

T&E COMMITTEE #1
October 25, 2013

MEMORANDUM

October 23, 2013

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: Glenn Orlin, ^{GO} Deputy Council Administrator

SUBJECT: Countywide Transit Corridors Functional Master Plan: Veirs Mill Road, Georgia Avenue North, Georgia Avenue South, Randolph Road, Connecticut Avenue, US 29, New Hampshire Avenue, and University Boulevard BRT routes

Councilmembers: Please bring your copy of the Draft Master Plan to this worksession.

1. Committee recommendations to date. At the October 14 worksession the T&E Committee made the following recommendations:

- **Approve the Bicycle-Pedestrian Priority Areas (BPPAs) recommended by the Planning Board (3-0).** Councilmember Floreen asked for text that would require the pedestrian crossing phases to be increased at signalized intersections and would prohibit right turns on red in BPPAs, where feasible. Staff will provide such text and analysis for the Committee's wrap-up worksession.
- **Add 25' of width to the master-planned right-of-way of the Metropolitan Branch north of Metropolitan Grove to allow for a third track (3-0).**
- **For Corridor 9, US 29: include two alignments through White Oak: via Stewart Lane and Lockwood Drive (as proposed by the Planning Board) and remaining on US 29 throughout (as proposed by Council staff) (3-0).**

2. Follow-up analysis. Committee Chair Berliner asked Planning staff where the master-planned right-of-way would have to be increased merely due to accommodating the Planning Board's proposed BRT treatment. Planning staff replied that there are only two segments:

- University Boulevard between Piney Branch Road and Carroll Avenue: Additional right-of-way is recommended per the current Purple Line plans and the portion within the limits of the Long Branch Sector Plan restates what is recommended in that plan. No additional right-of-way beyond that is recommended for BRT.
- MD 355 South between 250' south of Twinbrook Parkway and 200' south of Hoya Street: The existing master plan recommends 134' and the Draft Plan recommends a 150' width that is expandable to 162' through additional reservation for streetscape improvements. This is intended to duplicate the recommendations for MD 355 in the White Flint Sector Plan. While

this additional right-of-way is not mandatory, the desire would be to have a consistent typical section through this commercial area.

Councilmember Leventhal asked where the existing curb-to-curb width can be held for the treatments recommended in the Draft Plan. Planning staff did a sketch-level review. Generally they believe that:

- where a median busway is recommended without lane repurposing, BRT mostly cannot be accommodated within the existing curb-to-curb width because added width is needed both for the lane(s) and median(s), except where provisions have previously been made for dedicated transit facilities;
- where a median busway is recommended with lane repurposing, BRT may be accommodated in some areas where existing medians are wider than normal, but this will not be true typically;
- where dedicated curb lanes with lane repurposing are recommended, BRT can be accommodated on most transit corridors without requiring increasing the curb-to-curb width; and
- where mixed traffic operations, BRT can, by definition, be accommodated within the existing roadway.

Following these findings, here are Planning staff's responses for specific corridors as to whether the recommended treatment can be kept within in the existing curbs:

- Georgia Avenue North: YES north of Glenmont, for the most part, up to Queen Mary Drive (the wide median was already slated for a busway); NO between Glenmont and Wheaton.
- Georgia Avenue South: YES the implementation of curb lanes can be accommodated within the existing roadway, as can the mixed traffic segments.
- MD 355 North: NO, except for the segment between Gunners Branch Road and Game Preserve Road. The implementation of a two-lane median busway would require expanding the existing curb-to-curb width on Seneca Meadows Parkway and Shakespeare Boulevard to accommodate two new lanes not currently in the master plan, and would require expanding the existing curb-to-curb width on MD 355 north of Middlebrook Road where only four lanes of the planned six lanes exist. Between Gunners Branch Road and Game Preserve Road, a wider median exists that could provide sufficient flexibility to allow the construction of a median busway without changing the overall curb-to-curb width. Most of the rest of the corridor is within the Cities of Gaithersburg and Rockville which will have to make their own assessments in regard to lane repurposing.
- MD 355 South: NO for median busway sections; YES for the curb lane section south of Bradley Boulevard.
- New Hampshire Avenue: YES north of US 29 because a mixed traffic operation is recommended; NO for median busway sections south of US 29.
- North Bethesda Transitway: NO for median busway sections along Old Georgetown Road; YES where there is already a separate transit easement in Rock Spring.
- Randolph Road: YES, because a mixed traffic operation is recommended throughout.
- University Boulevard: NO for median busway sections west of Lorain Drive; YES for the segment east of Lorain Drive, because a mixed traffic operation is recommended (whether that turns out to be in the general traffic lanes or in the Purple Line track area).

- US 29: YES north of Stewart Lane because the space for the recommended median busway north of Stewart Lane already exists in the median; YES the rest of the corridor along Stewart, Lockwood, and US 29 is either mixed traffic, curb lanes, or managed lanes.
- Veirs Mill Road: NO unless service roads exist and can be incorporated into the overall roadway section.

In the following sections the potential BRT corridors in the mid-county and east county are reviewed. For each, Council staff is making recommendations whether or not a corridor should be included in the plan, and if so, what should be its general path, station locations, minimum master-planned right-of-way, and treatment, recognizing that project planning may ultimately recommend a lesser treatment. The Committee will decide at its last worksession how (or whether) to include treatments in the approved plan.

The Draft Plan's list of errata has been updated. It is on ©1-2.

3. Corridor 10: Veirs Mill Road (see pp. 59-61, 110-112). This is a proposed 6.7-mile corridor that would run almost entirely on Veirs Mill Road (MD 586) between the Wheaton and Rockville Metro Stations. The western portion of the corridor lies within the City of Rockville, and so the route, station, and right-of-way recommendations for this segment fall under Rockville's planning jurisdiction. The City is supportive of BRT in this corridor, but it has not as yet developed specific guidance in its master plan, other than that the State's right-of-way should not be expanded (within Rockville the service roads are *not* in the State's right-of-way), and cut-through traffic should not be encouraged—especially on the service roads. City staff will be present at this worksession.

In 2009 the Council programmed \$6 million in the CIP's State Transportation Participation project for the Maryland Department of Transportation (MDOT) to conduct a detailed project planning study for BRT in this corridor. In early 2011 County DOT and MDOT executed a letter agreement regarding the conduct of the study. The study team held a project initiation open house at the Holiday Park Center in May 2012. Since then preliminary alternatives have been developed, the cross-sections for which are displayed on ©3-6. A public workshop will be held on November 21 at Richard Montgomery HS to receive feedback. Subsequently, this winter, the study team will select among the preliminary alternatives those to be retained for detailed study. A draft environmental document is anticipated next spring or summer, with a public hearing in the fall of 2014. Federal approval of the selected alternative is planned for mid-2015.

The significance of this study is that it is the first detailed evaluation of the type of BRT service proposed in the Countywide Transit Corridors Functional Master Plan: one where BRT is incorporated within an existing road right-of-way. (Alternatively, the Corridor Cities Transitway will be largely in its own right-of-way.) Rick Kiegel of MTA, Jamaica Arnold of SHA, and Karen Kahl of RK&K (engineering consultants) will brief the Committee on the preliminary alternatives. Councilmembers are urged to explore with the presenters the potential benefits, impacts, and challenges of these alternatives. Councilmember Andrews has asked to know what impacts these alternatives would have on the service roads.

Route. Veirs Mill Road is one of the most heavily used bus corridors in the county, and is unique in that the ridership is roughly equal in each direction during both peak periods. However, as

additional development is anticipated only at each end of the line, the future growth in ridership is not projected to be as great as, say, along MD 355 or US 29. The two main purposes of this line would be to provide a faster and more reliable transit service for the current ridership, and to provide interconnectivity with the Red Line and other BRT lines.

Council staff recommendation: Concur with the route as described in the Draft Plan.

Stations. The Draft Plan calls for 11 stations: the two terminal stations at the Rockville and Wheaton Metro Stations, two others within the City, and 7 between the City and Wheaton Metro.

Stations along this—or any—BRT corridor should be placed only where there is or will be: (1) an activity center large enough to generate substantial walk-on and walk-off patrons; (2) a park-and-ride opportunity (there are few of these in the proposed network); and/or (3) a transfer to Metro, the Purple Line, or another BRT line. If it does not meet at least one of these criteria, then the station is not worth the cost, the right-of-way impacts, and most importantly, the lost travel time to the other BRT riders.

Neither the Aspen Hill Road nor the Newport Mill Road stations that are proposed meet any of these criteria. The vicinity of each station consists primarily of single-family detached homes and, in the case of Aspen Hill Road, Rock Creek Park. The proposed stations within the City (other than Rockville Metro itself) should not be included in this plan, respecting the City's planning authority. However, Council staff would add that if it were in the County's authority, a Broadwood Drive station would not be recommended, for the same reason that stations at Newport Mill and Aspen Hill Roads are not.

Council staff recommendation: Display 7 station locations in the plan for the Veirs Mill Road Corridor: Wheaton Metro Station; MD 193 (University Boulevard); MD 185 (Connecticut Avenue); Randolph Road; Parkland Drive; Twinbrook Parkway; and Rockville Metro.

Minimum right-of-way/treatments/cross-sections. The minimum master planned right-of-way is currently 120' between Wheaton and Turkey Branch (where the Matthew Henson Trail crosses Veirs Mill Road) and 150' from Turkey Branch to the Rockville City limit. These rights-of-way include the service roads, where they exist. The Draft Plan does not recommend increasing this minimum right-of-way except in the Wheaton CBD. But based on the analysis in section 2 (above), even this added right-of-way is not needed if the plan is addressing only the needs of BRT.

Of the alternatives developed by the study team, certain options are clearly infeasible. Alternatives 4A and 4B would repurpose a general use lane to a BRT lane in each direction over the entire corridor length (©4). Much of Veirs Mill Road has only two lanes in each direction; repurposing one of them would force all cars in buses—more than 2,000/hour/direction—into one lane. An unimpeded freeway lane safely can accommodate about 2,000 vehicles/hour/lane, but for an arterial with traffic signals the lane capacity is much lower.

Alternatives 4C and 4D would add two BRT lanes in the median and at the curbs, respectively, throughout the corridor. The curb-to-curb distance of these options are 106-113', not including the service roads (©5). Such a cross-section would eliminate the service roads where they exist today.

The Draft Plan calls for a bi-directional one-lane busway in the median, with two lanes segments to allow buses to pass each other. This appears the maximum that can be reasonably accommodated without major impacts on property and the quality of life of residents directly on Veirs Mill Road.

Council staff recommendation: Do not increase the minimum right-of-way above what is stated in existing master plans. Concur with a bi-directional one-lane median bus lane with periodic two-lane passing sections as the maximum treatment. Even this may not be possible within Rockville, for example, for there are service roads on both sides and the existing median is quite narrow.

Planning staff has pointed out that a single, reversible bus lane would not permit use by local buses, so the latter would have to remain in the general travel lanes if the former is implemented. The travel pattern along Veirs Mill Road is unique among corridors in the transit network since it is fairly evenly balanced by direction and has a large percentage of short trips. These characteristics must be taken into account at the time of implementation, in conjunction with the results of County DOT's service integration study, to determine the interaction between BRT and local bus service.

4. Corridor 1: Georgia Avenue North (see pp. 32-34, 87-89). This is a proposed 9.5-mile corridor that would run nearly entirely on Georgia Avenue (MD 97) between the Wheaton Metro Station and Olney.

In 2009 the Council programmed \$5 million in the CIP's State Transportation Participation project for MDOT to conduct a detailed project planning study for BRT in this corridor. In late 2011 County DOT and MDOT executed a letter agreement regarding the conduct of the study. The study team held a project initiation open house at Parkland MS in June 2012. Initially the study was to be of the master-planned Georgia Avenue Busway, which has Glenmont Metro as its southern terminus. However, the State Highway Administration (SHA) advocated extending the corridor south to Wheaton for better network connectivity (©7-8) and County DOT concurred (©9).

This project planning study is roughly six months behind the Veirs Mill Road study. A public workshop will be held next spring on preliminary alternatives. Subsequently, the study team will select the alternatives to be retained for detailed study. A draft environmental document is anticipated late next year, with a public hearing in the early 2015. Federal approval of the selected alternative is planned for late 2015. Rick Kiegel of MTA and Carmeletta Harris of SHA will brief the Committee on the progress of the study to date.

Route. Georgia Avenue from Glenmont to Olney is the only in-road BRT entirely in existing county master plans. The Countywide Transit Corridors plan would extend the Georgia Avenue Busway to Wheaton to achieve the aforementioned network connectivity. The projected ridership is fairly strong from Leisure World south; the ridership from further north will depend largely on the utilization of the Norbeck and ICC park-and-ride lots, and other potential park-and-ride opportunities in Olney. **Council staff recommendation: Concur with the route as described in the Draft Plan.**

Stations. The Draft Plan calls for 13 stations, including the termini at Wheaton Metro and Montgomery General Hospital. A few of these stations should be deleted. Rather than stations on Georgia Avenue at both MD 108 and Spartan Road—only one long block apart—there should be one for the Olney Town Center. The station at Bel Pre Road is surrounded primarily by single-family

neighborhoods, and the station at the Glenmont Metro Station is within walking distance of most homes and destinations in the Glenmont Sector Plan, so a second station at Randolph Road is not warranted.

Council staff recommendation: Include 10 station locations in the plan for the Georgia Avenue North Corridor: Wheaton Metro Station; Arcola Avenue (Wheaton Library/Recreation Center); Glenmont Metro; Hewitt Avenue; Aspen Hill (i.e., in the vicinity of Aspen Hill Road or Connecticut Avenue); Rossmoor Boulevard (Leisure World); Norbeck Park & Ride; ICC Park & Ride; Olney Town Center; and Montgomery General Hospital.

Minimum right-of-way/treatments/cross-sections. Along Georgia Avenue from south of the Olney Town Center to the Wheaton CBD, the master-planned right-of-way varies between 120-175', depending on the segment. The Draft Plan recommended increasing this minimum right-of-way by 1-10' in a few of the segments, but based on the analysis in section 2 (above), even this added right-of-way is not needed if the plan is addressing only the needs of BRT.

More than nearly any other radial corridor in the county, upper Georgia Avenue is dominated by housing, with very few jobs existing or planned there. As a result the both the direction of travel is and will be overwhelmingly southbound in the morning peak and northbound in the evening, especially for transit trips. The Draft Plan, therefore, recommends a single-lane reversible bus lane in the median of Georgia Avenue, with mixed-use operation only in Olney to the hospital and in the Wheaton CBD to reach the Metro Station at Reedy Drive. This is readily achievable north of Glenmont where the median is generous, but it will be a challenge between Glenmont and Wheaton where it is not, and where homes face both sides of the road. Some of the width necessary for this lane can be achieved by slimming down the general use lanes, but it should be recognized that this alternative would require the curbs to be set back (but still within the existing master-planned right-of-way).

Council staff recommendation: Do not increase the minimum right-of-way above what is stated in existing master plans. Concur with a one-lane reversible median bus lane as the maximum treatment.

5. Corridor 2: Georgia Avenue South (see pp. 35-37, 89-91). This is a proposed 3.7-mile corridor that would run nearly entirely on Georgia Avenue (MD 97) between the Wheaton Metro Station and the District of Columbia line. More than half of it—between Wheaton and the south end of the Montgomery Hills commercial area at 16th Street—would run in mixed traffic, since the traffic volume on this section of Georgia Avenue will be too high for a lane to be repurposed for buses without severe congestion consequences.¹ The segment south of 16th Street could allow for curb lanes to be repurposed as curb lanes, but the distance is so short that the travel time savings would be small.

Some corridors like this have been included in the plan because they have an effect on ridership further up the line, such as in the Georgia Avenue North Corridor. But a limited-stop MetroExtra service can achieve much the same result. It can be beefed up further with off-board fare collection and, where feasible, queue jumpers.

¹ Historically, the segment of Georgia Avenue between the Beltway and 16th Street has more traffic than any other non-freeway in Maryland.

Furthermore, Georgia Avenue South almost totally duplicates the service provided by the Red Line, which will have a surfeit of capacity between Wheaton and Silver Spring when the peak-period turnbacks at Silver Spring are eliminated: something that can occur much more quickly and cost-effectively than implementing this BRT corridor.² There would be a rationale for BRT here if there were significant nodes of activity between these Metro stations, but along Georgia Avenue South there are not any such locations:

- The medical complex near the proposed Dennis Avenue station is fairly modest and does not generate a sizable number of transit trips.
- The Montgomery Hills commercial area can be served from the Forest Glen Metro Station, especially with the underutilized Forest Glen Pedestrian Bridge, which was built precisely for the purpose of linking Montgomery Hills to the Metro station.
- The stations in the Silver Spring CBD are within walking distance of the Metro station.
- There is little reason to extend the line south the District line unless the District of Columbia wishes to pursue a continuation of BRT south of Eastern Avenue.³

Council staff recommendation: Do not include the Georgia Avenue South Corridor in the master plan.

6. Corridor 7: Randolph Road (see pp. 50-52, 103-105). This is a proposed 10.1-mile corridor that would run nearly entirely on Randolph Road between the White Flint Metro Station and the US 29 Corridor station at Tech Road, the access point to WestFarm and the proposed Site 2/Percontee development in the Planning Board Draft of the White Oak Science Gateway (WOSG) Master Plan. The entire 10.1 miles would run in mixed traffic, with no dedicated lanes for buses.

The ridership forecast is the weakest of those recommended by the Planning Board, although the ridership would be higher if the development in the WOSG Plan were assumed: about 500 more riders/hour between US 29 and Glenmont and about 250 more riders/hour between Glenmont and White Flint. The Draft Plan notes that this route is important in supporting ridership on other BRT routes, in particular Georgia Avenue South, but as noted above Council staff recommends not including Georgia Avenue South in the plan.

A Randolph Road BRT line has significant constraints near its east and west ends, and in the middle, too. Between Fairland Road and Old Columbia Pike there are only four through lanes, so repurposing a lane would leave only one lane for general use traffic in one of the directions. The same is true for more heavily travelled segment west of Dewey Road (Rock Creek) to White Flint. In both cases widening the road to add one or two BRT lanes is infeasible given location of homes fronting or abutting the road. In the middle of the corridor the route makes a significant detour north on Glenallan Avenue to connect to the Glenmont Metro Station, and so the route cannot even take advantage of the travel time savings afforded to Randolph Road drivers who will pass beneath Georgia Avenue at the grade separated interchange that will be completed in three years. As a result, the ride on a mixed-traffic

² County master plans already assume the elimination of the turnbacks on both branches of the Red Line.

³ Two years ago Councilmembers Floreen and Riemer wrote to the Mayor and County Executive proposing a multi-jurisdictional study to consider redirecting the District's planned Georgia Avenue streetcar line from the Takoma Metro Station to the Silver Spring Metro Station, where it would also serve Montgomery College and South Silver Spring (©10). The Executive's response is on ©11.

Randolph Road BRT line—with its few stops and its Glenmont Metro detour—will be significantly longer than the same trip by car. The best that can be accomplished in this corridor is a MetroExtra type service, beefed up by off-board fare collection and, in selected locations, queue jumpers.

Council staff recommendation: Do not include the Randolph Road Corridor in the plan. Instead, a MetroExtra-type service may be useful in this corridor, ultimately.

However, there is an opportunity to provide a BRT connection from the east to White Flint via the unbuilt portion of Montrose Parkway between MD 355 and Veirs Mill Road. The current plans call for a four-lane parkway between these points, starting at the intersection of Veirs Mill Road/Parkland Drive/Gaynor Road, and proceeding west over Rock Creek, over Parklawn Drive (with a grade-separated interchange) and the CSX Metropolitan Branch, and connecting to Rockville Pike at the existing MD 355/Montrose Parkway interchange. The transit travel time from the Veirs Mill crossroads to White Flint would be significantly faster by following the Veirs Mill Road BRT line to Parkland/Gaynor in conjunction with this Montrose Parkway link. The directionality of the traffic is unbalanced, so a single reversible lane heading westbound in the morning peak and eastbound in the evening peak would be sufficient. The right-of-way is 300' wide, much wider than is necessary for the Parkway, so adding another lane for buses would have no appreciable negative impact.⁴ The Planning Board's proposed station at Randolph Road and Lauderdale Drive (at Loehmann's Plaza) could be replicated by a station on Montrose Parkway at Parklawn Drive, within walking distance of future White Flint II development both north and south of the Parkway.

Council staff recommendation: Include a Montrose Parkway BRT link from the Veirs Mill Road BRT line at Parkland/Gaynor to Rockville Pike. The maximum treatment would be a one-lane reversible median bus lane, with a station at Montrose Parkway and Parklawn Drive. (The plan for the Veirs Mill Road BRT already has a station at Parkland/Gaynor.) **No additional master-planned right-of-way is needed above the 300' that already exists.** If approved, this segment could be appended to Corridor 6, the North Bethesda Transitway.

The design of the Montrose Parkway East project is near completion. However, there is more than ample time to re-design it to include a BRT lane, since construction is not programmed to begin until FY18.

7. **Connecticut Avenue.** The Planning Board did not include this route among its recommendations, but Councilmember Elrich asked that the Council consider it. It would run from Bel Pre Road south to Jones Mill Road in Chevy Chase, and from there west to the Medical Center Metro Station. The Planning staff projected ridership on it under Scenarios 1 and 2, both of which assumed adding a two-lane median busway for its entire length. Even with that assumption—which could not be implemented without heavy costs and impacts on abutting businesses in Kensington and homes south of there—the ridership forecast is far below the threshold needed to justify a BRT line. The page from the Planning Board's Appendix 4 is on ©12. **Council staff recommendation: Concur with the Planning Board not to include the Connecticut Avenue route in the plan.**

⁴ This is the right-of-way that was set aside decades ago for the Outer Beltway around Washington.

8. **Corridor 9: US 29** (see pp. 56-58, 108-109). On October 14 the committee made its recommendations regarding the route(s) for this corridor. What remains are decisions on stations and minimum rights-of-way, and a discussion of potential treatments.

Testimony and correspondence. More correspondence and testimony has been received regarding this corridor than any other. The reaction from neighborhoods surrounding Four Corners ranges from serious concern to outright opposition. The local concerns include the potential taking of residential and business property, increased congestion resulting from repurposing lanes leading to more cut-through traffic, more difficulty for pedestrians to cross US 29, more difficulty to make left-turns into and out neighborhoods, and the potential reduction of local bus service (©13-23 is representative). The Silver Spring Chamber supports the line as a spur to new development. The Chamber requests that if a curb-lane BRT line is implemented in the CBD, then it only operate in that lane during weekday peak periods in order to retain on-street parking in the off-peak for the businesses fronting Colesville Road and Georgia Avenue (©24-25).

Stations. There are 11 stations proposed; the most significant are Burtonsville and Briggs Chaney Road (where there are park-and-ride lots nearby), Tech Road (the access to WestFarm and the proposed Site 2 and Percontee developments in the Planning Board's recommended White Oak Science Gateway Plan), White Oak Transit Center (the transfer point to the proposed New Hampshire Avenue corridor and serving the shopping center), Four Corners (the transfer to the University Boulevard corridor and serving the commercial area, and the Fenton Street and Silver Spring Metro stations in the Silver Spring CBD. Of the 11 stations, two do not meet any of these criteria (significant walk on/walk off, park-and-ride, transfer to another transitway): Hillwood Drive and Franklin Avenue.

Council staff recommendation: There should be 9 station locations on the US 29 corridor: Burtonsville park-and-ride; Briggs Chaney park-and-ride; Fairland Road; Tech Road; White Oak Transit Center (on the Lockwood Drive route); Oak Leaf Drive (also on the Lockwood Drive route); MD 193 (Four Corners); Fenton Street; and the Silver Spring Transit Center. Local buses would continue to serve the other locations.

Minimum right-of-way. A major source of concern among residents abutting the paths of these corridors is the potential right-of-way take. In most cases this plan recommends no (or a very small) widening from the minimum rights-of-way shown in current master plans. However, it needs to be understood that *the rights-of-way in current master-plans very often are wider than the existing right-of-way.* So, even without this plan before the Council now, many of the master-planned rights-of-way—if the County or State wished to procure all of it—would have a significant impact on some properties.

The Draft Plan recommended increasing the current minimum master-planned right-of-way by 1-2' in two segments south of White Oak, and up to 61' more north of White Oak (p. 109). However, based on the analysis in section 2 (above), the added master-planned right-of-way south of White Oak is not needed if the plan is addressing only the needs of BRT. Similarly, the additional right-of-way north of White Oak does not have to be increased: it is already at least 200' wide there.

Council staff recommendation: Do not increase the master-planned right-of-way in the US 29 Corridor.

Treatments/cross-sections. The Draft Plan recommends four different treatments in the corridor. From south to north:

Between 16th Street and Georgia Avenue the Plan calls for repurposing the curb lanes of Colesville Road (MD 384) for buses. The volume on this section of Colesville Road is fairly light, so repurposing these lanes should not cause discernable congestion there. However, there is no reason to carry these lanes further south than the Silver Spring Transit Center at Wayne Avenue until or unless the District of Columbia wishes to create BRT service on 16th Street.

Council staff recommendation: Establish the south terminus of the US 29 corridor BRT at the Silver Spring Transit Center, and that no additional lanes are needed between the Transit Center and 16th Street.

Colesville Road has six lanes without a median between Georgia Avenue and Sligo Creek Parkway. For several years this section has operated with “managed” lanes during weekday peak periods. In the morning peak, four lanes are southbound and two lanes are northbound; this is reversed in the evening peak. During the off-peak and on weekends it operates with three lanes in each direction. The Plan calls for one of the four peak-direction lanes be repurposed as a bus lane, so three general use lanes would remain. In the off-peak direction the BRT buses would run in mixed traffic.

The charts on ©26-27 display the Year 2040 forecasted traffic volumes on each segment of US 29 (and New Hampshire Avenue and University Boulevard) in each direction, both in the morning and evening peaks.⁵ In the morning 62-65% of the traffic volume will be heading southbound. Repurposing one of the lanes will still leave three lanes to carry the 3,400-3,500 vehicles, or about 1,150 vehicles per lane; northbound in the morning there will be about 850 vehicles per lane. During the evening peak the three northbound general use lanes would carry 1,200-1,300 vehicles per hour, while the two southbound lanes would carry 1,000-1,200 vehicles per hour. All these volumes can reasonably be accommodated without excessive congestion.

Council staff recommendation: Concur with the Final Draft that no additional lanes will be needed between Georgia Avenue and Sligo Creek Parkway. The Draft’s recommended treatment and cross-section is probably how BRT would be implemented in this segment.

Between Stewart Lane and Sligo Creek Parkway the Plan calls for running in mixed traffic along Stewart Lane and Lockwood Drive, repurposing the curb lane in each direction between Lockwood Drive and Southwood Avenue (north of Four Corners), and running in mixed traffic again between Southwood Avenue and Sligo Creek Parkway. As the Council heard at the public hearing, the segment between White Oak and Sligo Creek Parkway is where most of the delays to cars and buses occur.

This set of treatments will do little to improve bus travel time in this part of the corridor. Another option that should be evaluated is to extend the managed lane treatment that currently exists south of Sligo Creek Parkway, and to run BRT in one of the four peak-direction lanes. In the future during the morning peak, 57-62% of the traffic will be heading southbound, resulting in about 1,100 vehicles/lane if three general use lanes are retained. Under the treatment proposed in the Final Draft

⁵ Unlike other forecasts referred to in this analysis, these particular forecasts include traffic generated by the proposed development in the White Oak Science Gateway Plan, in order to evaluate a maximum-traffic scenario.

only two general use lanes would remain. There would be over 1,600 vehicles in each lane, producing significantly more delay to cars and trucks.

The evening peak would also benefit by having reversible managed lanes, but not as dramatically as in the morning. There is generally more traffic northbound than southbound in the evening peak, but the difference is not as great. The forecast suggests that reversing the lanes would produce much less delay northbound than simply repurposing a lane, but the delay in the southbound (off-peak) direction would increase measurably. Overall there should be less vehicular delay, but it's a closer call.

Like the existing managed-lane segment, it is likely that managed lanes here would mean eliminating the continuous median, although pedestrian refuge areas could still be created where there are to be protected (i.e., signalized) pedestrian crossings. This would also allow more space to create bike-able curb lanes, especially if the other travel lane widths were reduced to 10'. (They appear to be 11'-wide lanes.)

Council staff recommendation: Concur with the Final Draft that no additional through lanes will be needed between Stewart Lane and Sligo Creek Parkway. Reversible managed lanes should be one of the alternatives explored during project planning.

Between Burtonsville and Stewart Lane the Plan calls for constructing a two-lane median busway. Currently many of the buses in the section of upper US 29 run on the road's shoulders. A median busway would allow for less interference from cars right-turning onto and off of US 29, and since they would be physically separated from the general use lanes, the buses would not be impeded by drivers illegally using the lane. However, reinforcing and widening the shoulders into full-fledged bus lanes also has its advantages. Local buses could use these lanes and stop at the BRT stations, allowing a simple transfer from local to BRT bus and vice-versa. The construction cost would also be much less.

Council staff recommendation: Whether they are median or curb lanes, the Plan should note that two additional lanes are warranted on the segment between Burtonsville and Stewart Lane.

9. Corridor 5: New Hampshire Avenue (see pp. 44-46, 97-99). This is a proposed 8.5-mile corridor that would run on New Hampshire Avenue (MD 650) from the Colesville park-and-ride lot south to Eastern Avenue at the District of Columbia line. This corridor is distinctive because it will require cooperation with jurisdictions outside Montgomery County for it to be implemented. The segment between Northampton Drive and University Boulevard is in Prince George's County, as is the segment between East-West Highway and Eastern Avenue. The logical southern terminus of the route is not Eastern Avenue, but the Fort Totten Metro Station, about a mile into the District of Columbia via New Hampshire Avenue and Riggs Road.

Testimony and correspondence. The Hillandale Citizens Association supports BRT for this corridor and believes it should be in the first group of lines constructed. The Association notes the difference between the current right-of-way (as little as 100'), the current master-planned right-of-way (120'), and the proposed master-planned right-of-way (120-130'). It also recommends that the Hillandale station be located at or near Elton Road rather than Powder Mill Road, and supports connecting the US 29 corridor to this corridor via the Lockwood/Stewart diversion in the Final Draft

(©28-29). The National Labor College believes this corridor should be among the first built, but that the Hillandale station be at Powder Mill Road (©30-31).

Route. The projected ridership in the Prince George's County segment is quite strong if there is some form dedicated lane for buses. Between the White Oak Transit Center and Prince George's County the ridership is lower, but still significant. Of course the ridership forecasts did not assume the additional density proposed in the yet-to-be-reviewed White Oak Science Gateway plan; with that development the ridership should be healthier still. From the White Oak Transit Center south there are currently between 15 and 20 buses/hour operating in each direction during peak periods.

However, the projected ridership drops off significantly in the northern segment between the transit center and the proposed Randolph Road BRT line. This part of the corridor features single-family residential neighborhoods developed at modest densities. Normally this would not even be considered for BRT, but the Planning Board wishes to link it to the Randolph Road BRT to create more of an integrated network.

Council staff recommendation: Terminate the north end of the corridor at Stewart Lane and US 29. County DOT's ongoing system integration study will eventually make recommendations as to how to structure the actual BRT service and restructure Metrobus and Ride On routes, but it is clear from the east county's development pattern and zoning that many more transit trips will be generated along upper Columbia Pike than along upper New Hampshire Avenue. Some BRT buses from Fairland and Howard County should be routed off US 29 at Stewart Lane to the White Oak Transit Center and continue south on New Hampshire Avenue.

Stations. Most of the other stations in this corridor are at activity centers and, in the case of Takoma/Langley, a transfer point with the Purple Line and University Boulevard BRT. The exception is Northampton Drive, which abuts a single-family residential neighborhood. The rights-of-way of Eastern Avenue and this segment of New Hampshire Avenue lie entirely outside Montgomery County.

As mentioned in the October 7 packet, the Plan's station recommendation for Powder Mill Road really means that there would be a station in the Hillandale commercial area, whether it be at Powder Mill Road, Elton Road, or somewhere else in the commercial area. Perhaps at this stage it would be best to refer to it as the "Hillandale" station.

Council staff recommendation: There should be 6 station locations in the Montgomery County portion of the New Hampshire Avenue corridor: the White Oak Transit Center; FDA White Oak Campus; Hillandale; Oakview Drive, Takoma/Langley Transit Center; and East-West Highway (MD 410). Prince George's County would be the lead jurisdiction in determining which (if any) stations are designated in its segments, including at Eastern Avenue.

Minimum right-of-way/treatments/cross-sections. New Hampshire Avenue's existing right-of-way varies considerably along its route, but it is generally no smaller than 100'. The current master-planned right-of-way is 150' south of the Beltway and 120' north of it. (Prince George's County staff report that the planned rights-of-way in its segments are only 120', however.) The Draft Plan recommends increasing the master-planned right-of-way by up to 10' (to 130') for most of the distance between Lockwood Drive and the Beltway, but based on the analysis in section 2 (above) this added

right-of-way is not needed if the plan is addressing only the needs of BRT. The Hillandale Citizens Association has asked for more clarity as to how the master-planned right-of-way would impact property owners along New Hampshire Avenue. Council staff has asked Planning staff to speak to this question at the worksession.

The Draft Plan calls for a one-lane reversible median busway between Lockwood Drive and Takoma/Langley, and a two-lane median busway between Takoma/Langley and Eastern Avenue that would be repurposed from existing lanes. However, Takoma Park staff note that its design concept for New Hampshire Avenue would have the buses run in the curb lanes. Takoma Park staff will attend the worksession to address questions about its plan.

Prince George's County staff indicates their county's support for BRT on New Hampshire Avenue, but they have not yet engaged in the detailed planning effort that our staff has. Suffice it to say, further coordination will be necessary before a consistent concept is agreed to by all these jurisdictions, including the District.

Council staff recommendation: Do not add to the current master-planned minimum right-of-way in the Montgomery County portion of this corridor. The maximum treatment should be a one-lane reversible median bus lane between White Oak and Takoma/Langley. Council staff does not have a recommendation for the segment between Takoma/Langley and Eastern Avenue; the Committee is urged to have this discussion at the worksession with Planning staff and Takoma Park staff.

10. Corridor 8: University Boulevard (see pp. 53-55, 106-107). This is a proposed 5.5-mile corridor that would run on University Boulevard (MD 193) between the Wheaton Metro Station and Takoma/Langley. It would also connect to—and, for a short stretch, run concurrent with—the Purple Line, as well to five other proposed BRT corridors: Veirs Mill Road, Georgia Avenue North, Georgia Avenue South, US 29, and New Hampshire Avenue.

Testimony and correspondence. The Woodmoor-Pinecrest Citizens' Association opposes BRT in this corridor for the same reasons as it opposes it in the US 29 corridor.

Route. University Boulevard carries a fair amount of bus service today: 16-18 buses/hour in each direction during the peak period. As a circumferential route that does not serve high density nodes (unlike the Purple Line) its projected ridership is fairly weak. However, as the Draft Plan points out, its connections to the other BRT routes enhance the overall ridership. **Council staff recommendation: Concur with the route as described in the Draft Plan.**

Stations. As this corridor generates relatively little ridership along it and serves mainly as a way of connecting to other routes, it should have fewer than the 9 recommended stations. The stations at Franklin, Dennis, and Inwood Avenues are surrounded generally by single-family detached homes. The other 6 stations include the two terminals (Wheaton Metro and Takoma/Langley Transit Center), a connection to the Purple Line (Gilbert Street), a transfer to the US 29 BRT (Four Corners), the activity center near Northwood HS and the nearby high rises (Arcola Avenue), and a second station in the Wheaton CBD (Amherst Avenue).

Council staff recommendation: There should be 6 station locations in the University Boulevard Corridor: Wheaton Metro Station; Amherst Avenue; Arcola Avenue; US 29 (Four Corners); Gilbert Street; and the Takoma/Langley Transit Center.

Minimum right-of-way/treatments/cross-sections. The minimum master planned right-of-way is recommended for significant increases from Piney Branch Road east, but this merely reflects the latest plans for the Purple Line. Despite the State repurposing lanes on University Boulevard for the Purple Line tracks, more right-of-way will be acquired for the station platforms and for wider sidewalks leading to these stations on both sides of University Boulevard. In other segments the Draft Plan recommended increasing this minimum right-of-way by 4-9', but based on the analysis in section 2 (above) this added right-of-way is not needed if the plan is addressing only the needs of BRT.

The Draft Plan calls for a one-lane reversible busway in the median between Georgia Avenue and just west of Four Corners at Lorain Avenue (2.7 miles) and mixed traffic between Lorain Avenue and Takoma/Langley (2.8 miles). As discussed previously, County DOT is requesting MTA to embed the Purple Line tracks on University Boulevard in pavement and allow BRT buses to use the same guideway and stations at Gilbert Street and Takoma/Langley (as well as the Riggs Road station in Prince George's County). This would effectively reduce the mixed traffic portion of this corridor by about 0.9 miles and provide a much easier transfer between the BRT service and the Purple Line.

Furthermore, the segment of University Boulevard from south of the Four Corners bifurcation to Piney Branch Road has much the same existing cross-section, right-of-way, and constraints as the segment from Lorain Avenue to Wheaton, where a single-lane median bus lane is recommended. To provide as much dedicated lane space as possible for this corridor, the maximum treatment should include such a lane in this segment, too.

Finally, as a circumferential corridor, the projected ridership will be roughly equal by direction in both peak periods. Therefore, the more appropriate treatment for a single-lane median busway would be to have it operate as a two-way lane with periodic passing sections (like Veirs Mill Road) rather than as a reversible lane (like upper Georgia Avenue).

Council staff recommendation: Concur with the minimum rights-of-way in the plan. Have the maximum treatment be a single-lane, bi-directional median bus lane with passing sections between Georgia Avenue and Lorain Avenue and between Williamsburg Drive and Piney Branch Road. (Through the bifurcated segment of University Boulevard in Four Corners the BRT buses would run in mixed traffic.) Between Piney Branch Road and Takoma/Langley have the BRT line run coincident with the Purple Line on embedded tracks.

ERRATA

Plan

- Page 24: In the first line, the word “exclusive” should be replaced by “dedicated”.
- Page 28: Veirs Mill Road should be shown as a dashed green line (rather than red) in the City of Rockville.
- Page 39: The MD118 and Middlebrook Road stations should be added to the map.
- Page 40: In the columns for ROW and # of Lanes, the values in the first two rows are transposed.
 - Redgrave Place to Little Seneca Creek should be 120’ ROW and 4 lanes
 - Little Seneca Creek to Shakespeare Blvd should be 250’ ROW and 6 lanes
- Page 48: The solid green color should be extended slightly farther north to reflect the realignment of the Executive Blvd intersection in the White Flint Sector Plan.
- Page 53: In the list of stations, the word “Park” should be deleted from the name of the Takoma/Langley Transit Center.
- Page 65: Map 13: Rockville is noted as Bethesda on the map.

Appendix

- Page 80: paragraph 2: The words “per weekday” in the last line should read “in the six-hour peak period”.
- Page 80: The third bullet should read “Build 2A: Silver Spring (District 14), East Silver Spring (District 15), and Bethesda (District 17)”
- Page 80, Table B-2 heading: “Average Weekday in 2040” should read “Average Six-Hour Peak Period in 2040”.
- Page 82: The third bullet should read “Build 2A: Aspen Hill (District 7), White Oak (District 9), and White Flint (District 12)”.
- Page 83: Table B-3 heading: “Average Weekday in 2040” should read “Average Six-Hour Peak Period in 2040”.
- Page 91: Table C-10: For the segments between 16th Street and Spring Street and between Wayne Avenue and Blair Mill Road, the entries in the column entitled “Change from Existing master Plan – r.o.w.” are both missing “+” signs.
- Page 92: Table C-12: In the column labeled “Change from Existing Master Plan, Lanes”, the segment of MD355 from Shakespeare Blvd to Game Preserve Road should be “-2 general, +2 bus” rather than just “+2 bus”.
- Page 92: In the fourth line of the text, add a period after “potential” and delete the words “and recommends”. “Lane” should be capitalized. After “segments”, add “is recommended because the ridership forecast exceeds the general travel lane capacity”. In each of the three bullets, the hyphens and all of the subsequent text should be deleted.
- Page 93: Table C-12: in the third row, the treatment recommendation for the segment from Ridgmont Ave to Indianola Road noted as “Mixed Traffic” should read “Two-Lane Median”.
- Page 96: Table C-15: For the segment between 250’ south of Twinbrook Pkwy and 200’ south of Hoya Street, the entry for the column entitled “Recommendation – Lanes” should read 6 + 2 bus”.
- Page 99: Table C-17: The second column of the first row for New Hampshire Avenue has a blank entry that should be merged with the one above it.

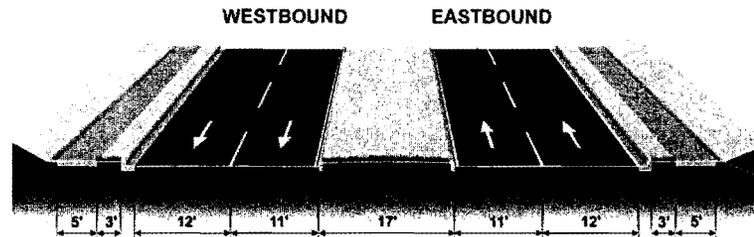
- Page 107: Table C-23: To fully reflect the decision of SHA to do lane repurposing for the Purple Line, the following changes should be made to the column labeled “Change from Existing Master Plan, Lanes”:
 - the segment of University Blvd from Piney Branch Road to Gilbert Street should read “-1 general” rather than zero.
 - the segments of University Blvd from Gilbert Street to the PG Co line should read “-2 general” rather than zero.
- Page 109: Table C-25: Three of the entries noting changes in the number of lanes from the existing master are incorrect; they are shown as “+2 bus” but should all be zero, representing no change:
 - Stewart Lane from US29 to Lockwood Drive
 - Lockwood Drive from Stewart Lane to New Hampshire Avenue
 - Lockwood Drive from New Hampshire Avenue to US29

Also, the entry noting changes in the number of lanes from the existing master for the segment from Lockwood Drive to Southwood Drive is incorrect. It should be “-2 general, +2 bus” rather than just “+2 bus”.

Alternatives 1, 2, and 3

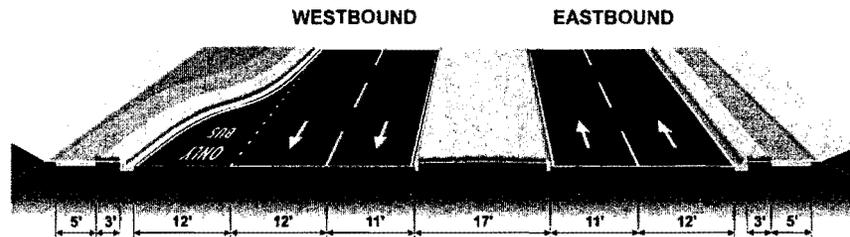
ALTERNATIVE 1

- No-Build



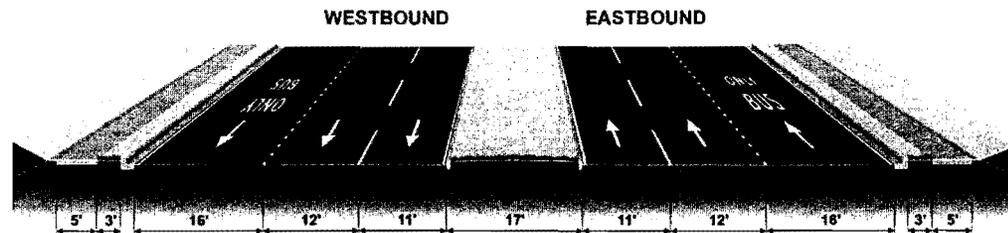
ALTERNATIVE 2

- Transportation System Management (TSM) alternative
- Queue jumps at some intersections
- Enhanced bus service (WMATA Q9)
- Existing bus stops



ALTERNATIVE 3

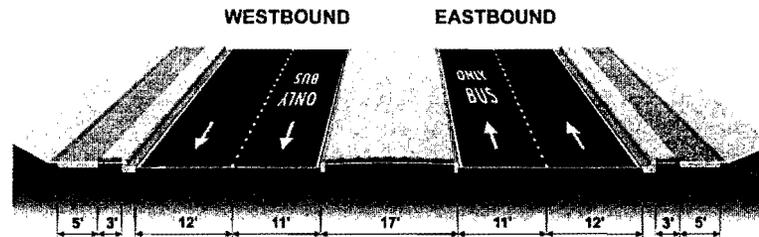
- Dedicated bus lanes in curb lane, where feasible
- Bicycle-compatible curb lane
- Enhanced bus service (WMATA Q9)
- Existing bus stops



Alternatives 4A and 4B

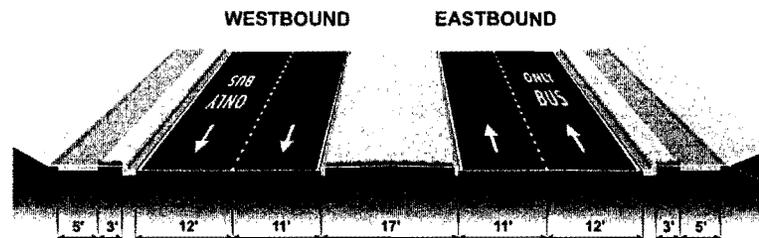
ALTERNATIVE 4A

- Dedicated bus lanes in median lane, entire length
- Dedicated lane developed by repurposing
- New BRT service
- New bus stations



ALTERNATIVE 4B

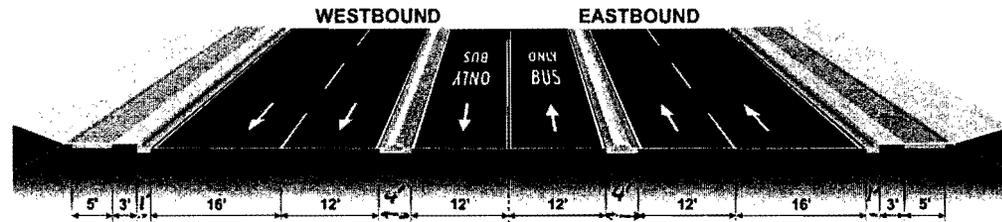
- Dedicated bus lanes in curb lane, entire length
- Dedicated lane developed by repurposing
- New BRT service
- New bus stations



Alternatives 4C and 4D

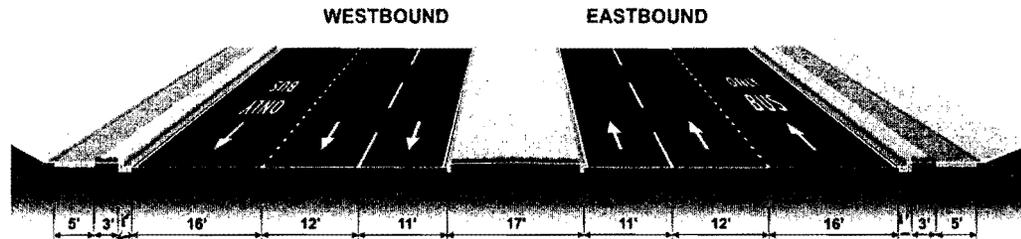
ALTERNATIVE 4C

- Dedicated bus lanes in median, entire length
- Bicycle-compatible curb lane
- New BRT service
- New bus stations



ALTERNATIVE 4D

- Dedicated bus lanes in curb lane, entire length
- Bicycle-compatible curb lane
- New BRT service
- New bus stations



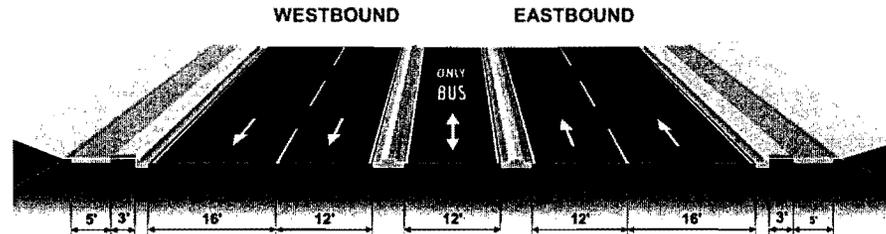
5



Alternatives 5A, 5B, and 6

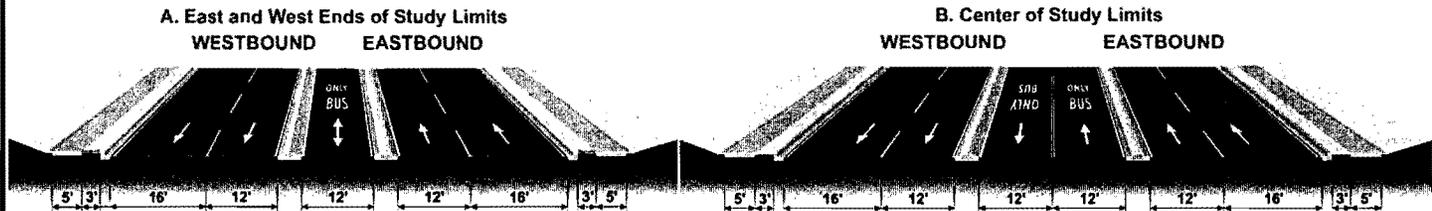
ALTERNATIVE 5A

- BRT in reversible dedicated bus lane in median
- Bicycle-compatible curb lane
- New BRT service
- New bus stations



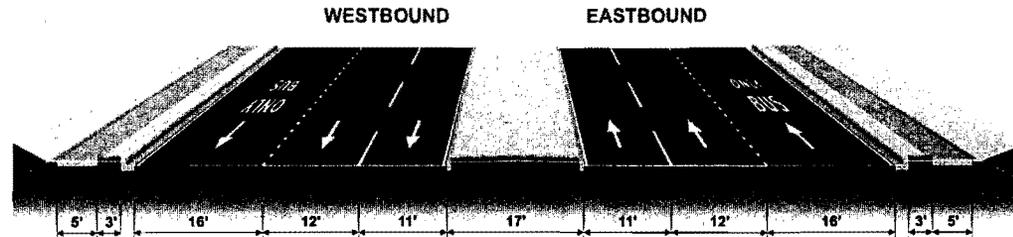
ALTERNATIVE 5B

- BRT in bi-directional lane (A) and dedicated bus lanes (B) in median
- Bicycle-compatible curb lane
- New BRT service
- New bus stations



ALTERNATIVE 6

- Dedicated bus lanes in curb lane, where feasible
- Bicycle-compatible curb lane
- New BRT service
- New bus stations





State Highway Administration

Maryland Department of Transportation

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

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

May 10, 2013

Mr. Edgar Gonzalez
Deputy Director for Transportation Policy
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville MD 20850

Dear ~~Mr. Gonzalez:~~ ^{Edgar}

On Monday March 4th, the State Highway Administration (SHA) held a MD 97 Scoping team meeting. The objectives of the meeting were to identify and address significant concerns related to the project, formalize the direction of the planning study, and clarify project goals. During the MD 97 Scoping meeting, there was discussion regarding extending the limits of the MD 97 BRT study from the Glenmont Metrorail Station to the Wheaton Metrorail Station. The current limits of the project along MD 97 are from the Glenmont Metrorail Station to the Montgomery General Hospital in Olney. The purpose of the MD 97 Study is to provide a new high-speed, high-efficiency bus line along Georgia Avenue. SHA was asked to coordinate with M-NCPPC to investigate the transit ridership aspect of the corridor.

A regional sensitivity analysis was performed to test the effects of extending the limits to the Wheaton Metrorail Station. The analysis used the Metro Washington Council of Governments' (MWCOC) regional travel demand model with year 2040 conditions. This analysis is necessary to evaluate any latent demand along the corridor and qualitatively account for any potential synergy that could result from improved connectivity with the proposed MD 586 BRT service. The MD 586 Study is analyzing affects of providing BRT service from Rockville to the Wheaton Metrorail Station. Though there would be inherent effects of combining both studies in the analysis, SHA did not assume any BRT service along the MD 586 corridor to determine if extending the MD 97 BRT limits would support independent utility.

The MD 97 study limits has existing bus ridership numbers of approximately 8,630 riders per day and adding transit boarding's at the Wheaton and Glenmont Metrorail Stations would increase the total transit ridership numbers to approximately 19,370 riders per day. The transit demand analysis showed that the bus ridership numbers are expected to increase 84% while the total transit ridership numbers are expected to increase 45% along the MD 97 corridor by 2040 in the no-build condition. Providing BRT to the current corridor limits results in a 19% increase in ridership for the 2040 no-build scenario. However, the analysis shows an increase from 19% to

7

Mr. Edgar Gonzalez
MD 97 BRT Study
Page Two

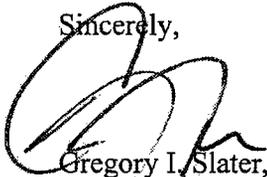
36% when the limits are extended from Glenmont to Wheaton. SHA and MTA feels that these projected increases in ridership justify the purpose and need to analyze the extended corridor as part of this study.

In addition to the ridership increase, there are additional environmental and social factors that would need to be assessed in the extended limits. SHA feels that it would be beneficial to begin this inventory to avoid further project schedule impacts if the limits were extended later.

In summary, to provide a feasible and cohesive ridership analysis and establish reasonable purpose and need, SHA recommends that the MD 97 BRT study limits be extended from the Glenmont Metrorail Station to the Wheaton Metrorail Station.

Thank you for your continued interest and assistance in this MD 97 BRT Study. If you have any questions or concerns, please do not hesitate to contact me at 410-545-0412, toll free at 1-888-204-4828, via email at gslater@sha.state.md.us.

Sincerely,



Gregory I. Slater, Director
Office of Planning and Preliminary Engineering

cc: Mr. Don Halligan, Director, Office of Planning and Capital Programming, Maryland
Department of Transportation
Ms. Carmeletta T. Harris, Project Manager, Project Management Division, SHA
Mr. Subrat Mahapatra, Travel Forecaster, Data Service Engineering Division, SHA
Ms Diane Ratcliff, Director, Office of Planning Maryland Transit Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning, Engineering, Real Estate
and Environment, SHA
Mr. Brian Young, District Engineer District 3, SHA



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

May 23, 2013

Arthur Holmes, Jr.
Director

Gregory I. Slater, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Slater,

I am responding to your letter of May 10, 2013 suggesting that the limits of the MD 97 BRT Study be extended from Glenmont to Wheaton, on the basis of the scoping meeting feedback and the substantial gains in bus ridership that could occur with the extension.

The County Department of Transportation is hereby accepting and authorizing the extension of the study.

As you know, the County can only construct projects that are in accordance with Master Plans. The current approved Master Plan has its end point at Glenmont. However, the Department understands the possible benefits of the extension, which is also being proposed in the Countywide Transit Corridors Functional Master Plan. It is our opinion that by the time this project could go to construction, the Adopted Master Plan would have incorporated the additional segment.

Thank you for bringing the matter to our attention.

Sincerely,

Edgar Gonzalez, P.E.

cc: Arthur Holmes, Director, MCDOT
Al Roshdieh, Deputy Director, MCDOT
Mr. Don Halligan, Director, Office Planning and Capital Programming, Maryland Department of Transportation
Ms. Carmeletta T. Harris, Project Manager, Project Management Division, SHA
Subrat Mahapatra, Travel Forecaster, Data Service Engineering Division, SHA
Ms. Diane Ratcliff, Director, Office of Planning Maryland Transit Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning, Engineering, Real Estate and Environment, SHA
Mr. Brian Young, District Engineer District 3, SHA

Office of the Director

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9



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

November 16, 2011

The Honorable Vincent C. Gray, Mayor
District of Columbia
1350 Pennsylvania Avenue, NW, Suite 316
Washington, DC 20004

The Honorable Isiah T. Leggett
Montgomery County Executive
101 Monroe Street
Rockville, MD 20850

Dear Mayor Gray and County Executive Leggett:

Recently we took time to review the final report of the District of Columbia Department of Transportation (DDOT) entitled "DC's Transit Future System Plan" (April 2010). The report outlines plans for a comprehensive streetcar system within the District.

One of the proposed lines would run from Buzzard Point, north through downtown, continuing north on Georgia Avenue to Butternut Street, and then east to the Takoma Metro Station. Instead, would the District of Columbia consider the possibility of re-routing this line so that it proceeds north on Georgia Avenue to the Montgomery County line, and from there north to the Silver Spring Metro Station/Transit Center? While the terminus of each route is at a Metro Station, Silver Spring is also served by MARC Commuter Rail, as well as 46 bus routes and approximately 120 buses per hour in the peak hour—versus 15 bus routes and approximately 50 buses per hour at Takoma. Silver Spring will also be served by the Purple Line. Finally, there are many more opportunities for redevelopment along Georgia Avenue north of Butternut Street and in South Silver Spring that could be spurred and served by this extension.

If there is interest in both our jurisdictions, we would propose that our two DOTs engage in a sketch-planning exercise, in coordination with Washington Metropolitan Area Transit Authority, Maryland Transit Administration, and Maryland-National Capital Park and Planning Commission staffs, to determine the design and operational feasibility of this route. Given our other respective transportation priorities, we are not under the illusion that this route would come about in the next few years, or even the next decade. But we think it is important to explore this idea now to determine whether we should revise our master plans accordingly. We look forward to hearing your response.

Sincerely,

Nancy Floreen, Councilmember

Hans Riemer, Councilmember

NF:go

Copy:

- Councilmembers
- Arthur Holmes, Jr., Director, Montgomery County Department of Transportation
- Terry Bellamy, Director, District of Columbia Department of Transportation
- Françoise Carrier, Chair, Montgomery County Planning Board
- Henry Kay, Executive Director for Transit Development and Delivery, Maryland Transit Administration
- Nat Bottigheimer, Planning Director, Washington Metropolitan Area Transit Authority

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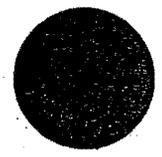
OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

065960

December 9, 2011



TO: Nancy Floreen, Councilmember
Hans Riemer, Councilmember
Montgomery County Council

FROM: Isiah Leggett, County Executive

SUBJECT: District of Columbia (DC) Transit Future System Plan

Thank you for your memorandum dated November 16, 2011, concerning coordination between the Departments of Transportation from the DC and Montgomery County for possible modifications to the "DC's Transit Future System Plan". I have asked Montgomery County Department of Transportation (MCDOT) Director, Arthur Holmes, Jr., to follow up with his counterpart at the DC Department of Transportation to initiate the process by setting up a meeting to explore the possibility of a rerouting of the Takoma Metrorail Corridor to have its end of the line station at the Silver Spring Metro Rail Station.

MCDOT's Director will coordinate the first meeting and will invite representatives of the agencies suggested in your memorandum to the meeting. Thank you for your interest in the promotion of transit alternatives and coordination between the two governmental bodies and appropriate transit agencies in the area.

IL:ml

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Corridors Not Recommended in this Plan

Connecticut Avenue

The Connecticut Avenue corridor was not included in the Countywide Transit Corridors Functional Master Plan because even under the most ambitious scenario (Build 1) the 2040 daily ridership forecast of 6,400 passengers is among the lowest of the corridors evaluated and the link level ridership was far below the 1,000 pphpd threshold.

Like many of the other, parallel north-south corridors in the County, the Connecticut Avenue corridor currently and in the future will experience heavy congestion. But unlike some of the parallel corridors, such as Georgia Avenue, Wisconsin Avenue/Rockville Pike, and Old Georgetown Road, this corridor has lower density existing and planned land use. Land use intensity is a key ingredient for a successful BRT corridor. So while Connecticut Avenue will continue to experience a significant amount of travel demand, BRT will not be the appropriate service for this corridor until there are substantial changes to the land use patterns.

Table 4-22: Link Ridership Forecast by Peak Hour/Peak Direction (2040) for Connecticut Avenue Corridor

From	To	Build 1	Build 2	Build 2A
MD 97 and Bel Pre Rd	MD 97 and MD 185	225	125	Not Tested
MD 97 and MD 185	MD 185 and Weller Rd	225	250	
MD 185 and Weller Rd	MD 185 and Randolph Rd	275	300	
MD 185 and Randolph Rd	MD 586 and MD 185	400	425	
MD 586 and MD 185	MD 185 and Howard Ave	425	450	
MD 185 and Howard Ave	MD 185 and Saul Rd	425	450	
MD 185 and Saul Rd	Jones Bridge Rd and Platt Ridge Rd	475	525	
Jones Bridge Rd and Platt Ridge Rd	Jones Bridge Rd and Glenbrook Pkwy	400	425	
Jones Bridge Rd and Glenbrook Pkwy	Medical Center Metro Station	350	375	
Average Daily Ridership (entire corridor)		6,325	6,550	0

Red = two-way median busway speeds

Blue = curb lane speeds

Yellow = mixed traffic speeds

**Testimony of Michele Riley, President,
Woodmoor-Pinecrest Citizens' Association
Countywide Corridors Functional Master Plan
Montgomery County Council
September 26, 2013**

Neighborhood Community:

I'm Michele Riley, President of the Woodmoor-Pinecrest Citizens' Association (WPCA) which represents about 1200 homes in the Four Corners area of Silver Spring with boundaries along Colesville Road, University Boulevard and the Beltway. We're one of 5 neighborhoods in the Four Corners area and one of three north of the Beltway. This draft plan proposes reserving and acquiring right of way for **two routes** through the center of our neighborhood. Since the right of way is already severely constrained and the neighborhood is adjacent to the Beltway, there aren't many, if any, neighborhoods that would be more affected by this Master Plan than the Four Corners neighborhood.

While for many, including some proponents of this Draft Plan, Four Corners is just an intersection or an area to get through on the way to the Beltway or Downtown Silver Spring, the Four Corners neighborhood is actually a thriving, diverse community of over 20,000 residents, in a compact area with 10 schools, 6,000 students, numerous retail businesses, restaurants, parks and places of worship. As our Master Plan states, "*Four Corners is an area with a long history, from its beginnings as a rural crossroads to its first residential developments in the 1920's, to its present day role as a mature, well-established suburban community.*" Despite the fact that our neighborhoods were divided up and separated when the Beltway was constructed, and in subsequent years, properties

continued to be taken in order to widen the roadways to accommodate growth from the North along the Route 29 corridor, our community still maintains many of the attributes that have characterized it for the last 77 years, and that you and the Planning Department are trying to create in other areas: We're community-oriented, affordable, walkable, green and transit supportive. According to the Council of Governments, and confirmed by DOT's consultant, the Four Corners area has a 41% transit mode share for all commuter trips and a 67% mode share for all commuter trips to Washington DC. This is not an easy mode share to achieve given the local service cutbacks, lack of bus shelters and no Park and Ride lots in our area. We ask that the County be supportive of this community rather than provide unlimited potential for road widening as the language in this Draft Plan would allow.

Proposed Amendments to Master Plan of Highways:

While there is great support within our community for public transit, we are obviously concerned about the potential significant impacts to this community that we love and that has the previously described attributes that made us want to move here. We recognize we live in a very busy area and we've worked hard to adapt with the changes that have come over time while trying to maintain the safety of our streets. For those living along the Route 29 corridor, south of New Hampshire Avenue, Route 29 is Main Street (not an interstate highway like I-270) and provides the only access to neighborhoods along it. We tried to keep an open mind throughout this process so far, but the evolution of this iteration of BRT proposals has been troubling since, unlike other Master Plans including the Purple Line Functional Master Plan, there has been no citizens' advisory committee to provide feedback on neighborhood impacts and no impact analysis done. Our

residents have so many questions, and our concerns have been dismissed but not addressed. All County residents deserve better.

Some of our main concerns in this Plan relate to:

1. Continued taking of additional residential and commercial property since due to previous road widening projects, there is no additional right of way available below New Hampshire Avenue. The width of the road, including sidewalks varies from 70 - 90 feet. Compare this with Appendix 11 to the Draft Plan and you will see that proposed treatments at intersections with stations could require as much as 185 feet. With two routes, four stations may be needed in Four Corners. Note that the right of way for stations is not included in the Plan. The recommendations in the Plan, which are only **minimum recommendations**, are not binding and if you approve this Plan you would be voting to give all the authority to the facilities planning agency to make the decisions about right of way.
2. The removal of general travel lanes, the resulting impact on traffic flow, increased congestion and increased cut through traffic in our neighborhoods, and the impact on the quality of life. We have an ongoing study with MCDOT on the cut through traffic in our neighborhood. We spent over 2 years reaching consensus on a traffic management plan. This process is now on hold since this Plan would make our TMP obsolete. In addition, previous studies for a **median** busway showed the level of service degrading an entire grade at intersections. The lack of impact analysis is especially troubling since the plan proposes to take general travel lanes away along Route 29 and the Staff shows only a 2.5% time savings system wide.

In the past, similar plans were not adopted because the costs far outweighed the benefits. It seems that the current approach is to ignore all the previous data.

3. Impact on pedestrian safety in the Four Corners neighborhood, which as you know, is already designated as a High Incident Area.
4. Most of the traffic in the area is coming to and from the **eight Beltway entrances and exits**, and those drivers would not be riding the BRT,
5. An express service along Route 29 that would serve long distance trips from Howard County residents with access to Park and Ride lots at the expense of down county residents. There would be fewer stops, no park and ride lots and residents could see the continued decrease in local bus service in order to serve the BRT.
6. The placement of BRT routes on paper into the Countywide Plan in order to justify additional large developments in White Oak and elsewhere along BRT routes. These designations would circumvent our own local Master Plan and reserve right of way in the Countywide Master Plan without any impact analysis, alternatives analyses or cost-benefit analyses.

While we'd love to be able to embrace the current BRT proposals as the solution to the complicated challenges we face in this area, unfortunately far too many questions remain about this Plan.

Among the many questions residents are asking are:

1. We patiently waited to participate in the Route 29 Mobility Study which would have studied the land use and transportation balance along the entire corridor.
Why was that Plan removed from the work program and replaced with the White

Oak Master Plan which only considers impacts on a small section of Route 29 instead of along the corridor?

2. Why is the County pursuing the reservation of right of way along seven additional corridors when it has yet to operate any of the 5 previously approved surface transit way projects which were vetted through Citizen Advisory Groups before approval? Some of these were approved as far back as the 1990s. Why not operate one of these 5 and prove that it works in this County, before destabilizing other neighborhoods with this right of way Master Plan?

Corridor Cities Transitway (in General Master Plan since the 1970s)

Upper Georgia Avenue Busway (approved in Area Master Plans in 1994, 1997 and 2005)

Veirs Mill Road Busway (considered since 1999 Facility Planning Completed in 2005)

North Bethesda Transitway (original alignment approved in Area Master Plan 1992)

Purple Line Transitway (first proposed in 1992, Functional Master Plan approved in 2008).

3. Did you know that the industry standard for justification for re-purposing general travel lanes is 1200 people per hour in the peak direction (pphpd), and that Route 29 has only 800 pphpd? According to the ITDP study, most of that ridership occurs below the Beltway. Since most of the development below the Beltway is single family homes, why would most of the Route 29 ridership be below the Beltway? The answer is because the Planners are counting every single bus that turns onto Colesville Road at the last few blocks before the Metro Station, even though they may not stop to pick up any passengers on Route 29. This includes buses that enter from Georgia, Fenton Street and Sligo Creek Parkway but do not stop to pick up travelers on Route 29. Why should those buses be used to justify

taking a lane in Four Corners just above the highest volume Beltway entrance in the County?

4. Did you know that most of the Route 29 buses already ride most of the way in their own shoulder lane between the Howard County and Stewart Lane? The time savings, if any may be minimal.
5. Are the forecasts being used accurate given the technology changes in recent years?

In a recent Washington Post discussion with Ron Kirby, Transportation Planner with the Metropolitan Washington Council of Governments Transportation Planning Board, Mr. Kirby indicates that some of the travel forecasting that has been done may need to be adjusted because "The landscape is definitely changing. **Our data show that total vehicle-miles of travel in the region has not grown over the past few years, even though population has continued to increase.** Teleworking and other changes related to electronic communications have played a significant role in this."

http://www.washingtonpost.com/local/trafficandcommuting/qanda-with-dc-regional-transportation-planner/2013/09/21/a888c864-1f9d-11e3-94a2-6c66b668ea55_story.html

Conclusion:

At our March 20th and September 18th membership meetings, the WPCA unanimously agreed that much can and should be done to improve our existing services and that the existing infrastructure should be improved and built upon before creating an entirely

different system. We urge you not approve the proposed Master Plan for Route 29 and University Boulevard at this time.

The ITDP Report to Montgomery County DOT, dated December 2012 states:

"...we do not recommend that Route 29 should be included on a short list of future BRT corridors"

And,

"The extent of the network proposed, [is] unique among BRT projects around the world and in the US..."

And finally:

"As a practical matter of public administration, however, Montgomery County has limited experience with managing projects of this scope, scale, and complexity. Developing even one BRT corridor will be an administrative challenge in Montgomery County, let alone an attempt to develop and deliver multiple corridors simultaneously; a task no other municipality has ever attempted"

We therefore request the following transit improvements for your consideration:

1. **Provide more funding for WMATA** so that Metrorail can return to the level of service in past years. This **includes adding 8 car trains** wherever feasible.
2. **Increase the frequency, and span of current bus service.** In recent years, the bus service to our area has been cut back. We need more buses, not fewer.
3. **Add BRT attributes to current bus services to speed the boarding process,** such as prepaid boarding, multi-door and level boarding and electronic Next Bus sign technology.

4. **Improve local stops by providing more shelters.** This would encourage more riders.
5. **Explore express bus lanes (on shoulder where feasible) on the Interstates of I-270, I-495, and I-95.**
6. **Before the County designates any additional BRT corridors in any Master Plan, pilot projects** should be implemented along at least one of the 4 routes previously designated and approved by Council for BRT in Master Plans (Veirs Mill Rd., Corridor Cities Transit-way, North Bethesda Transit-way and Upper Georgia Ave.) Once the outcomes of those pilot projects are determined and if ridership has increased and congestion reduced,
7. **Engage and Involve the Community:** A **Citizen Advisory Committee** should be established for any additional route that is proposed to be in a Master Plan. The group would review alternatives and cost-benefit analyses for the respective route and discuss operational issues with SHA and County DOT for the respective route. The previously approved routes and the Purple Line all had a Citizens Advisory Groups affiliated with them either through a separate functional Master Plan as in the case of the Purple Line or as part of the respective Area Master Plan. The residents along any additional routes deserve the same opportunity.

Thank you for the opportunity to speak to you and for reading this testimony.

Date: September 24, 2013
To: County Council Montgomery County
From: North Hills of Sligo Creek Civic Association
Re: Countywide Transit Corridors Functional Master Plan:
Proposed BRT on Colesville Road (inside the beltway)

The North Hills of Sligo Creek Civic Association met recently to discuss the plans to establish a Bus Rapid Transit (BRT) network in Montgomery County and share information on the proposal. Our neighborhood is bounded on the east by Colesville Road from the Beltway to Sligo Creek Parkway. We have some serious concerns regarding how the proposed BRT system will affect our neighborhood and the private properties in the immediate surrounding area.

We chose to live in this close-in area, making the smart-growth choice. We recognize that others who have chosen to live further out require transportation solutions. However, as you consider plans for moving ever growing numbers of people from new and expanding development in the eastern part of Montgomery County and address the congestion resulting from that expansion, we ask that you do not penalize us by decreasing our quality of life inside the Beltway.

- We understand that the current plan proposed for Colesville Road recommends no expansion of the transit right-of-way on Route 29 through our neighborhood; nonetheless we feel it prudent to express our strong opposition to any taking of our neighbors' private property in the future for such a purpose.
- Access to our neighborhood is already difficult during rush hours. Some of us must travel well out of our way to simply access our homes along Colesville Road. We ask that this access not be any further degraded by adding restrictions on left turns or blocking egress from or access to Leighton Avenue, Granville Drive, and St. Andrews Way. In fact, we request solutions be considered and implemented that would enhance our access to our homes from Colesville Road.
- In planning this transportation improvement, please consider the needs of pedestrians for sufficient time to safely cross Colesville Road. The light at Sligo Creek Parkway and Colesville Road currently only provides us about 20 seconds to cross 7 lanes of roadway. This is can be a challenge for a fit walker, let alone those of us walking with young children or neighbors with physical disabilities.
- It is unclear from the Transit Plan what, if any, changes would be made to current local bus services along Colesville Road. Anticipating that BRT buses will be 1) full of passengers and 2) making minimal stops (approximately every half mile), we request the County to continue to support our local bus services, so that we are not left with long waits for full buses at only one stop.
- It is unclear from the Transit Plan what a proposed stop at Franklin Avenue and Colesville Road might look like or how it would be configured. We are opposed to a BRT station/stop that requires taking more right-of-way from private yards that face Colesville Road.
- In whatever way the Transit Plan is implemented, the BRT system should also be available for our use. We hope to be able to access the service, somewhere between the Beltway and Dale Drive, so we can also make use of a rapid transportation option to the Silver Spring Metro Station, and eventually, the Transit Center in Silver Spring.

Thank you for considering our concerns. We trust you to bear them in mind as you proceed with your study and planning for the Bus Rapid Transit network.

Sincerely,

Members of the North Hills of Sligo Creek Civic Association

**Testimony of Harriet Quinn on
Countywide Transit Corridors Functional Master Plan
Montgomery County Council September 24, 2013**

I'm Harriet Quinn. Thank you for this opportunity to speak to you. Many residents have been waiting a long time to speak to you about this concept. For such a large and unprecedented proposal it is hard to understand why these 3 minutes are the first and only opportunity we have to address you on this Countywide Plan which provides the legal basis for acquiring right of way along potentially 160 miles of property. As someone who has volunteered hundreds of hours along with other neighbors, working on solutions for balancing some of the complex transportation and pedestrian safety issues in my neighborhood, I, like many others have been very frustrated by the lack of any Citizens Advisory Committee for this Plan. I'm not talking about the Task Force. I'm talking about getting input from neighborhood representatives. The *Purple Line Functional Master Plan*, which covers 16 miles for a transit way first proposed in 1992, had a Citizens Advisory Group. That Functional Plan was not adopted by The Council until after 5 years of workshops, focus groups and community meetings. In the meantime, the County Executive's Steering Committee has been proceeding for the last 11 months as if you have already approved this.

This plan makes recommendations for BRT treatments along 10 corridors but the recommendations are not binding in any way because once adopted, the language of the plan grants the facilities planning agency with the authority to determine what treatment they will use and how much right of way will be acquired. Do you know how many private properties are potentially impacted? You won't find it in the plan even though we asked for it, but it's been estimated that over 3,000 property owners would be affected. Were any of them notified of this hearing for this plan that could reserve right of way on their property?

I hope you will review Appendix 11 which shows the preferred right of way for each treatment and then **examine the current road width** including sidewalks along the downcounty roads such as Georgia Avenue, Colesville Road and Wisconsin Avenue. Along those roads, the current widths including sidewalks vary from 65 to 90 feet. Yet the plan would allow facilities planning to make a determination for treatments requiring up to 185 feet where there would be stations and intersections with turning lanes. While some proponents of this plan assert that we must do this because we can't continue to widen our roads, this plan provides for just that -- road widening on all of these corridors in order to accommodate this Plan. While others may say that is not the intent, I urge you to focus on the language in this plan -- A plan that would be in effect for the next 50 years.

In my neighborhood of Four Corners, where the right of way is severely constrained due to previous road widenings, we walk to the many schools along University Boulevard. We walk to places of Worship, to restaurants, the Post Office, to the drug store, the grocery store, and other retail stores. We've been a walkable affordable neighborhood for over 7 decades -- the same type of neighborhood you are trying to create in other parts of the County. In addition, according to the Council of Governments and confirmed by DOT's consultant, even with service cutbacks in our neighborhood and the lack of bus shelters along Colesville Road, our neighborhood has a 41% transit mode share for all commuter trips and a 67% mode share for commuter trips to Washington. The right of way requirements of this plan have the potential to destroy our town center and walkable community for the sake of an unproven system, that if implemented would yield only a 1.2% decrease in miles traveled, 2.7% time savings and a 2.8% increase in transit trips across all transit modes. Eliminating our commercial area would require over 20,000 residents to get in their car to make longer trips for simple convenience items.

What benefit? For whom? At what cost? Who pays?

These are the questions you should be asking and answering before embarking on the design of a separate transportation system. If the BRT is the answer, and it may work in some places, why hasn't the County implemented any of the previously approved transit way routes that were approved in Area Master/Sector Plans, where stakeholders had the opportunity to provide input? Why haven't the North Georgia Avenue Busway, the North Bethesda Transitway, the Veirs Mill Road Busway or the Corridor Cities Transitway ever been implemented? Some of those were approved back in the 1990s and one has been in the Master Plan since the 1960s. Are you comfortable voting for a plan that authorizes taking additional right of way on almost all major corridors except Connecticut Avenue and River Road without even having tested one route? In a recent interview in the Washington Post, Director of Transportation Planning for the Council of Governments stated that **"Our data show that total vehicle miles of travel in the region has not grown over the past few years, even though the population has continued to increase.** Teleworking and other changes related to electronic communications have played a significant role.

Finally, The Institute for Transportation and Policy Development study (ITPD) stated in its study that "As a practical matter of public administration, Montgomery County has limited experience with managing projects of this scope, scale, and complexity. Developing even one BRT corridor will be an administrative challenge in Montgomery County, let alone an attempt to develop and deliver multiple corridors simultaneously; a task no other municipality has ever attempted."

For the above reasons, I strongly urge the following:

- Please implement one of the four previously Master Plan approved and vetted routes as a pilot test before adding any additional routes to the Countywide Plan.
- If the pilot is successful, and additional routes are being considered, as you did with the Purple Line, please appoint a Citizens Advisory Committee for any additional route. This would provide important feedback from stakeholders along each route before adding to the Countywide Plan. These Stakeholder groups should have the opportunity to review impact and alternatives analyses.
- For any additional routes, please provide illustrative information for potential property impact and station locations. This was part of the original Scope of Work for this Master Plan but has not been provided.
- For all routes, please provide impact analysis before proceeding.

Make additional improvements to what we already have rather than implementing new systems that put unrealistic capital and operating burdens on cash strapped transit providers:

- Provide additional funding to WMATA to get Metrorail back to the level of service it once had. Ridership is down due to constant maintenance issues.
- Add features to current bus routes to speed the boarding process and encourage higher ridership: prepaid boarding, level boarding, more 2 door buses and real time bus information to help travelers plan their trips.
- Provide more bus shelters to encourage ridership.
- Increase existing bus service by providing more frequency and span of service.



September 26, 2013

Council President Nancy Navarro
and Members of the Council
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20854

Re: Countywide Transportation Corridors Functional Master Plan

Dear Council President Navarro and Members of the Council:

On behalf of the leadership of the Greater Silver Spring Chamber of Commerce, I am submitting this letter in lieu of testimony to express our concerns and provide our comments on the Countywide Transportation Corridors Functional Master Plan draft submitted to Council by the Montgomery County Planning Board.

The Chamber recognizes the need to address traffic congestion in the County. Indeed, our region has some of the most challenging traffic congestion in the nation, and as more people seek to make Montgomery County their home, the condition can only get worse. Traffic congestion is also a concern to our businesses as they face challenges in attracting both employees and customers willing to make the long commute.

As the County Council considers the possibility of fitting Bus Rapid Transit (BRT) into the County's transportation network, we offer the following recommendations:

Give Priority to the Route 29 Corridor in Countywide BRT Implementation Plans

As the draft Functional Master Plan notes, the Route 29 Corridor is a major commuter corridor that is a major alternative to I-95 drawing people from northern Montgomery County and Howard County to jobs in the I-270 corridor, the District of Columbia, and Northern Virginia. This route has some of the heaviest traffic congestion in the County. The surrounding area has been in moratorium for some years now, despite the fact that it holds much of what is left of developable land in the County. It holds the potential to provide both jobs and services for the surrounding community and to become a destination for some of the commuters currently traveling through. The BRT mass option offers one of the few solutions to solving the traffic congestion challenges in this area so that future development is possible.

Maintain On-Street Parking in Downtown Silver Spring

Some years ago, this Chamber fought valiantly to persuade the State of Maryland to allow metered parking along Colesville Road and Georgia Avenue in order to serve the needs of the small businesses along those streets in downtown Silver Spring. As a result, patrons for these businesses are able to find short-term parking between the morning and evening rush hours. The need for this curbside parking is just as critical today as it was those many years ago. The small businesses along these streets rely on the availability of convenient, street-side, short-term parking for both their customers and their deliveries. The Draft Plan specifies that there be dedicated curb lanes for BRT on Georgia Avenue

between Spring Street and Colesville Road and on Colesville Road between Spring Street and Georgia Avenue, but it does not limit that dedication to morning and evening rush ours. The Chamber strongly urges the Council to recognize the needs of some of Silver Spring's small businesses and maintain the availability of existing on-street parking in these areas. This could be easily accomplished by simply replacing the current "no-parking" during rush hour restrictions along the curb lanes of those roads with "BRT-only" during rush hour and continuing to allow short-term parking throughout the rest of the business day and later into the evening.

We thank you for your consideration of our concerns and would be happy to answer any questions you may have.

Sincerely,



Jafe Redicker
President

Road	From	To	2040 Peak Hour AM			
			Direction 1 Volume	Direction 2 Volume	Direction 1 Split	Direction 2 Split
Colesville Rd	Georgia Ave / 6th Street	Georgia Ave	NB = 867	SB = 1,226	41%	59%
US 29	Georgia Ave	Fenton St	NB = 1,637	SB = 2,676	38%	62%
US 29	Dale Dr	Franklin Ave	NB = 1,816	SB = 3,446	35%	65%
US 29	I-495	University Blvd	NB = 2,342	SB = 3,822	38%	62%
US 29	University Blvd	Eastwood Ave	NB = 2,464	SB = 3,227	43%	57%
US 29	Industrial Pkwy	Cherry Hill Rd	NB = 2,685	SB = 3,958	40%	60%
US 29	Musgrove Rd	Fairland Rd	NB = 2,936	SB = 3,632	45%	55%
US 29	Briggs Chaney Rd	Greencastle Rd	NB = 2,882	SB = 2,920	50%	50%
NH Ave	Adelphi Rd	Oakview Dr	NB = 2,598	SB = 3,344	44%	56%
NH Ave	Elton Rd	Powder Mill Rd	NB = 2,734	SB = 2,698	50%	50%
NH Ave	Powder Mill Rd	Cresthaven Dr	NB = 2,165	SB = 2,003	52%	48%
NH Ave	Lockwood Dr	US 29	NB = 1,252	SB = 2,343	35%	65%
NH Ave	US 29	Jackson Rd	NB = 1,236	SB = 2,804	31%	69%
University Blvd	Carroll Ave	Piney Branch Rd	NB = 1,344	SB = 1,877	42%	58%
University Blvd	Indian Spring Dr	I-495	NB = 2,267	SB = 2,950	43%	57%
University Blvd	I-495	US 29	NB = 2,124	SB = 2,193	49%	51%
University Blvd	US 29	Burnett Ave	NB = 1,792	SB = 2,404	43%	57%
University Blvd	Dennis Ave	Arcola Ave	NB = 1,915	SB = 2,818	40%	60%
University Blvd	Amherst Ave	Georgia Ave	NB = 2,171	SB = 1,907	53%	47%

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Road	From	To	2040 Peak Hour PM			
			Direction 1 Volume	Direction 2 Volume	Direction 1 Split	Direction 2 Split
Colesville Rd	Georgia Ave / <i>LA Street</i>	Georgia Ave	NB = 1,534	SB = 1,082	59%	41%
US 29	Georgia Ave	Fenton St	NB = 3,271	SB = 1,922	63%	37%
US 29	Dale Dr	Franklin Ave	NB = 4,043	SB = 2,341	63%	37%
US 29	I-495	University Blvd	NB = 3,333	SB = 3,686	47%	53%
US 29	University Blvd	Eastwood Ave	NB = 3,719	SB = 3,452	52%	48%
US 29	Industrial Pkwy	Cherry Hill Rd	NB = 4,357	SB = 3,329	57%	43%
US 29	Musgrove Rd	Fairland Rd	NB = 4,049	SB = 3,416	54%	46%
US 29	Briggs Chaney Rd	Greencastle Rd	NB = 3,002	SB = 2,813	52%	48%
NH Ave	Adelphi Rd	Oakview Dr	NB = 3,827	SB = 3,308	54%	46%
NH Ave	Elton Rd	Powder Mill Rd	NB = 3,330	SB = 3,286	50%	50%
NH Ave	Powder Mill Rd	Cresthaven Dr	NB = 2,500	SB = 2,560	49%	51%
NH Ave	Lockwood Dr	US 29	NB = 3,205	SB = 2,166	60%	40%
NH Ave	US 29	Jackson Rd	NB = 3,267	SB = 2,158	60%	40%
University Blvd	Carroll Ave	Piney Branch Rd	NB = 2,014	SB = 1,732	54%	46%
University Blvd	Indian Spring Dr	I-495	NB = 3,820	SB = 3,562	52%	48%
University Blvd	I-495	US 29	NB = 3,063	SB = 2,427	56%	44%
University Blvd	US 29	Burnett Ave	NB = 2,733	SB = 2,623	51%	49%
University Blvd	Dennis Ave	Arcola Ave	NB = 3,200	SB = 2,790	53%	47%
University Blvd	Amherst Ave	Georgia Ave	NB = 2,698	SB = 2,822	49%	51%

**Hillandale Citizens Association, Inc.
Silver Spring, Maryland**

**Countywide Transit Corridor Functional Master Plan
Montgomery County Council Hearing, September 26, 2013**

The Executive Committee of the Hillandale Citizens Association is pleased to present comments regarding the BRT master plan. Our Association has been engaged with this issue since 2010 when we hosted a BRT-concept presentation and more recently through the evolution of the White Oak Science Gateway (WOSG) Master Plan. We understand that the successful implementation of the transformational goals of the WOSG Master Plan requires BRT on both Route 29 AND New Hampshire Ave.

Although some are concerned about the disruption a BRT may bring to Hillandale's main street, the general sense of our community is that a quality transit system is needed to improve mobility and provide the opportunity for desired redevelopment to proceed in the New Hampshire corridor. However, with last year's news reports that a potential funding source was to be taxes on existing residential properties, possibly higher for those closest to BRT routes/stations, homeowners raised their concerns. More information on the funding for construction and operating costs of individual lines needs to be provided to the public through this functional plan approval process.

New Hampshire Avenue BRT:

Commuter Corridor, or Activity Center Corridor?

Although the BRT plan describes New Hampshire Avenue as a "commuter corridor," the pending WOSG land-use rezoning is positioning the roadway to become an "activity-center corridor," linking White Oak, the FDA campus, Hillandale, the Purple Line and Metro. The BRT plan is recommending a single-lane reversible median treatment with southbound AM and northbound PM peak service.

RTV Phase 1, Phase 2, or WMATA Priority?

But complicating matters are the facts that DOT's Rapid Transit Vehicle Steering Committee has not included New Hampshire Ave in the now-active Phase 1 corridors and WMATA is proposing expansion of the "K-9 Priority Service" to White Oak.

So, what are the correct transit decisions for New Hampshire given promises made?

What is the implementation timeline?

More Flexibility for the BRT Station Location Requested

Hillandale's biggest intersection is Powder Mill and New Hampshire. This intersection is often congested, is identified for several added turn lanes in the future, and is a challenge for pedestrians. Because of these issues, we ask that the placement of the Hillandale BRT station be given the flexibility to be near or at Elton, instead of Powder Mill. Locating the station closer to Elton may also provide route options for any (future) neighborhood circulator buses to use Elton and the Hillandale Shopping Center as a much-needed travel work around.

Right-of-Way Concerns: More Detail Requested

This BRT plan is clearly recommending the absolute minimum (maybe intentionally too-small?) right-of-way and noting that unspecified additional right-of-way will be required for turn lanes and stations. The actual "on the ground" dedicated right-of-way on New Hampshire from the firehouse to Powder Mill is mostly 100 feet. The existing "master plan right-of way" is 120 feet. And the "really needed" right-of-way with turn lanes is in the 130-150 feet realm. We have single-family homeowners and small business owners that are unaware that this plan will provide a mechanism for future taking of their front yards or parking areas. Although planners state that these details to be worked out at final design, some additional information, or notice should be provided to these property owners along New Hampshire with this BRT Plan, or the WOSG Plan.

White Oak Transit Center: Route 29 BRT & New Hampshire BRT Connectivity

Having Route 29 and New Hampshire BRT routes service the White Oak Transit Center makes "transit-oriented development" sense for existing and future high-density development in the area. The Lockwood-Stewart path for the Route 29 BRT adds the simple and necessary network connection to the New Hampshire corridor.

Thank you for your consideration of the comments of the Hillandale Citizens Association on the Countywide Transit Corridors Functional Master Plan. We are eager to continue our involvement in the BRT discussion and implementation going forward.

Submitted on behalf of the
Hillandale Citizens Association, Inc.
Eileen Finnegan, President
finnegan20903@yahoo.com
301-439-2263

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

September 27, 2013

Todd D. Brown
301.961.5218
tbrown@linowes-law.com

By Hand Delivery

Hon. Nancy Navarro, President
and Members of the Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: Countywide Transit Corridors Functional Master Plan – National Labor College

Dear President Navarro and Members of the County Council:

This office represents the National Labor College (“College”). The College is located at 10000 New Hampshire Avenue, in the northwest quadrant of the intersection of New Hampshire Avenue with I-495. The College encourages the Council to prioritize a New Hampshire Avenue BRT corridor extending from Eastern Avenue to Powder Mill Road, just north of I-495. The College supports the Draft Plan’s recommendation for a BRT Station at Powder Mill Road. Powder Mill Road is the end-of line stop for County Ride-On service Routes 10, 20, 22 and 36.

The Draft Plan indicates the “southern” section of New Hampshire Avenue should be a corridor priority and best meets certain criteria (p. 62). While agreeing with that conclusion, the College also believes an extension of the corridor priority to the north could substantially advance neighborhood revitalization and economic development efforts associated with the White Oak Science Gateway Master Plan. By extending a priority corridor along New Hampshire Avenue to Powder Mill Road, the Council would confirm its commitment to the Hillandale Neighborhood and would help facilitate the revitalization of its commercial area.

Extension of the New Hampshire Avenue corridor priority would also set the stage for future extension of service to the Federal Research Center/FDA. Ultimately, extension of the New Hampshire Avenue corridor to Route 29 could provide alternative service to County Site 2 and other properties located on Route 29 north of New Hampshire Avenue. This alternative would provide BRT service to each of the recommended mixed-use areas in the White Oak Science

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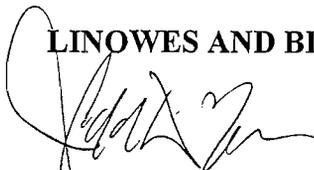
Hon. Nancy Navarro, President
and Members of the Montgomery County Council
September 27, 2013
Page 2

Gateway Planning Area, including Hillandale and the College, and would also avoid the challenging Four Corners area to the south along Route 29.

Thank you for your consideration.

Sincerely,

LINOWES AND BLOCHER LLP



Todd D. Brown

cc: Dr. Glenn Orlin
James Gentile, Esq.
Ms. Beth Shannon