper county, as well as the eastern part of the county.

Our main point is that the county absolutely must study and include BRT as an extension to Clarksburg, traveling along Rt. 355, and planning BRT through Clarksburg's neighborhoods, and along existing roads starting east of Germantown. The county is spending a lot of money to study a road to Clarksburg. We need,, then, to study transit to Clarksburg, NOW, in anticipation of the ridership in 2020 and 2030, because those are the reality dates for building. You are not deciding ridership for 2013 - 2015. You are planning for the future, and you need to lay those two transportation systems (road and transit) beside each other, and that will easily reveal viable transit alternatives are the future. Transit can no longer be simply an "add-on" after Master Plans are sealed - if we are to have good smart growth for our county's future.

Prioritize transit alternatives over roads and start demanding transit studies to be as extensive in scope as the out-dated and environmentally destructive roads like M-83. It's time for transit to serve the upper county, Clarksburg and the I- 270 Tech Corridor in 21st century Bus Rapid Transit systems.

We strongly encourage you to **lead in this monumental transportation transition** for the future of MoCo by choosing BRT over more roads.

Respectfully submitted,

Margaret Schoap

Organizer for

Coalition for Transit Alternatives to Mid-County Highway

Extended (TAME)

see our **TAME Coalition Blog**

240-581-0518

Cole, Larry

From: jim hall <jimhallmd@yahoo.com>
Sent: Friday, June 07, 2013 8:34 AM
To: MCP-Chair; Cole, Larry
Cc: tamecoalition@gmail.com
Subject: BRT Public Hearing Report - Planning Board 2013

Dear Commissioners,

This is a request that you include a robust public transit system serving Clarksburg in your current study of bus rapid transit in Montgomery County.

As you know Clarksburg is the last major area of the County to be developed and includes plans for over 15,000 new residences. Transportation planning for this area so far has relied heavily on building a new major highway - Midcounty Highway Extended.

The recently released Draft Environmental Effects Report for the Midcounty Corridor Study does not even address public transit as a part of the transportation picture for Clarksburg, other than to give public transit passing mention and dismiss it. This is particularly unfortunate because the master plan alignment for this highway, as indicated in the report, bears a huge cost both economically and to some of the last remaining natural forest and stream valleys in this part of the County.

We must develop an alternative to extending Midcounty highway to Clarksburg. The best alternative will be a combination of innovative public transit, widening M355, and making a variety of intersection improvements. To this end, it is absolutely essential to develop a viable, attractive public transit component to the transportation planning for Clarksburg including extending bus rapid transit through its many new residential neighborhoods and using dedicated lanes along existing roads to reach transit hubs and employment areas downcounty, and commercial areas in Germantown.

It is already late in the planning process for transportation in Clarksburg. By insuring that your current study of BRT in the County includes Clarksburg, it may still be possible to achieve a modern, robust public transit system in Clarksburg, and a viable alternative to building Midcounty highway extended.

Thank you for your consideration of this request.

Sincerely,

James L. Hall
11203 Neelsville Church Road
Germantown, MD 20876

Cole, Larry

From: Elaine Shank <shankej@juno.com>
Sent: Friday, June 07, 2013 4:52 PM
To: MCP-Chair; Cole, Larry
Subject: BRT Public Hearing Report--Planning Board 2013

Dear Commissioners,

I am writing as a member of Dayspring Church and TAME Coalition.

McDOT just finished a 9 year study on the Mid-county Corridor Study and **that 250+ page report has only 1 1/3 pages (p. 228-229) addressing transit as a transportation alternative.** If the County is going to study a road to Clarksburg, there should be an equal in-depth study on transit alternatives to Clarksburg, the upper county, as well as the eastern part of the county.

The county must study and include BRT as an extension to Clarksburg traveling along Rt. 355, and planning BRT through Clarksburg's neighborhoods and along existing roads starting east of Germantown. The county is spending a lot of money to study a road to Clarksburg. We need, then, to study transit to Clarksburg NOW in anticipation of the ridership in 2020 and 2030. Transit can no longer be simply an "add-on" if we are to have good smart growth for our county's future.

Prioritize transit alternatives over roads and start demanding transit studies to be as extensive in scope as out-dated and environmentally destructive roads like M-83. It's time for transit to serve the upper county, Clarksburg and the I- 270 Tech Corridor in 21st century Bus Rapid Transit systems.

I strongly encourage you to **lead in this transportation transition** for the future of MoCo by choosing BRT over more roads.

Sincerely,
Elaine Shank
Dayspring Church, Germantown MD

MCP-CTRACK

From: Joseph Hawkins <HAWKINJ@WESTAT.com>
Sent: Friday, June 07, 2013 8:54 AM
To: MCP-Chair
Subject: BRT

RECEIVED
JUN 07 2013

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

To Whom It May Concern:

I'm not convinced that the BRT vision--which I see more frequently now in various media outlets--solves everything (all our traffic woes).

I live at 6615 Wilson Lane (20817). I commute to 1650 Research Blvd (20850). The distance is 9.6 miles. My commute is against the normal traffic pattern. It takes maybe two good James Brown songs for me to get from home to work (approximately 13 minutes). Other than being 'green' (environmentally conscience), why would I get on the BRT--even if it stopped right in front of my house? I doubt that it could beat my typical 13 minute drive.

I drive 495/270 each week day. I have no idea where everyone is headed, but I know that a significant number of the cars I see are flowing across the Potomac River into Virginia, and from Virginia into Maryland. Will the BRT address that segment of workers/drivers? And there are a lot of them.

And then there are the folks that drive to Rockville each day from north of Frederick. How does the BRT help them? For years (recently), I had a contract with the state of Pennsylvania and so I had to go Harrisburg periodically. I'd drive straight up 270 to Route 15. I would normally do the drive morning rush hour. I would literally see cars jammed from Rockville almost to Gettysburg--a steady stream of commuters headed to Montgomery County. How will the BRT help these folks?

There are so many unanswered questions about the BRT. We don't need to answer them all, but if we are spending \$10 billion then we need to answer 95% of them.

Here is just a short list of unanswered questions:

- Where is the money coming from to build the BRT?
- What will BRT fares look like?
- What are the projected ridership numbers of the BRT?
- Who will be responsible for managing and running the day-to-day operations of the BRT?

Joseph Hawkins
6615 Wilson Lane
Bethesda, Maryland 20817
301-320-2886

RECEIVED
JUN 07 2013

MCP-CTRACK

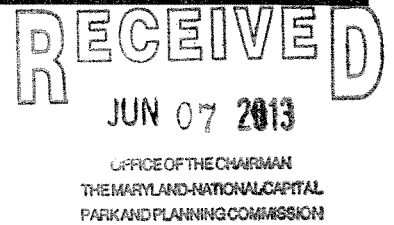
OFFICE OF THE CHIEF PLANNING
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: KarenEBJ@aol.com
Sent: Friday, June 07, 2013 9:12 AM
To: MCP-Chair
Subject: M-83

Because of both cost and environmental issues, I am writing to ask that the Planning Board remove M-83 from consideration. Thank you.
Karen Johnson

MCP-CTRACK

From: Eric Walle <differenti8@hotmail.com>
Sent: Friday, June 07, 2013 9:19 AM
To: MCP-Chair
Subject: BRT - MD355



Dear Chair Carrier and members of the Planning Board,

As a resident of Chevy Chase West (CCW), I am concerned about the proposed Bus Rapid Transit (BRT) plan for Wisconsin Avenue between Bethesda and Friendship Heights. Everyone entering or leaving our neighborhood in a motorized vehicle must use Wisconsin Avenue. There is no other way to get in or out, and doing either can be quite challenging under the current circumstances.

The proposed BRT plans would intensify that challenge by increasing traffic density in the non-BRT lanes. Motorists attempting to merge into, or exit from, the northbound traffic flow would bear the brunt of the impact (in having to cross a constricted stream of southbound traffic), but the risk of collision would rise for all drivers.

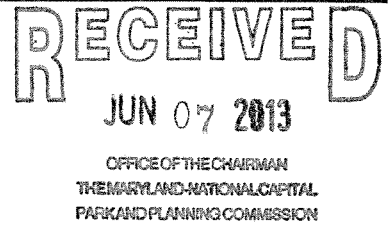
I support increased public transportation in Montgomery County, and I support reducing the volume of traffic on that stretch of Wisconsin Avenue. Unfortunately, because it lacks adequate consideration of safety issues already present, I do not support the proposed BRT plan for my neighborhood.

I urge you to defer consideration of this plan, and to develop better means to address the transportation needs of people who pass through this transit corridor. Thank you.

Elizabeth T. Walle
4609 Morgan Drive

MCP-CTRACK

From: Martha Lewis <mbslewis@gmail.com>
Sent: Thursday, June 06, 2013 9:34 PM
To: MCP-Chair; Berliner's Office, Councilmember
Subject: BRT



Quoting from the most recent article I read on the subject, note the underlined words below. According to same, the Planning Department has determined that there will be bus lanes, and only the decision os HOW is pending.

According to Berliner, the "plan" is conceptual...we're not there yet."

Which is correct?

Martha Lewis

"Going forward, planning will include determining whether the bus lanes would be created by taking lanes away from cars, or by widening the road with more lanes. Berliner said he doubts that any additional right-of-way would need to be taken.

Even if it's a choice between having lanes accessible to all vehicles—or only to buses, "that's going to be an important conversation we will have with the community—a serious conversation," Berliner said.

Right now, the "[the plan is] conceptual. People think it's a done deal. [but] we're not there yet. We're going to make sure it ... will enhance our quality of life, not degrade it. My commitment is to make sure that whatever we choose, [it will enhance our quality of life]," Berliner said.

--

Martha Lewis

RECEIVED
JUN 07 2013

MCP-CTRACK

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

From: Elizabeth Ewing <ewing16@gmail.com>
Sent: Friday, June 07, 2013 10:13 AM
To: MCP-Chair
Cc: ttedandrews@aol.com
Subject: Public comment on proposed BRT master plan MD355 south corridor
Attachments: BRT comments to planning board June 2013.docx

Dear Madam Chairman,

Attached please find my comments on the Bus Rapid Transit Master Plan for the MD355 south corridor. I comment as an adjacent property owner.

Sincerely,

Elizabeth Ewing
6510 Wisconsin Ave
Chevy Chase, MD

I am Elizabeth Ewing, adjacent property owner to the MD355 south corridor of the proposed Bus Rapid Transit system. I live at 6510 Wisconsin Avenue at the corner of Nottingham. My family and I also are members of the Chevy Chase West Neighborhood Association, a community of 500 homes west of MD 355 between Bradley Boulevard and Drummond Avenue.

My comments focus on the issues of preventing use of further right-of-way, preserving the walkability of Chevy Chase West and adjacent neighborhoods off Wisconsin Avenue, increasing pedestrian safety for students and those who use RideOn buses, and accessing Wisconsin Avenue by car when a car is needed.

We respectfully ask that the planning board eliminate the use of additional right-of-way when considering the MD355 south BRT from Bradley Boulevard to Friendship Heights. Further, we ask that the phase 2 for this corridor which would use the median for the BRT and greatly increase the additional right-of-way needed along Wisconsin Avenue be eliminated from the master plan.

Regarding the right-of-way, our front door is not quite 25 feet from the existing sidewalk along the west side of Wisconsin Avenue and about 30 feet to the road. Ours is not the only home so situated on the Green Mile from Bradley Boulevard to Friendship Heights. Any additional right of way would make ours and other homes unlivable. It is my understanding the one possibility in phase 1 of the proposed corridor would keep a sidewalk but move it toward our property by one foot. A later phase would move it by as much as 4.5 feet closer to our front door. Again, we are not the only people so affected, but for some it would be there side yard or fence along the existing sidewalk that would have to be moved.

Even an adjustment of one foot closer to our front door would mean removal and extreme pruning of the many trees along the path, including a distinguished more than 30-foot high magnolia grandiflora. Such a move would most likely greatly decrease property values for us but also for the entire area as the Green Mile no longer is the Green Mile but a concrete mile lacking trees that also help counteract the vehicle emissions.

The sidewalk in front of our home is in frequent use by people running errands, most often buying groceries, students going to and from Bethesda-Chevy Chase High school, people walking with strollers, dogs, and others headed to Norwood Park or presumably to downtown Bethesda or Friendship Heights. It is a well-used and traveled sidewalk. The sidewalk is tree-lined, with both newer and older trees plants in homeowners' front yards or planted in the space between the sidewalk and the curb. We ask that maintaining a safe and pleasant sidewalk from Bradley to Friendship Heights remain part of the plan. Should the BRT eliminate the many trees, and make walking less safe, the quality of life in the neighborhoods along the Green Mile would be degraded, not enhanced.

As the planning board continues to look at the option of a BRT from Bradley Boulevard to Friendship Heights, I would like to raise the concern of Nottingham Road, which is a dead-end street off of Wisconsin Avenue just behind the fire station. Those of us who

live on Nottingham (we are at the corner) can only exit our street onto Wisconsin Avenue. We would ask to have ready access both to Wisconsin Avenue south, but also to Wisconsin Avenue north. A designated bus lane initially may crowd the two remaining lanes of Wisconsin Avenue south (and north) so much that it would be very difficult for us to exit and head north. We would request a signal at or within two blocks of Nottingham and Wisconsin to facilitate our access in and out of our neighborhood. Such a signal may also assist the fire department in movement of its vehicles in and out of the street. The fire station is located between Bradley Boulevard and Nottingham.

Norwood Park, at the end of our street, is used often for county-sponsored and county residents sports events. We request that any plan include signals or other methods to ease entrance to and exit from Norwood Park.

A further safety concern is the lack of a sidewalk on the east side of Wisconsin Avenue and lack of pedestrian-initiated traffic lights where there on Ride-On bus stops on the east side of Wisconsin Avenue. If the goal is to reduce the number of cars from between Friendship Heights and Bradley Boulevard, sidewalk and lights that work only when requested by a pedestrian would make it easier for people to use public transit in our area. While most people walk to metro from Chevy Chase West and adjacent neighborhoods, there are times when the Ride-On bus connection makes the decision to use metro easier. More frequent ride-on bus service also would greatly improve use of public transportation.

Thank you for your attention to my concerns. I am available to answer any questions you may have.

Respectfully submitted,

Elizabeth A. Ewing
6510 Wisconsin Avenue
Chevy Chase MD 20815

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JUN 07 2013

MCP-CTRACK

OFFICE OF THE CHAIRMAN
THE MONTGOMERY PLANNING AND CAPITAL
PARK AND PLANNING COMMISSION

From: Rich Charnovich, Manager <manager@townofsomerset.com>
Sent: Friday, June 07, 2013 10:34 AM
To: MCP-Chair
Cc: Slavin Jeffrey; council@townofsomerset.com
Subject: Town of Somerset Written Testimony: Countywide Transit Corridors Functional Master Plan

June 7, 2013

Dear Chair Carrier:

As per the electronic submission requirements on your website, directly below is written testimony on the Countywide Transit Corridors Functional Master Plan submitted on behalf of Mayor Slavin and the Town Council for the Town of Somerset, Chevy Chase, MD:

(Begin testimony)

At its June 3rd Council Meeting, the Somerset Town Council voted to oppose the inclusion of the "Green Mile" section of Wisconsin Avenue (Bradley Boulevard to Friendship Heights) for Bus Rapid Transit (BRT) in the Transit Master Plan. The Council also agreed with similar concerns expressed by citizen groups such as Edgemoor that oppose including the section of Wisconsin Avenue between Bradley Boulevard and the Bethesda Metro Station, and we support their recommendation that it should not be included in the BRT proposal either. The Town of Somerset belongs to the Coordinating Committee on Friendship Heights, which testified at the May 16th Public Hearing in opposition to the inclusion of Wisconsin Avenue between the Bethesda Metro Stop and Friendship Heights in the BRT plan.

We understand that Montgomery County needs to plan for projected future transportation needs, and therefore see merit in the concept of Bus Rapid Transit. However, the more our residents heard about BRT on the Green Mile, the more questions they had that they believe have not been adequately addressed. Their concerns are principally about pedestrian safety, especially for the many children who attend schools in the area, many of whom must cross Wisconsin Avenue, and also for biker safety. In addition, residents could not understand how having BRT on our portion of Wisconsin Avenue would alleviate traffic problems in our area. In Somerset's view, the level of disruption does not seem worthwhile, especially considering that the BRT line between Bethesda and Friendship Heights effectively duplicates the Metro's Red Line.

On May 28, a number of Somerset residents attended Planning Board staff member Larry Cole's presentation regarding the plan at a meeting organized by Chevy Chase West residents. It appears to our residents that the BRT plan has been developed without any attention to or even awareness of the extensive pedestrian and cyclist traffic in our area, and without any consideration of the dangerous impact that the BRT would have.

The BRT would allow more buses to travel faster along Wisconsin Avenue by setting aside a lane in each direction exclusively for bus travel and installing a traffic signal system to facilitate queue-jumping by buses. The queue-jumping signal to be installed at the intersection of Bradley Boulevard would make an already dangerous intersection even more hazardous. Between Dorset Avenue and Bradley Boulevard, the BRT would, ironically, create a heightened risk to bus riders who must cross Wisconsin Avenue where there are no

crosswalks. Additionally, the BRT would not provide bicycle lanes for the many cyclists who travel this corridor. It should also be noted that the proposed BRT will take one lane of Wisconsin in each direction as a dedicated bus lane. The result will, of course, be greater automobile traffic congestion, which will, in turn, create an incentive for drivers to cut through Somerset. Again, the Draft Plan neglects this impact of the BRT plan.

About 13,000 K-12 students attend schools on both sides of Wisconsin Avenue between Friendship Heights and the Bethesda Metro. The schools are on both sides of the road and students live on both sides of the road, which means some portion of these students have to cross Wisconsin Avenue every day. Also, many Somerset Elementary School students frequently cross Wisconsin to visit friends who live in Chevy Chase Village. In addition, many Somerset residents cross Wisconsin Avenue to walk to stores in Friendship Heights, including Giant, as well as the stores and restaurants on Wisconsin north of Bradley. The extensive pedestrian and bicycle traffic in this area make it unlike other segments of Route 355, yet at Tuesday's meeting Mr. Cole suggested that this stretch of Wisconsin Avenue should have traffic as heavy as that along the segment north of NIH/Navy Medical-Walter Reed, a comment that was met with dismay by many in the audience.

We are hopeful that our letter, along with the many other similar comments from organizations and residents in our area will convince the Planning Board not to include the portion of Wisconsin Avenue from the Bethesda Metro to Friendship Heights in plans for the BRT.

Thank you for considering our views on this critical matter.

(End testimony)

I would sincerely appreciate it if you could confirm receipt of this testimony.

Respectfully,

Rich Charnovich

Town Manager

Submitted on behalf of Mayor Slavin and the Town Council

--
Manager and Clerk-Treasurer
Town of Somerset
4510 Cumberland Avenue
Chevy Chase, Maryland 20815
301-657-3211
301-657-2773 (fax)
manager@townofsomerset.com

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JUN 07 2013

MCP-CTRACK

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

From: Michael Burski <mga1960@earthlink.net>
Sent: Friday, June 07, 2013 10:40 AM
To: MCP-Chair
Subject: BRT Proposal

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West (CCW) who is very concerned about the rationale for the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. We are against further expenditures of any kind on this proposed venture.

The rationale for the effort is baseless especially when one considers that it duplicates the significant infrastructure investment in the metro system. Metro is no where near capacity, and its use should be maximized prior to any duplicative plan. Once metro is approaching capacity a better estimate of demand can be made for an effort like this. Furthermore, the terminus of the proposed bus route in Friendship Heights would require people to board metro anyway. The up-county demand to get to Friendship Heights and Bethesda for shopping and restaurants is, and will continue to be, minimal and will not be altered by the availability of the BRT. The terminus of the route is not where significant numbers of jobs are. In fact in many outlying areas, commuter bus services have sprouted to support direct transport to downtown DC to enable employees to get to and from work. I work with many people who utilize these commuter bus services. This is a business model that has worked and relies on existing infrastructure –270, 95, 495, etc. In fact when metro does approach capacity I would expect commuter bus ventures would be more attractive to prospective riders than going directly down MD355 ala the BRT proposal. Money should be spent to enable metro to operate closer to capacity during peak periods is a much more sound and environmentally friendly alternative than this BRT proposal.

Planners have also not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

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

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

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

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

Please stop further consideration of the MD355 BRT plan. There are significant safety issues and deficiencies, significant negative impacts to communities and infrastructure, is duplicative of the existing Metro Red Line which has unused available capacity, and achieves no apparent benefits from its implementation.

Sincerely,

Mike Burski & Anne Copley
4923 Chevy Chase Blvd
Chevy Chase, MD 20815

MCP-CTRACK

From: Irene Burski <iburski@wisc.edu>
Sent: Friday, June 07, 2013 4:55 PM
To: MCP-CTRACK
Subject: Against BRT Proposal

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JUN 07 2013

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

> Dear Chair Carrier and members of the Planning Board,

>

> I am a resident of Chevy Chase West (CCW) who is very concerned about the rationale for the Countywide Transit Corridors Functional Master Plan and the impact that BRT will have between Bethesda and Friendship Heights. We are against further expenditures of any kind on this proposed venture.

>

> When I attended Bethesda-Chevy Chase High School from 2008-2012, I would often bike up MD355/Wisconsin Avenue as part of my commute to East-West Highway. Biking was the quickest and most environmentally friendly method of transport to get to school. Wisconsin Avenue as a commute route is already scary and daunting for a biker without this proposed BRT route. The proposed BRT route will eliminate an entire lane of road space for heavy car traffic and make biking in what space remains that much more dangerous. Student bikers will continue to bike to school, but the implementation of the proposed BRT route will mean fast-moving buses, irritated drivers, and congested traffic-- which together will make their bike route on MD355/Wisconsin Avenue even more hazardous and unsafe.

> The rationale for the effort is baseless especially when one considers that it duplicates the significant infrastructure investment in the metro system. Metro is no where near capacity, and its use should be maximized prior to any duplicative plan. Once metro is approaching capacity a better estimate of demand can be made for an effort like this. Furthermore, the terminus of the proposed bus route in Friendship Heights would require people to board metro anyway. The up-county demand to get to Friendship Heights and Bethesda for shopping and restaurants is, and will continue to be, minimal and will not be altered by the availability of the BRT. The terminus of the route is not where significant numbers of jobs are. In fact in many outlying areas, commuter bus services have sprouted to support direct transport to downtown DC to enable employees to get to and from work. I work with many people who utilize these commuter bus services. This is a business model that has worked and relies on existing infrastructure --270, 95, 495, etc. In fact when metro does approach capacity I would expect commuter bus ventures would be more attractive to prospective riders than going directly down MD355 ala the BRT proposal. Money should be spent to enable metro to operate closer to capacity during peak periods is a much more sound and environmentally friendly alternative than this BRT proposal.

>

> Planners have also not given adequate consideration to local communities that will not only receive no benefits from a BRT system, but will face more danger navigating in their own areas. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

>

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

>

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

>

- > We believe frustrated drivers will try to avoid traffic by cutting through our neighborhood, endangering children who walk to Somerset Elementary School on streets with no sidewalks. These drivers will not be watching for small children.
- >
- > From Somerset Terrace to Willard Avenue, MD355 is already effectively two lanes, because vehicles park there to drop off patients at the medical buildings. There is no recognition of this use in the plan.
- >
- > Please stop further consideration of the MD355 BRT plan. There are significant safety issues and deficiencies, significant negative impacts to communities and infrastructure, is duplicative of the existing Metro Red Line which has unused available capacity, and achieves no apparent benefits from its implementation.
- >
- > Sincerely,
- >
- > Irene Burski
- > 4923 Chevy Chase Blvd
- > Chevy Chase, MD 20815
- >

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JUN 07 2013

MCP-CTRACK

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

From: Scott Shewmaker <scottshewmaker@gmail.com>
Sent: Friday, June 07, 2013 10:56 AM
To: MCP-Chair
Subject: brt in chevy chase

Dear Planning Board,

We wanted to share our concerns for the proposed brt line covering Wisconsin Avenue in Chevy Chase.

Having purchased a home last August our family has enjoyed our short time in Somerset. However, it appears that would change as our neighborhood would be harmed by the proposed brt. Congestion is already typical during rush hour and reducing the passenger car lanes from six to four will most likely make it worse. Taking away the median will also make entry/exit into Chevy Chase West (which includes Norwood Park) problematic and more dangerous.

There are already pending projects to add a sidewalk to the east side of Wisconsin avenue as well as a new access road to the Chevy Chase Club. With the limited space available it seems that private property will be taken away from their owners. While we are not one of those property owners we can imagine that they would be understandably upset if that were the case.

The "green mile" -although not technically a mile long- has added greatly to Chevy Chase and we would like to see it preserved. We would also like to keep our town, with a growing elementary school, as safe as possible. That would exclude the brt as currently proposed.

Thank you,

Scott & Emily Shewmaker
4723 Cumberland Ave

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JUN 07 2013

MCP-CTRACK

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Andrew Brown <andrewmichaelbrown@gmail.com>
Sent: Friday, June 07, 2013 11:43 AM
To: MCP-Chair
Subject: BRT plans for lower Wisconsin Avenue/MD355

Dear Chair Carrier and members of the Planning Board,

I am a resident of Chevy Chase West who is concerned about the Countywide Transit Corridors Functional Master Plan and the impact that the proposed BRT will have on the area between Bethesda and Friendship Heights. I am a strong proponent of "smart growth," environmentally sensitive development, and, most importantly, a robust, accessible and ubiquitous public transit system that reduces car traffic and congestion while promoting pedestrian friendly communities. The proposed BRT is actually counterproductive to these goals by misallocating funds desperately needed for transportation projects in other parts of our county that are not well-served by public transportation.

The area between Bethesda and Friendship Heights is already served by a world class public transit system. It is called Metro rail. Indeed, MD355 from the MD/DC line through Rockville is already extensively accessible via Metro, and the distances between Metro stations is easily traversed on foot or already served by excellent local bus transportation.

Implementing BRT directly over the same route served by one of the finest public transportation systems in the country duplicates existing and fully adequate infrastructure and represents a shameful waste of public resources that could be otherwise allocated to implement BRT in areas where it is badly needed because they are not served by public transportation. Furthermore, the implementation of BRT imposes huge environmental costs—destruction of the "green mile" median comprised of trees and other green surface planting—with no commensurate benefit in traffic reduction or implementation of public transportation where it does not already exist.

Lastly, there are unexamined safety concerns on the lower segment of MD355 south of Bradley Road resulting from implementation of BRT in that area. Planners have not given adequate consideration to car and pedestrian traffic from local communities that will face more danger navigating rapidly moving buses. MD355 between Bethesda and Friendship Heights is not the place for a pilot project or experiment.

MD355/Wisconsin Avenue is the only way to enter and leave Chevy Chase West; all our internal streets are dead ends. Any change on this stretch has real implications for accessibility, usually for the worse. Buses speeding down a BRT curb lane are not conducive to cars nosing out into traffic. Again, our area already benefits from extensive public transportation options. We are within walking distance of two Metro stations, which are also served by extensive public bus routes. BRT will reduce pedestrian safety. Whether using a fast-moving designated lane or a median transitway that must be accessed on foot by riders, BRT-related pedestrian fatalities in other countries point to the dangers of a large, fast-moving buses in congested streets.

In light of the lack of connectivity between bus service in Montgomery County and DC, continuing BRT past the Bethesda Metro will provide no additional benefit to riders, who will need to transfer to Red Line metro or a different bus at Friendship Heights. There has been no study, evidence, or proposal that demonstrates any added value that would result from destroying the tree cover and green overlay between Bradley and Western Avenue to make way for fast moving buses traversing the exact same route as the metro rail located under ground.

Creating BRT in established communities presents a unique set of challenges in each place. This plan does not adequately consider local conditions. Please remove consideration of the median between Bradley and Western as part of this plan, and defer consideration of a BRT lane here until a pilot project elsewhere shows that BRT can attract enough riders and reduces congestion sufficiently to offset the significant environmental costs imposed by paving over the green cover currently in place.

Sincerely,

Andrew M. Brown
4609 Hunt Ave.
Chevy Chase, MD 20815

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JUN 07 2013

MCP-CTRACK

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

From: pamsonneville@verizon.net
Sent: Friday, June 07, 2013 2:59 PM
To: MCP-Chair
Subject: M-83 - Public transit is the only way to go!!!

Please consider alternate forms of transportation. A highway, such as M-83, should not even be considered. It'll be cut through high density areas, affect wetlands and demolish valuable forestland. Consider forms of public transit. It's the only way to go.
Pam Sonneville
(H) 301-869-4460

MCP-CTRACK

RECEIVED
JUN 07 2013

From: Carter, Hill (Fed TPMO) <Hill.Carter@hp.com>
Sent: Friday, June 07, 2013 3:01 PM
To: MCP-Chair
Subject: BRT- Property Taxes and Comment Period

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

I oppose the Bus Rapid Transit on Rockville Pike as Metro already is available along this route. Further it would eliminate 33% of the lanes available to cars making non bus transit much worse. When I use Rockville Pike it is generally to visit one of the shopping centers there. The BRT will make this much more difficult.

Hill Carter
9806 Kensington Parkway
Kensington, MD 20895
School Affiliations: North Chevy Chase and Westland

Hill....

M. Hill Carter
301.814.2840 mobile

From: westland-net@yahoogroups.com [mailto:westland-net@yahoogroups.com]
Sent: Sunday, June 2, 2013 9:05 AM
To: westland-net@yahoogroups.com
Subject: [westland-net] BRT- Property Taxes and Comment Period

The County Planning Board extended the public comment period to midnight June 7th as a result of a petition that was signed by many parents who attended the May 28th meeting at the Concord Hill School. If you haven't yet expressed your opinion on the Rapid Bus Transit System (BRT) slated for Wisconsin Avenue, please send even a simple one sentence to mcp-Chairman@mncppc-mc.org that includes your name, school affiliation and home address. Click below to watch a Channel 9 news video that suggests property owners within 1/2 mile of BRT routes may end up seeing an increase in their property taxes and a second news video that focuses specifically on the 355/Wisconsin route that will end at Friendship Heights.

<http://www.wusa9.com/news/article/259607/373/Montgomery-County-Bus-Rapid-Transit-BRT-Plan-One-Step-Closer-To-Reality>

<http://www.wusa9.com/news/article/260421/373/Could-Bus-Rapid-Transit-Be-the-Answer-To-Montgomery-Co-Traffic-Nightmares->

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JUN 07 2013

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

From: Anne Ambler <anambler@gmail.com>
Sent: Friday, June 07, 2013 4:39 PM
To: MCP-Chair
Subject: YES to Rapid Transit in Montgomery County; NO to more highways

Dear Chairman Carrier and Commissioners:

It is impossible to underestimate the importance of a rapid transit system to the future of Montgomery County. You who approve the thousands of additional housing units under construction now and planned for the near future know that our roads, already failing, cannot absorb the additional cars all these new families will generate. For the most part, you are approving these mega-developments in areas where they can be served by rapid transit. But of course now we need that rapid transit--and not 20 years from now, but as rapidly as it can be provided.

I urge you also to include Clarksburg in rapid transit plans, and take the highly destructive, expensive, and ineffective MS-83 off the plans. Road capacity fails the test when compared with transit capacity for moving people, and new highways fail again on the basis of cost. The proposed rapid transit system comes in at \$17 million/mile, from what I understand, whereas to build a single highway interchange runs from \$30 to \$100 million. The CCT as planned will serve the developments off Route 28, but it will not well serve Clarksburg residents who want to access Metro at Shady Grove. It will be too slow. Rapid transit on Route 355, in a dedicated lane, is what they need.

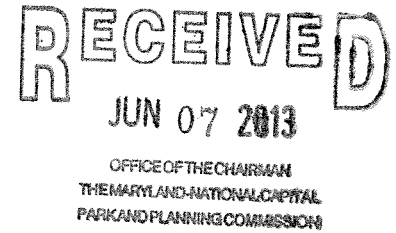
You are undoubtedly fully aware already of the environmental and social advantages of a Rapid Transit System over roads. As I age, I am personally looking forward to being able to get around the county by transit, and have no doubt there are many in this county like me. Whether we are competing with Virginia for jobs or planning for those aging in place who want to retire their car, it is a smart investment for the future to build a network of rapid transit. Please approve the rapid transit system and let's get busy providing residents, commuters, and visitors an effective way to get around in our county.

Thank you for your consideration.

Anne Ambler
12505 Kuhl Road
Silver Spring, MD 20902
301-946-5599

MCP-CTRACK

From: Celesta Jurkovich <cjurkovich@verizon.net>
Sent: Friday, June 07, 2013 9:04 PM
To: MCP-Chair
Subject: BRT-Countywide Transit Corridors Functional Master Plan



Chair Carrier and members of the Planning Board:

I appreciate the efforts that Planning Board and its staff believes it has made to alert the residents of the County to the plan to create a BRT network in the County via approval of a Countywide Transit Corridors Functional Master Plan. As the President of a neighborhood association for the past few years, I know it is very difficult to get the attention of residents for projects that are in the offing. However, the recent level of comment demonstrates that a huge number of County residents were unaware of the proposal you currently are considering and that now that it has come to their attention, they have very strong views.

I have been monitoring its development for some time and believe there are some issues which should be considered as you move forward. Most importantly is what ROW is actually needed to create the recommended BRT. In the 6-6-13 Work Session, the MCDOT representative said the routes recommended in the proposal provide minimum ROW. Once approved, the implementing agency may need to adjust the ROW depending on the treatment recommendations. The current document does not show the "preferred" ROW or the ROW needed for stations, bike lanes, expanded sidewalks, etc. It currently only shows the minimum ROW in a chart for each segment.

The September 2011 Planning Board-approved BRT scope of work document clearly states these requirements:

"Determine right-of-way requirements to accommodate a high-quality BRT system."

"Develop typical sections that illustrate how the proposed transitway and stations area accommodated in the corridors, and **determine the preferred and minimum** rights-of-way identify where additional right-of-way or repurposing of travel lanes is required for the bus rapid transit corridors and stations."

"Display all BRT corridors, BRT stations, and other master planned transit centers on the map and create standardized transitway map symbols to be used for both the Master Plan of Highways and new master and sector plans."

"Additional right-of-way beyond that recommended in current master plans may be required in many areas to implement a high-quality BRT system: implementation of dedicated bus lanes or guideways may require additional right-of-way for long lengths in some corridors, implementation of stations, queue jumps, and intersection improvements may require additional right-of-way in localized segments."

A Recommendations Report that will identify where additional right-of-way is also required in each corridor. This is the report that will most directly inform the development of the Master Plan of Highways BRT Amendment.

The public has a right to know the true impact of what is being proposed but importantly, the Planning Board should also have a picture of what the impact of their proposed recommendations will be on property owners before they vote.

Such public disclosure will help county residents understand the true implications of this proposal. Lack of disclosure as called for in the scope of work document is unfair to the public.

Thank you for the opportunity to add my comments to the many provided since the Montgomery County residents have begun to focus on the implications of this plan.

Celesta Jurkovich
4603 Morgan Drive
Chevy Chase, MD 20815

Cole, Larry

From: Livia M. Nicolescu <nicolescu@rcn.com>
Sent: Friday, June 07, 2013 2:25 PM
To: MCP-Chair; Cole, Larry; councilmember.berliner@montgomerycountymd.gov
Subject: MoCo Transit Corridors Master Plan -Letter of Support
Attachments: MoCo Transit Corridors MP -Letter of Support -Chevy Chase.pdf

Dear Councilmember Berliner, Planning Board Chair Carrier, and Mr. Cole:

Please find (attached) our comments in support of the proposed Countywide Transit Corridors Functional Master Plan.

Thank you,
Livia M. Nicolescu
3221 Brooklawn Terrace
Chevy Chase, MD 20815

Chevy Chase Rapid Transit Sign-on letter

June 4, 2013, Chevy Chase, MD 20815

To: The Montgomery County Planning Board

The Chevy Chases can be a gateway, not a barrier, to Montgomery County; therefore, we are the supporters of the proposed Rapid Transit System which will move more people with greater safety, efficiency, and equality.

We, the undersigned residents of Chevy Chase, support the Countywide Transit Corridors Functional Master Plan. We believe that re-purposing major roadways to accommodate a Rapid Transit System over the next few decades is the best, most reliable and most cost-effective solution to providing high-quality transit service for our residents, workers and students.

Montgomery County continues to add population and jobs: we now have a plan to reduce traffic without continuing to expand our roadways. A Rapid Transit System on major routes with dedicated lanes (on Wisconsin Ave/MD 355, Georgia Ave, and Colesville Rd/US 29) will move more people with greater efficiency than our current, failing system.

Some of our neighbors have expressed the need for improved pedestrian safety along this corridor, and we agree. Wisconsin, Georgia and Colesville Avenues currently pose many hazards for everyone using those roadways, including pedestrians and bicyclists. We believe that repurposing and renovating these major corridors for rapid transit will provide safe access to all station stops. Regarding safety issues, we wanted to cite the following details:

- Transportation planning and road safety experts at EMBARQ demonstrate that reduced overall vehicle miles traveled in an area reduces the chance for collisions with vehicles. Modeling by the Montgomery County Planning Department staff based on MWCOG data estimates vehicle miles traveled in the Chevy Chase area would be reduced by 3-4% if this system were implemented, while if we do nothing, vehicle miles traveled are forecasted to increase 22% by 2040.
- As an example, Los Angeles' Orange Line BRT has experienced less than half the number of collisions per miles driven compared to the rest of the city's bus routes as documented in the FTA's evaluation of the project.
- The Countywide Transit Corridors Functional Master Plan provides numerous recommendations to improve pedestrian safety around stations; for example, the designation of Bicycle Pedestrian Priority Areas, marked crosswalks at all intersections (those with signals and without) and on every leg of each intersection, wider and ADA accessible crosswalks, median refuges, optimized timing for signalized crossings, better lighting, and accommodation during construction, to name a few.

There are additional, important details required in order to implement the Rapid Transit proposal successfully. Yet we believe that "doing nothing" is not an option when a plan exists to move significantly more people, reduce automobile traffic, diminish air pollution and improve pedestrian safety. This is why we urge you to move forward on the proposed Countywide Transit Corridors Functional Master Plan.

Many thanks for your time. Signed,

1. Livia Nicolescu, Chevy Chase, MD
2. Tracey Johnstone, Chevy Chase, MD
3. Ronit Dancis, Chevy Chase, MD

4. Bonnie Beavers, Chevy Chase, MD
5. Alvin Carlos, Chevy Chase, MD
6. Clifford Cohen, Chevy Chase, MD
7. Roberto Conte, Chevy Chase, MD
8. Rob Fossi, Chevy Chase, MD
9. Lewis Junior, Chevy Chase, MD
10. Bernice Rabin, Chevy Chase, MD
11. Richard Rabin, Chevy Chase, MD
12. Julia Randall, Chevy Chase, MD
13. Peter Rowe, Chevy Chase, MD
14. Nancy Soreng, Chevy Chase, MD
15. Robert Soreng, Chevy Chase, MD
16. Susan Burnett, Chevy Chase, MD
17. Julie Greenberg, Chevy Chase, MD
18. John Schmitt, Village of Martins Additions, Chevy Chase, MD
19. Peter Rowe, Chevy Chase, MD
20. Michael MacArthur, Chevy Chase, MD
21. Peter Dean, Chevy Chase, MD
22. Kathy Sessions, Chevy Chase, MD

Cole, Larry

From: Carrier, Françoise
Sent: Saturday, June 08, 2013 12:36 PM
To: wpcattraffic
Cc: MCP-Chair; Cole, Larry
Subject: Re: Functional Plan

Dear Ms. Quinn,

We will accept your testimony, since clearly you intended to send it before the June 7 deadline. I have made the mistake of failing to attach the attachment many times myself.

Françoise M. Carrier
Chair, Montgomery County Planning Board and Vice-Chair, Maryland-National Capital Park and Planning Commission
Phone 301-495-4605

Sent from my iPad

On Jun 8, 2013, at 12:16 AM, "wpcattraffic" <wpcattraffic@yahoo.com> wrote:

> My apologies for forgetting the attachment which is now attached.
> Thank you,
> Harriet Quinn

> ----- Forwarded Message -----

> From: wpcattraffic <wpcattraffic@yahoo.com>
> To: "françoise.carrier@mncppc-mc.org"
> <françoise.carrier@mncppc-mc.org>
> Cc: "mcp-chairman@mncppc-mc.org" <mcp-chairman@mncppc-mc.org>;
> "larry.cole@mncppc-mc.org" <larry.cole@mncppc-mc.org>
> Sent: Saturday, June 8, 2013 12:02 AM
> Subject: Functional Plan

> Chair Carrier and Planning Board Commissioners:

> Attached please find my testimony for the Corridor Functional Master Plan Draft.
> Thank you for your consideration and for all of your work.

> Sincerely,
> Harriet Quinn

> <BRT_Quinn_PB.pdf>

Harriet Quinn
County Corridors Functional Master Plan
Montgomery County Planning Board
May 16, 2013

Thank you for the opportunity to speak to you this evening. I'm Harriet Quinn, a resident of the Woodmoor neighborhood in Silver Spring. I've chaired our Traffic and Transportation Committee for the last 5 years and I strongly support public transportation. I agree with all of the points made by our Association President, Michele Riley in her testimony, and would like to strongly endorse her request that a pilot project be implemented before adding any more routes to the County-wide plan. Despite the fact that the County has 4 previously approved projects for BRT, some approved many years ago, we do not have anything implemented on the ground to prove that the BRT will do what is being promised. No other U.S. jurisdiction has more than a couple of BRT routes. The ITDP stated that the County would have a difficult time administering more than one route.

Putting additional routes in the Master Plan at this time is premature and would put the County in the position of promising something it may not be able to deliver on. Let's try one of the previously approved routes first to get some lessons learned before adding more. Then, if more should be added, a Citizen Advisory Committee should be established for any potential future routes before adding to the Master Plan so that there can be real dialogue among the various agencies and stakeholders. All of the previously approved routes had the benefit of input from a Citizens' Advisory Group as part of their Area Plan and in the case of the Purple Line, a separate functional plan process was established. The residents and riders along other potential routes should have the same opportunity for information gathering, input, analysis and recommendations as those previous Committees.

This Plan proposes 2 routes through the center of our community: University Boulevard and Colesville Road. The right of way in this area is severely constrained because previous road widenings were done over the years to accommodate growth from the North. Therefore property impacts here may be significant and there is insufficient information in this draft plan regarding those impacts. One of the main objectives in the Scope of Work for this project was to make recommendations on minimum and preferred amounts of right of way and to provide illustratives for those recommendations that include the stations and bikeways. This has not been done and we ask that those be provided for the 6 new routes being recommended in this Plan: Route 29, University Boulevard, New Hampshire Avenue, Randolph Road, Route 355 and Georgia Avenue. Not only are the landowners and the public entitled to see the potential row impacts but the Board should be fully informed about property impacts before making their recommendations. We have been asking for these maps and illustratives since the beginning of this process and request that staff be provided the time to finish this part of the project before the Board makes any recommendations. Otherwise this draft plan is incomplete.

Colesville Road (Route 29):

Route 29 is a complicated corridor that deserves much more attention to detail than is being given in this document. The road has 3 different segments with different characteristics:

Route 29 (Columbia Pike) between Howard County line and New Hampshire Avenue;

Route 29 (Colesville Road) between New Hampshire Avenue and Sligo Creek Parkway;

Route 29 (Colesville Road) between Sligo Creek Parkway and the District line.

Route 29 is also a route for which there is no alternative for most residents. This corridor is not only a major commuter route but it's also Main Street for our neighborhoods, provides the only access to many of the existing neighborhoods along it, and has substantial pedestrian activity. In our own neighborhood we've worked very hard in recent years on solutions for improving safety, as Four Corners was found to have the second highest pedestrian collision rate in the County. Following the MC DOT Four Corners Safety Audit, many improvements were made, but safety remains an ongoing issue all along the corridor. While we saw a decrease in pedestrian accidents in 2011, we saw an increase in 2012. As you may know, there have been several serious pedestrian accidents in the last few months along Colesville Road, including at least one fatality. Unfortunately, the Route 29 corridor also has the highest number of vehicle crashes.

Taking lanes away and dedicating them to buses or placing buses in the median would create 2 different levels of traffic in a highly congested area filled with pedestrians, many of whom are students. This would further complicate the already complex variety of activities going on in this compact area: many school related activities (including the largest public school in the State) and crossings, commercial activity, local neighborhood activity and 4 different entrances to the Beltway.

Unlike for some residents along the other major north-south corridors in the County, many of the 90,000+ residents who live along the Route 29 corridor do not have access to an alternative route. For example, those living along Connecticut Avenue can use Wisconsin and Georgia Avenues and vice versa.

The Colesville Road ramp to the Beltway has the highest volume of vehicles entering the Beltway in Montgomery County. The queue in the morning in the right lane can extend beyond a mile. This is the same right lane that is supposed to be used by vehicles wishing to make left turns that are not permitted at the Four Corners intersection. The Four Corners intersection

geometry is unique in the State of Maryland in that you must turn right to go left. Yet many vehicles cannot make the turn because of the backup to the beltway. This is also the same lane that staff is recommending be dedicated for the buses. This would make the right turn to go left on University even more difficult than it already is, causing even more aggressive cut through traffic in our neighborhood.

Cut Through Traffic

Five years ago, our neighborhood applied for and met the criteria for the County's through traffic restriction program, to help reduce the cut through traffic in our neighborhood. After clearing the waiting list, the results of the study showed one of the highest cut through areas in the County. These vehicle trips do not show up in any models because they are not counted by the typical County and State traffic studies since they avoid the signalized intersection. After spending many months vetting alternatives and nearing completion of the multi-year process with County DOT on a through traffic mitigation plan, we were dismayed to learn that some other officials were proposing a new BRT system through our community without any citizen consultation. As a result of this unexpected development (and one our community spent multiple years analyzing multiple times before) we have been unable to complete our Traffic Management Plan pending the outcome of this Master Plan proposal. If this Plan is adopted as is, we would need the County to re-start our study over again because our previous study and mitigation plan would be obsolete and additional layers of problems for our mobility and safety would be created.

Impacts on Traffic

We are very concerned that no impact analysis on traffic and pedestrian safety has been done and there is no evidence to show the BRT will reduce congestion. The analysis shows only a 2.5% decrease in travel time. Many of our concerns

related to the Route 29 route apply to University Boulevard as well, especially with regard to pedestrian activity.

It is also worth noting that a great deal of the traffic in the 4 Corners area is traveling to and from the Beltway and those vehicles would still be on the road since the proposed BRT would not travel on the Beltway.

Lane Repurposing

Some of the recommendations for the Four Corners area include lane repurposing based on projected ridership. We have concerns about the methodology used to determine justification for taking lanes. Not only was the typical threshold lowered but it should be noted that the numbers used for ridership along Route 29 include buses that do not serve residents along Route 29. Many of the bus routes used in the calculator, do not even enter Colesville Road until the final blocks before the Metro station. Those riders should not be counted to justify taking a lane several miles north in Four Corners. Similarly the K6 bus which serves New Hampshire Avenue briefly rides on Old Columbia Pike but does not serve the Route 29 corridor. Those New Hampshire Avenue riders should not be used in the calculation for taking a lane in Four Corners. Additionally, the lane factors used between Four Corners and Sligo Creek Parkway are not correct as there are 3 lanes, not 4 in that location.

There are too many details about the proposed plan that are undetermined. It appears that a one size fits all approach to transit is being applied by designating major corridors for BRT regardless of operational constraints. No traffic impact analysis was done and therefore the overall impact of taking general travel lanes away is undetermined. There has been insufficient information released regarding the impacts on: property owners, neighborhoods, traffic mobility, pedestrian safety and availability of local transit service especially along Route 29 south of New Hampshire Avenue. Similar proposals for Route 29 were not

approved in the past because previous studies showed the negative impacts outweighed any benefit.

Many transit improvements are needed in the County, and I support enhancing the existing infrastructure before creating a whole new system. These enhancements include adding more buses with enhanced features that would speed bus service such as prepaid boarding, 2 door buses with level boarding and electronic signs indicating next bus arrival. We also need more shelters which would encourage more riders. There are no shelters between Four Corners and Downtown Silver Spring.

I thank you and the Planning Staff very much for your time and work and hope that you will give careful consideration to the concerns and suggestions I and others have described.

Cole, Larry

From: Garcia, Joyce
Sent: Monday, June 03, 2013 5:22 PM
To: Cole, Larry
Subject: Fwd: Microsoft Word - man ref standards.doc

Sent from my iPad

Begin forwarded message:

From: Marie Park <doublepark@verizon.net>
Date: June 3, 2013, 4:31:42 PM EDT
To: El Cid Butuyan <ebutuyan@hotmail.com>
Cc: Joyce Garcia <joyce.garcia@mncppc-mc.org>
Subject: Re: Microsoft Word - man ref standards.doc

You might want to ask the land use lawyers who rep concord hill and Stone Ridge whether the county complied with adequate notice provisions re the public hearing on May 16th.

Take care, Marie
Sent from my iPhone
(301) 728-2436

On Jun 3, 2013, at 4:14 PM, El Cid Butuyan <ebutuyan@hotmail.com> wrote:

No we did not get any notice Marie (Joyce?)

Cid

Subject: Fwd: Microsoft Word - man ref standards.doc
From: doublepark@verizon.net
Date: Sat, 1 Jun 2013 13:21:44 -0400
To: joyce.garcia@mncppc-mc.org; ebutuyan@hotmail.com

See link- re notice to adjacent properties. Did you ever get a letter notifying you about the public hearing on BRT on May 16th?

Take care, Marie
Sent from my iPhone
(301) 728-2436

Begin forwarded message:

From: Marie Park <doublepark@verizon.net>
Date: June 1, 2013, 10:27:30 AM EDT

To: Mom <doublepark@verizon.net>, Pooh Shapiro
<Poohshap@gmail.com>
Subject: Microsoft Word - man ref standards.doc

http://www.montgomeryplanning.org/info/mr_standards.pdf

Take care, Marie
Sent from my iPhone
(301) 728-2436