

T&E COMMITTEE #1
October 14, 2013

MEMORANDUM

October 9, 2013

TO: Transportation and Environment Committee
FROM: Glenn Orlin, Deputy Council Administrator
SUBJECT: Countywide Transit Corridors Functional Master Plan: Bicycle-Pedestrian Priority Areas; Brunswick Line expansion; east county BRT routes

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

1. Bicycle-Pedestrian Priority Areas (BPPAs). The State Code allows the designation of BPPAs in the State's *Bicycle-Pedestrian Master Plan* if both a county and the State agree. As the Draft Plan notes, a BPPA is an area where the enhancement of bicycle and pedestrian traffic is a priority, especially in terms of signing and pavement marking, curb height, location of bus stops, assigning appropriate speed limits, streetlighting, and other relatively minor capital improvements and operations. To date the County has designated White Flint and Wheaton CBD as BPPAs, and the State has confirmed White Flint.

The Planning Board wishes to formalize the County's designation of BPPAs in master plans. The Draft Plan thus recommends identifying all Metro Station Policy Areas and Road Code Urban Areas as BPPAs, as well as nine other areas where there is or expected to be significant bicyclist and pedestrian activity. The full list of these areas is on page 66, and maps showing the boundaries of the nine other areas are on pages 67-71.

Council staff recommendation: Concur with the Draft Plan.

2. MARC Brunswick Line. In 2007 the Maryland Transit Administration (MTA) released its MARC Growth & Investment Plan which called for major improvements along all three commuter rail lines over the subsequent four decades. For the Brunswick Line one of its proposals was to add a third track along much of it to allow for off-peak and weekend passenger service. The Draft Plan recommends assuming a third track along the Brunswick Line north of Metropolitan Grove, although it does not assume a wider right-of-way yet, pending the result of a future project planning study.

During the past year MTA has been working on an update to the Growth & Investment Plan. A draft of its main points, as pertaining to the Brunswick Line, is included on ©1-4. The draft notes the need for a third track at Barnesville Hill (the grade in both directions from the Barnesville Station) in the 2020-2029 decade, and additional triple tracking during the subsequent two decades. MTA notes that a third track would require an additional 25' of width. The Corridor Cities Transitway at Metropolitan

Grove—where the line and station sit astride the CSX Metropolitan Branch—has been designed to allow for an eventual third track on the northeast side of the current tracks.

Council staff recommendation: Concur with the Draft Plan, but also add 25' to the minimum right-of-way.

3. Corridor reviews. This is the first of the corridor-by-corridor reviews. The reviews will examine whether or not a corridor should be included in the plan, the general path the corridor should take, the general location of stations, and the minimum master-planned right-of-way: the strip of land to be reserved along most of a corridor for the roadway, sidewalks/bikeways, landscaping and utilities. The testimony and correspondence included here are those that mainly address the localized benefits or impacts of a corridor, not the general arguments as to why or why not to build a BRT network.

While it would be premature for this master plan to recommend a particular BRT treatment/cross-section for each segment of each corridor, discussions of treatment/cross-section options is unavoidable, since they would provide the rationale for settling on the minimum rights-of-way. Before the Committee is finished with its work, it needs to decide how to characterize potential treatment/cross-section options in the plan, or whether to include them at all. Council staff recommends returning to this point at the final worksession once the Committee fully grasps the conditions in each of the corridors.

Planning staff have identified several errata in the Final Draft and its appendices (©5). Most of them are in the maps and tables describing particular corridors. Those following the Committee's deliberations may want to annotate their copies of the Final Draft accordingly.

5. Corridor 9: US 29 (see pp. 56-58, 108-109). This is a proposed 11.0-mile corridor that generally would run along Colesville Road and Columbia Pike between the District of Columbia boundary and Burtonsville. The exception is that, just north of Northwest Branch, the corridor would follow Lockwood Drive to and across New Hampshire Avenue to Stewart Lane, rejoining Columbia Pike north of the White Oak Shopping Center.

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 (©6-16 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 (©17-18).

Route. To Council staff there is no question that a US 29 route should be included in the plan. It is an extremely strong transit corridor now, with about 40 buses/hour in each direction during peak periods between White Oak and the Silver Spring CBD, and more than 30 buses/hour in each direction north of White Oak. The forecasted ridership on this line is the second strongest among the 10

corridors; only MD 355 South would have a higher ridership. As noted on page 108, a test of this route with the land use proposed in the White Oak Science Gateway plan would raise to forecasts higher by 100-200 riders per hour in each segment.

Some advocate routing BRT buses from Howard County and Fairland/White Oak onto the New Hampshire Line to the Purple Line station at Takoma/Langley and to the Green, Yellow, and Red Line Metro Station at Fort Totten, thus avoiding the cost and potential impacts in the Four Corners area. Planning staff has evaluated this concept. The Year 2040 forecast projects about 10,000 transit trips originating from Howard County and Fairland/White Oak to Downtown Washington, and the trip would take slightly longer (2 minutes longer) via New Hampshire Avenue and Fort Totten than via US 29 and Silver Spring. The forecast also projects about 3,000 transit trips from these areas to Silver Spring and Bethesda, but these trips would be substantially longer via New Hampshire Avenue and the Purple Line: 12 minutes longer.

Although the middle of the corridor diverts onto Lockwood Drive and Stewart Lane, the appendix notes that this recommendation “is not intended to inhibit the continuation of express bus service along US 29 through the New Hampshire Avenue interchange” (p. 108). Council staff would take this argument further: that the primary route for the corridor should stay on US 29 throughout and *not* divert to Lockwood Drive. Staying on US 29 would reduce the travel time to Silver Spring from Fairland/White Oak by several minutes. Some buses from the upper US 29 corridor should be routed onto Stewart Lane and the northern portion of Lockwood Drive to reach the White Oak Transit Center and continue south on New Hampshire Avenue. Lockwood Drive south of New Hampshire Avenue is only two lanes and passes through a largely single-family residential area, and so is less appropriate for a high-frequency BRT route.

Councils staff recommendation: Include the US 29 corridor in the plan, place it on US 29 for its entire path through the White Oak area, and delete the Lockwood Drive route between US 29 and New Hampshire Avenue.

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.

Stations along a 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 Metrorail, 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.

Of the 11 stations, two do not meet any of these criteria: Hillwood Drive and Franklin Avenue. Furthermore, if Council staff’s recommendation for the route of this corridor is accepted, there would

also not be a US 29 corridor station at the White Oak Transit Center, although there would still be a Transit Center station on the New Hampshire Avenue corridor that would serve BRT buses peeling off northern US 29. Also, the Lockwood Drive/Oak Leaf Drive station should be replaced by a US 29/Oak Leaf Drive station to serve the Enclave high-rise towers.

Council staff recommendation: There should be 8 station locations on the US 29 corridor: Burtonsville park-and-ride; Briggs Chaney park-and-ride; Fairland Road; Tech Road; Oak Leaf Drive; 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.

Subdivision streets within a neighborhood usually have consistent rights-of-way because they were designed and built at one time. That is not the case for major highways and arterials, most of which evolved over time from two-lane byways. A review of tax maps shows that the right-of-way of Colesville Road south of White Oak varies from as little as 100' to as wide as 250' in some spots. With two nearly inconsequential exceptions, the Draft Plan calls for no widening of the current master-planned right-of-way between the Silver Spring CBD and White Oak south. But the current master-planned right-of-way in this section is 120', while, as noted above, some of the *existing* right-of-way width in this segment is only 100' wide: 10' further into a property than presently exists. Other parts are 110' wide. (Still others are wider than 120'.) This is the source of some of the angst in Four Corners, especially among the residents and businesses abutting US 29.

Why, then, is the current master-planned right-of-way as much as 20' wider in many places? A couple of feet are attributable to desiring a wider curb lane to accommodate bicycles. Because of the tight constraints along Colesville Road south of White Oak, the corridor's bikeway in the Countywide Bikeways Functional Master Plan is routed on local streets instead. Nevertheless, it is acknowledged that commuter bikers will be on Colesville Road, and a foot or two more on each curb lane would provide for a somewhat safer ride.

The main reason, however, is to provide a more generous pedestrian zone. The sidewalks along this section of Colesville Road are narrow and flush to the curb. The wider right-of-way would allow for wider sidewalks and a planting strip between the sidewalks and curbs. This would be very costly and difficult to design, not only because of the proximity of the abutting homes and businesses, but also topography would require retaining walls in several locations. Nevertheless, the option should be retained. It is especially important in the Four Corners commercial area; if there were to be redevelopment, the sidewalk space should be more generous.

Council staff recommendation: Concur with the Final Draft's master-planned right-of-way recommendations.

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 Georgia Avenue.

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 ©19-20 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.¹ 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

¹ 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.

Summary. US 29 is one of the most important potential BRT corridors, but as proposed in the Draft Plan it will not provide very robust travel time savings for transit riders, and it is likely to add measurable congestion for those commuters—many of whom are County residents—who still must drive in the corridor to reach their destinations. By keeping the corridor on US 29 through White Oak and eliminating a few stations that would have little patronage, the travel time should be improved by several minutes. Furthermore, it is possible that implementing a reversible managed lane treatment would minimize the additional delays to commuters who must continue to drive in the corridor. All this can be done by lane repurposing that would little affect homes and businesses along the route.

5. 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 (©21-22). The National Labor College believes this corridor should be among the first built, but that the Hillandale station be at Powder Mill Road (©23-24).

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. As noted in the discussion of the US 29 corridor, some BRT buses from Fairland and Howard County should be routed off Stewart Lane to the White Oak Transit Center and continue south on New Hampshire Avenue.

Stations. Bringing the corridor through to US 29/Stewart Lane warrants a station there as the transfer point between the two BRT lines. Most of the other stations south of this point 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 7 station locations in the New Hampshire Avenue corridor: Stewart Lane at US 29, 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. As is the case with US 29, 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 10' (to 130') for most of the distance between Lockwood Drive and the Beltway.

The Hillandale Citizens Association has asked for more clarity as to how this 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. 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 does not have a recommendation regarding the minimum right-of-way or treatment at this time. Hopefully more light can be shared as a result of the worksession discussion.

6. 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 Council has received no testimony or correspondence explicitly relating concerns about the plan for this 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 system 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), an activity center near Northwood HS and the high rises at Kemp Mill (Arcola), 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.

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 at the last meeting, 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 and the Purple Line.

Council staff recommendation: Concur with the minimum rights-of-way in the plan. Concur with a one-lane reversible busway in the median between Georgia Avenue and Lorain Avenue, and a two-lane busway—coincident with the Purple Line—between Piney Branch Road and Takoma/Langley.

Brunswick Line: Near-Term 2013 to 2019 (Planned)

Maintain a State of Good Repair -

\$50 million*

- Explore parking facility expansions
- Positive train control

Increase Ridership - \$1 million*

- Lengthen existing trains to accommodate growing ridership
- Expand “Meet the MARC” connecting services

Systemwide - \$254 million*

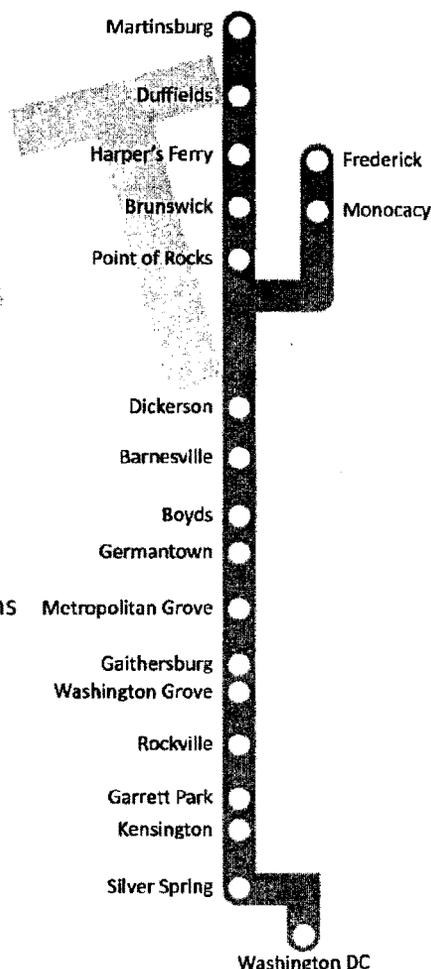
- Procure 54 MARC IV multi-level railcars to replace plus increase number of seats - \$180 million
- Procure 10 new diesel locomotives to replace electric locomotives - \$40 million
- Overhaul 63 MARC III railcars - \$34 million

Improve Service – \$1 million*

- Expanding utilization of LOTS systems to increase connectivity
- Maintain 94-95% on-time performance

Enhance the Customer Experience - \$7 million*

- ADA-Compliant Public Address System and LED signage
- Develop system uniformity standards (aesthetics, signage, brand)
- Closed Circuit Television System through Homeland Security Grants
- Install additional bike racks/lockers at stations
- Increase EV chargers available to riders



*Certain additional costs yet to be determined.

Brunswick Line: Long-Term 2020 to 2029 (Potential)

Maintain a State of Good Repair - \$176 million*

- 3 main tracks, Barnesville Hill
- Add another new Montgomery County station or expand an existing station
- Point of Rocks platform expansion providing access to Frederick branch and improved facilities
- Parking facility expansions as deemed necessary
 - Germantown Parking Garage
- Brunswick parking lot – additional access point
- Duffields – potential new station at Northport
- Brunswick Maintenance service facility expansion

Increase Ridership - \$26 million*

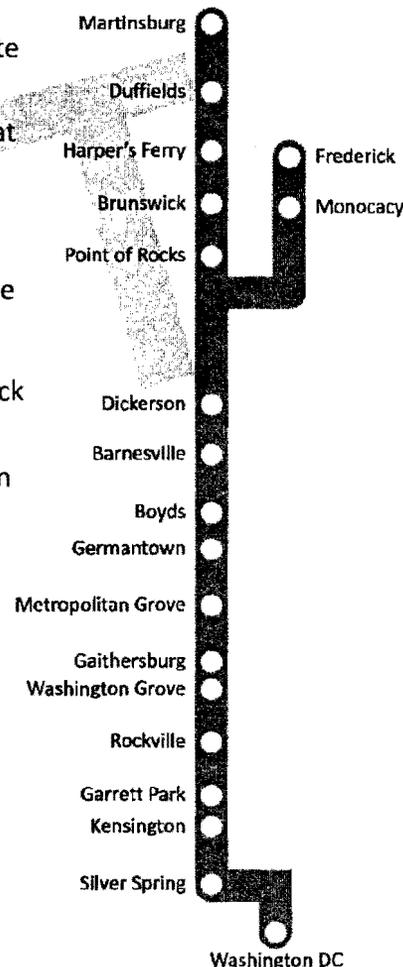
- Lengthen existing trains to accommodate growing ridership
- New Corridor Cities Transitway Station at Metropolitan Grove

Improve Service - \$55 million*

- Increase limited stop and express service
- One reverse peak service to Brunswick
- One additional round trip from Brunswick to DC
- Washington Terminal planned expansion
- Maintain 94-95% on-time performance

Enhance the Customer Experience - \$8 million*

- E-Ticketing
- Harpers Ferry ADA improvements
- Install additional bike racks/lockers at stations
- Increase EV chargers available to riders



2

Systemwide- \$138 million*

- Overhaul 26 MP36 diesel locomotives - \$65M
- GP39 (6) Repower 6 GP39 diesel locomotives - \$15M
- Overhaul 34 MARC IIB railcars - \$31M
- Overhaul 54 MARC IV multi-level railcars - \$27M

*Certain additional costs yet to be determined.

Brunswick Line: Future 2030 to 2050 (Potential)

Maintain a State of Good Repair

- Additional triple tracking
- Parking facility expansions to be determined

Increase Ridership

- Lengthen existing trains to accommodate growing ridership

Improve Service

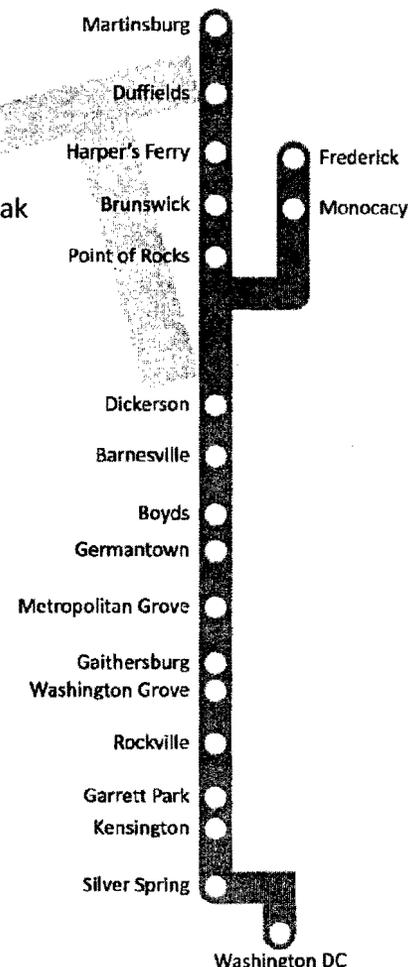
- Increased peak and off-peak service
- Reverse commute service
- Improve Frederick branch service – 30 minute peak headway, increase number of trains from 3 to 6
- Limited reverse-peak service
- Washington Union Station Master Plan
- Maintain 94-95% on-time performance

Enhance the Customer Experience

- Expanded TOD presence
- Install additional bike racks/lockers at stations
- Increase EV chargers available to riders

Systemwide

- ↳ Overhaul 26 MP36 diesel locomotives
- ↳ Purchase expansion diesel locomotives
- ↳ Replace 34 MARC IIB railcars
- ↳ Overhaul 63 MARC III railcars
- ↳ Overhaul 54 MARC IV multi-level railcars
- ↳ Overhaul 50 expansion railcars
- ↳ Purchase 50 expansion railcars

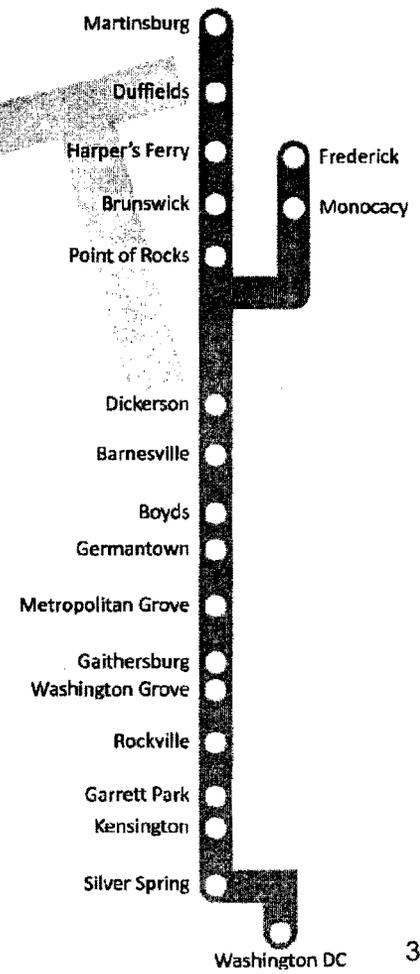


Washington DC

Brunswick Line – Summary

Brunswick Line Capital Improvements	Near-Term Cost (\$M)	Long-Term Cost (\$M)	Total Cost (\$M)
Maintain State of Good Repair	\$50*	\$175*	\$225*
Increase Ridership	\$0*	\$25*	\$25*
Improve Service	\$0*	\$25*	\$25*
Enhance the Customer Experience	\$7*	\$8*	\$15*
Total	\$57*	\$233*	\$290*

Brunswick Line Operating Improvements	Near-Term Cost (\$M)	Long-Term Cost (\$M)
Improve Operating Costs	\$7/year	\$67/year



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*Certain additional costs yet to be determined.

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 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 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”.

**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 (pphp), and that Route 29 has only 800 pphp? 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/ganda-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.

Thank you very much for your consideration.



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,



Jane 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>16th 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%

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**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

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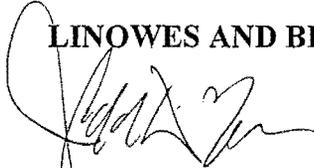
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Gateway Planning Area, including Hillandale and the College, and would also avoid the challenging Four Corners area to the south along Route 29.

Thank you for your consideration.

Sincerely,

LINOWES AND BLOCHER LLP



Todd D. Brown

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