



NOVEMBER 2019 PUBLIC WORKSHOPS REPORT

March 2020



U.S. Department of Transportation
Federal Highway Administration

and



MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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1 INTRODUCTION

The Federal Highway Administration (FHWA), as the lead federal agency, and Maryland Department of Transportation State Highway Administration (MDOT SHA), as the local sponsor and joint lead agency, are conducting Pre-National Environmental Policy Act (NEPA) activities for I-270 from I-370 to I-70 in Maryland. The section of I-270 under study is located within Montgomery and Frederick counties and extends from I-370 in Gaithersburg to I-70 in the City of Frederick. (**Figure 1**).

Four Public Workshops were held on the Pre-NEPA activities in November 2019 at locations near the corridor. Public Workshop locations and the approximate number of attendees are presented in **Table 1**. Because some members of the public did not choose to sign in, the actual number may be higher. The number of meeting attendees does not include elected officials and media representatives.

Table 1: Summary of Public Workshops

Workshop Dates and Locations	Number of Attendees
Tuesday, November 12, 2019 Clarksburg High School 22500 Wims Road, Clarksburg, MD 20871	85
Wednesday, November 13, 2019 Lincoln Recreation Center, Lincoln Elementary School 200 Madison Street, Frederick, MD 21701	37
Wednesday, November 20, 2019 Urbana Volunteer Fire Department 3602 Urbana Pike, Frederick, MD 21704	53
Thursday, November 21, 2019 Activity Center at Bohrer Park 506 South Frederick Avenue, Gaithersburg, MD 20877	72
TOTAL	247

The purpose of these Public Workshops was to provide an overview of the NEPA process, engage the public and solicit their input on the existing environmental conditions in the corridor, their opinions on the transportation challenges on I-270 and their ideas on potential solutions to address these challenges. This Public Workshop Summary Report summarizes the workshops for the I-270 from I-370 to I-70 Pre-NEPA activities and the comments received from the public.

Figure 1: I-270 from I-370 to I-70 Corridor



2 PUBLIC WORKSHOP ANNOUNCEMENT AND ADVERTISING

To reach the hundreds of thousands of travelers who use the corridor, as well as those living along the corridor, a range of approaches was used to advertise the Public Workshops. These included notifications via the I-270 from I-370 to I-70 Pre-NEPA activities website; print advertisements and newspaper flyers; a postcard invitation mailed and emailed to the mailing list and elected officials; an MDOT SHA press release; social media promotion; and emails to federal, state and local elected officials within Frederick and Montgomery counties. The mailing list included members of the public who registered online or at pop-up events, property owners who received permission requests for property access for environmental work, and the I-495 & I-270 Managed Lanes Study mailing list. **Table 2** summarizes the outreach efforts for the Public Workshops:

Table 2: Public Workshop Outreach

Notification	Source/Placement/Type	Description	Schedule
MDOT SHA Press Releases	MDOT SHA	A press release distributed to news media and social media announced the Public Workshops, their purpose and format, a link to the I-495 & I-270 P3 Program website, details on how to provide comments, and contact information for the study team. Reached the 50,000+ “followers” of MDOT SHA’s social media channels (Facebook, Twitter).	October 15, 2019
Newspapers - Printed Advertisements	<i>The Washington Post</i>	Ads reached members of the public who do not use or do not have internet access.	October 30, 2019
	<i>Frederick News Post</i>		October 30, and November 3, 2019
	<i>El Tiempo Latino</i>		October 25, November 1 and 8, 2019
	<i>Washington Hispanic</i>		October 25, November 1 and 8, 2019

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Notification	Source/Placement/Type	Description	Schedule
Postcards (Newspaper Insert)	<i>The Washington Post</i>	Postcard insert was included in the Thursday edition of paper in the Local Living Section and In-Mail; the total distribution was 364,530 subscribers and non-subscribers along I-270.	October 31, 2019
Mailed Postcards	US Mail	Mailed to approximately 1,660 residents who received property owner notification letters.	In mailboxes between October 25 and 28, 2019
Radio	WFRE - FM	Total Traffic & Weather Network ads (10-15 seconds) played 10 times on each of the 12 stations for one week during peak periods. "This traffic report brought to you by the MDOT SHA [traffic report, then ad spot]"	November 4 - 8, 2019
	WASH - FM		November 4 - 8, 2019
	WBIG - FM		November 4 - 8, 2019
	WHUR - FM		November 6, 2019
	WITH - FM		November 4 - 8, 2019
	WKYS - FM		November 6 - 7, 2019
	WMZQ - FM		November 4 - 8, 2019
	WPRS - FM		November 4 - 6, 2019
	WTOP - FM		November 5, 7, 2019
	WWDC - FM		November 4 - 8, 2019
	WWDC - F2		November 4 - 8, 2019
	WYCB - AM		November 4 - 8, 2019
Online Ads	WTOP.com	Digital banner ads	November 2 - 21, 2019
	DCBlack.com		October 22 - November 21, 2019
	Washingtonhispanic.com		October 28 - November 18, 2019
	Afro.com		November 3 - 17, 2019
	Eltiempo.com		November 4 - 21, 2019
	Fredericknewspost.com		November 2 - 21, 2019
Media Promotion	Earned	Interviews as a result of press release and media calls	Press Release October 15, 2019
Email Blasts	Elected Officials	Announcement of the Public Workshops, dates and locations with successful deliveries to almost 4,500 email addresses.	First email sent October 17, 18, 21 and 22; reminder email sent November 4, 2019
	P3 Mailing List		
	Notified Cooperating and Participating Agencies		

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Notification	Source/Placement/Type	Description	Schedule
Facebook (MDOT SHA)	Posts to facebook.com/MDOTSHA/	Announcements for meetings in Frederick, Clarksburg, Urbana and Gaithersburg	October 21, 2019
	Paid Facebook Ad	Geographic locations and demographics statewide with emphasis on meeting locations	November 5 – 20, 2019
Twitter	Posts to the MDOT SHA account	Reminders for meetings in Frederick, Urbana and Gaithersburg	November 13, 20 and 21, 2019
I-495 & I-270 P3 Program Website	Accessible on computers and mobile devices. Allows use of Google Translate	Informational hub	Meeting announcement - October 15, 2019 Meeting materials - November 12, 2019
Targeted Environmental Justice (EJ) Outreach	Email with attached flyer, in Spanish and English	Coordinated outreach with select organizations. Emailed postcard/flyer and cover letter to more than 100 schools, places of worship, and community facilities in identified EJ communities within one-mile radius of corridor.	November 8, 2019

3 PUBLIC WORKSHOP FORMAT AND CONTENT

The following describes the different elements of the Public Workshops. All project materials including display boards, the presentation, and the handout, can be found in **Appendix B**.

3.1 Welcome Area and Sign-In Table

The welcome area and sign-in table were staffed by team members who prompted the public to sign-in and provided a meeting handout that included the meeting purpose and ways to stay connected. Comment forms related to the Public Workshop materials and Title VI were also handed out and staff encouraged the public to provide feedback in a written format at the workshop or on the I-495 & I-270 P3 Program website. Elected officials and members of the media were asked to sign-in on a designated sheet and were directed to MDOT SHA staff who represented government and media relations. The meeting handout, comment form, and Title VI handouts were provided in both English and Spanish.

3.2 Informational Boards

Twenty-three display boards provided information in a clear visual format. Board topics included the purpose of the Public Workshop, existing and projected future traffic conditions, the I-495 & I-270 P3 Program map, general information on P3s, the NEPA process and timeline, the I-270 from I-370 to I-70 corridor and its potential transportation needs, and potential solutions. Team members were available near the boards to answer questions and discuss the information displayed.

3.3 Presentation

MDOT SHA I-495 & I-270 P3 Office Director, Lisa Choplin and MDOT SHA I-495 & I-270 P3 Office Deputy Director, Jeff Folden, made a presentation to provide an overview of the program need, the NEPA process, the purpose of the Pre-NEPA activities and the anticipated schedule. A question and answer period followed the presentation; however participants were encouraged to direct more detailed questions to team members at the display boards.

3.4 Public Comments

To ensure the public's voice was captured accurately and appropriately, the Public Workshops provided multiple opportunities for the public to provide input. Throughout the Public Workshop comment period, November 12, 2019, through December 6, 2019, the public could submit comments through any of the methods described in **Table 3**. Stay Connected contact cards were also available, which included the I-495 & I-270 P3 Program website address, program email address, and toll-free number.

Table 3: Comment Methods

Comment Method	Description
Paper Comment Form	Hard copy comment forms were available at the Public Workshops and could be submitted at the meetings or mailed after the meetings with pre-paid postage.
Online Comment Form	An online comment form was available on the website from November 12, 2019 through December 6, 2019. 495-270-p3.com/your-participation/i270-provide-feedback/
Verbatim Recorder	A verbatim recorder was present at all meetings for members of the public who preferred to provide their comments orally.
Paper Roll Maps	Comments could be written on post-it notes and affixed to the large paper aerial maps of the corridor.
Interactive Map	Project team members staffed an electronic version of an aerial map and assisted members of the public by recording their comments on the map
Email	Comments were accepted for inclusion in this report through December 6, 2019 , at the I-270 email address: 270-Study-P3@mdot.maryland.gov
US Mail	Maryland Department of Transportation State Highway Administration ATTN: 270 Study P3 I-495 & I-270 P3 Office 707 North Calvert Street Mail Stop P-601 Baltimore, MD 21202

Note: MDOT SHA will continue to welcome comments throughout the duration of the Pre-NEPA activities. Submissions received after December 6, 2019 will be considered and included as part of the overall record but are not included in this report.

3.5 Online Meeting Materials

The Public Workshop materials, including the informational boards, presentation, and handout, were made available on the program website 495-270-p3.com/your-participation/i270-upcoming-events/ on November 12, 2019, and will remain available throughout the Pre-NEPA activities. The video of the presentation includes narration. A link to the online comment form was provided through December 6, 2019.

4 ACCESS FOR ENVIRONMENTAL JUSTICE COMMUNITIES AND PEOPLE WITH DISABILITIES

MDOT SHA made substantial efforts to engage people with limited English proficiency and to ensure that people with disabilities were able to attend and participate in the Public Workshops. The meeting notices included information on how to receive the announcement in Chinese, Amharic, Vietnamese and Spanish. Contact information for Maryland Relay Service for people with hearing or speech difficulties or requiring assistance with the English language were also provided. Spanish translators and American Sign Language interpreters were available at the Public Workshops. All venues were ADA-accessible.

Understanding the importance of providing low-income and minority populations with equitable and fair access to meaningful involvement, MDOT SHA undertook early efforts to ensure that Environmental Justice (EJ) populations were thoughtfully included in public outreach efforts. Initial outreach began with approaching state and county agencies perceived as potentially serving as a link between government services and EJ populations. MDOT SHA personnel introduced themselves and the Pre-NEPA activities and asked contacts if they would share recommendations about reaching traditionally-underserved populations within the P3 Program's study area. Contacts were asked if they would be willing to disseminate information about the upcoming Public Workshops and if they had recommendations for other agencies or organizations that should be contacted for this effort. MDOT SHA reached out to three state agencies and commissions; ten Montgomery County offices and organizations; and three Frederick County programs and centers.

State Agencies

- Maryland Department of the Environment (MDE),
- MDE's Maryland Commission of Environmental Justice and Sustainable Communities (CEJSC), and
- MDE's Office of Communications.

Montgomery County Offices and Organizations

- Montgomery County (MC) Health and Human Services (HHS),
- MC HHS African American Health Program (AAHP),
- MC HHS Asian American Health Initiative (AAHI),
- MC HHS Latino Health Initiative (LHI),
- MC HHS Office of Community Affairs,
- MC Office of Community Partnerships,
- MC Department of Environmental Protection (DEP),
- MC Sidney Kramer Upcounty Regional Services Center,
- MC Gilchrist Immigrant Resource Center, and

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- MC African Affairs Advisory Group.

Frederick County Programs and Centers

- Frederick County Health Care Division,
- The Women Infants & Children (WIC) Nutrition Program, and
- The Frederick County Prosperity Center of the United Way.

This initial effort led to establishing contact with various offices and programs that agreed to provide recommendations and to help disseminate information about the effort to their networks.

Public involvement efforts for the Public Workshops included contact with places of worship and schools within one mile of the corridor. (See **Appendix C.**) All places of worship with email addresses available on their websites were contacted and asked to display flyers announcing the Public Workshops where the organization typically displayed other community information. Two flyers were attached - one in English and one in Spanish. More than 100 emails were disseminated from the I-270 Pre-NEPA activities email account with this information.

A Spanish language interpreter was present at the Public Workshops to provide translation services. Spanish language versions of the Public Workshop handout, Title VI instructions, and Public Workshop comment card were also provided. Title VI data was collected during the Public Workshops to help gauge the effectiveness of the public involvement efforts at reaching traditionally underserved populations.

In addition to contacting schools and places of worship within one mile of the corridor, emails were also sent to three apartment complexes, a community center, a supermarket, a food pantry, a school, and additional places of worship within three areas identified as potential EJ populations. These three locations included the area between West Diamond Avenue, Muddy Branch Road and I-270; the Brighton West community; and Fireside between Duvall Lane and I-270.

5 PUBLIC WORKSHOP COMMENTS

As summarized in **Table 4**, 102 comments were submitted during the Public Workshop comment period (November 12, 2019 – December 6, 2019). This number reflects the total number of respondents. Note that a person's or organization's submission may include multiple comments on several topics.

FHWA and MDOT SHA will continue to welcome comments throughout the duration of the Pre-NEPA activities. Submissions received after December 6, 2019 will be considered and included as part of the overall record but are not included in this report.

Table 4: Comment Submission Type by Number of Respondents

Comment Submission Type	Number of Respondents
Paper Comment Forms	40
Verbatim Recorder	18
Online Comment Form	6
Emailed Comment Submissions	38
Total Submissions	102

Approximately 40 percent of the comments received included an address. These comments were mapped to determine how well the comments represented the communities along the corridor. **Figure 2** shows that comments were well distributed along the corridor.

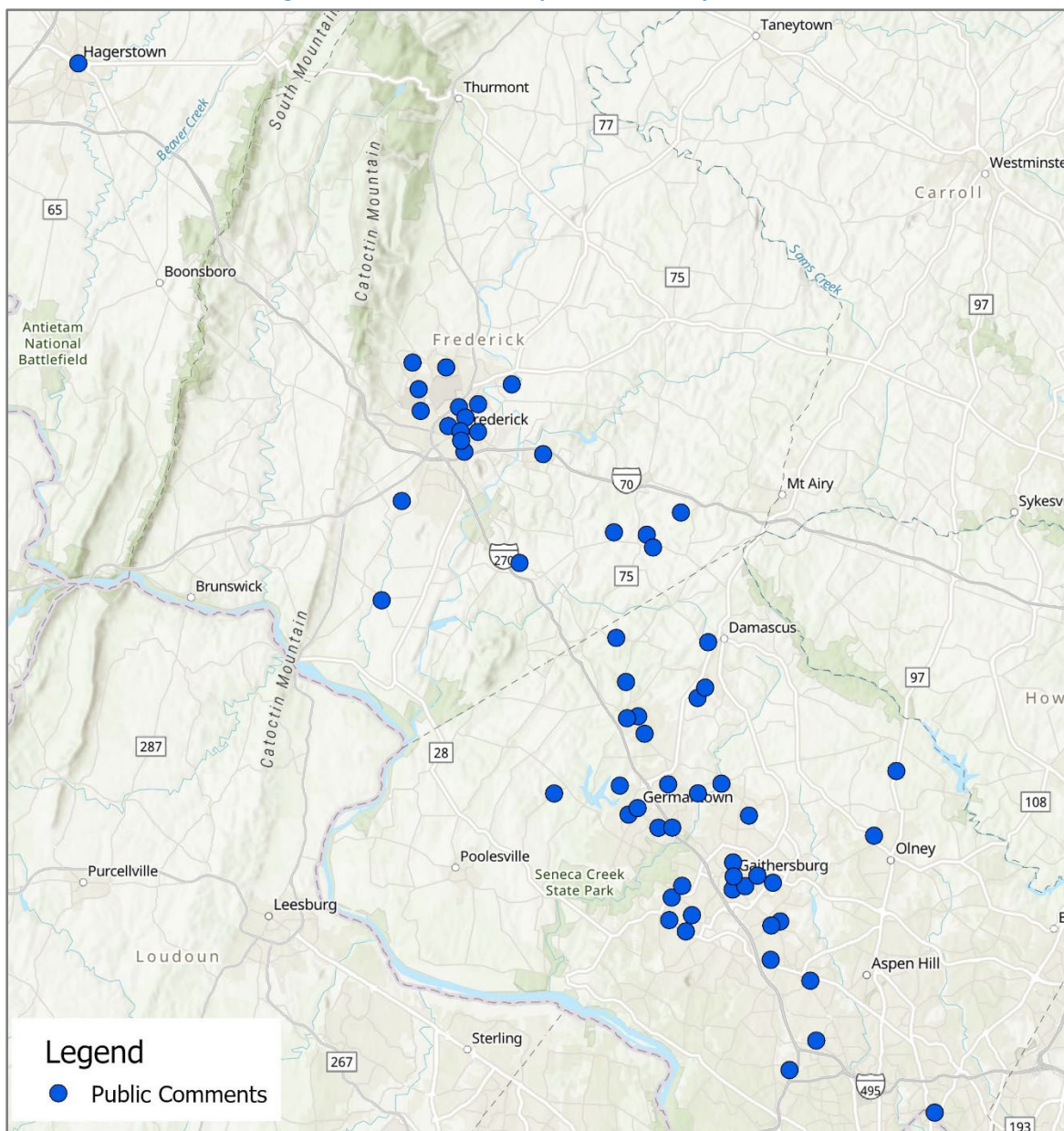
5.1 Common Themes of Public Comments

The public was invited to provide comment submissions through various methods. The Public Workshop comment period began on November 12, 2019 and concluded on December 6, 2019. During this comment period, more than 100 respondents provided comments. The submissions covered a range of topics related to the I-270 Pre-NEPA activities, and often submissions covered more than one topic.

Comment Themes

Common comment submissions are identified below, listed in order of frequency. The original comment submissions are provided in **Appendix D**.

Figure 2: Public Workshop Comments by Address



Note: Reflects comment submissions that included an address.

Table 5: Public Workshop Comment Themes

Comment Theme	Description	Number of Comments
Extend, Expand, or Create MARC, Metrorail, Commuter Rail, or Monorail	Comments proposing extending or expanding MARC or Metrorail service, creating new heavy or commuter rail lines, or establishing a monorail.	42
Concerns with Toll Lanes	Comments with concerns on tolling for various reasons (cost, equity, inability for them to solve congestion).	24
Support Widening	Comments supporting widening - sometimes specifying number of lanes.	19
General Unspecified Support for Mass Transit, Public Transportation, or Multimodal Solutions	These comments captured statements using these broad terms only. It does not capture any comments where a specific form of transit (such as rail or bus) was specified.	18
Add or Improve Other Roadways or Bridges	Comments proposing a new roadway or a new bridge to solve congestion issues. Several involved adding a second beltway.	17
Concerns with Widening	Comments with concerns regarding any type of widening or the addition of lanes.	11
Expand Bus Options or Create BRT	Comments recommending expanding bus service or frequency, establishing new routes, or creating bus rapid transit.	8
Concerns about Impacts or Acquisitions	Comments concerned with impacts to specific resources (agricultural reserve, air quality, noise) or acquisitions (especially of homes).	8
Support Toll Lanes	Comments supporting any type of tolled lanes.	7
Recommendations to work with the business community	These comments included not only recommendations to work with the business community, but also to request that businesses finance a solution to congestion, or that businesses or the counties should incentivize employees to change their commuting behavior.	7
Acknowledgement that Congestion is a Problem	Statements acknowledging that respondents have experienced traffic/congestion in general or at specific locations along I-270 from I-370 to I-70.	7
Support High Occupancy Vehicle Lanes	Comments supporting HOV lanes. Some supported High Occupancy Toll (HOT) lanes.	6
Land Use or Development Recommendations	Comments that recommended focusing on solutions that are inclusive of thoughtful land-use planning or otherwise slow or better-direct development.	5
Support Improved Transit Hubs	Comments stating interest in improving transit hubs, as well as adding or improving commuter lots, park & rides, and garages.	5
Support Reversible Lanes	Comments supporting the addition of reversible lanes.	5
Concerns with Public-Private Partnerships (P3)	Comments with concerns with the use of a P3.	5

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Comment Theme	Description	Number of Comments
Concerns with Monorail	Comments with specific concerns with monorail.	5
Concerns with the Weigh Station	Comments stating concerns about the weigh station and how trucks going to weigh stations create congestion.	4
Concerns about Climate Change	Comments that specifically mentioned concerns about climate change and the need to consider it in developing solutions.	4
Concerns with HOV Lanes	Comments with concerns with HOV lanes.	3

6

6 CONCLUSIONS AND NEXT STEPS

The I-270 from I-370 to I-70 Public Workshops provided the public with an overview of the pre-NEPA activities and the opportunity to provide input to MDOT SHA via multiple methods. Members of the public were actively engaged in discussions with the project team and the presentation. The comments and input received will be reviewed and considered by MDOT SHA as the project moves forward.

MDOT SHA will continue to provide opportunities for public input on the Pre-NEPA activities via the website, pop-up events, and public meetings.

APPENDIX A – PUBLIC WORKSHOP ANNOUNCEMENTS AND ADVERTISEMENTS



Contact: MDOT SHA Office of Communications, 410-545-0303

**MDOT SHA to Hold Four Public Workshops to
Address Traffic Congestion on I-270 between I-370 and I-70.**

For Immediate Release – October 15, 2019

The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold a series of public workshops in November to seek public input on potential solutions to reduce congestion on I-270 between I-370 and I-70.

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. On average, I-270 is congested seven hours each day.

To address this congestion, MDOT SHA and the Federal Highway Administration (FHWA) are evaluating potential solutions to reduce congestion on I-270 between I-370 and I-70.

The evaluation will begin with early planning activities prior to an environmental review under the National Environmental Policy Act (NEPA). Initial Pre-NEPA activities will include a review of existing and future traffic, roadway and environmental conditions to inform the development of alternatives.

The Pre-NEPA workshops will:

- provide an overview of the Pre-NEPA activities and the NEPA process
- discuss the transportation needs of the corridor
- identify potential solutions and existing environmental conditions

Public workshops will be held at the following locations and times in Frederick and Montgomery counties:

Tuesday, November 12, 2019

6:30 p.m. – 8:30 p.m.

Clarksburg High School,
22500 Wims Road,
Clarksburg MD 20871

Wednesday, November 13, 2019

6:30 p.m. – 8:30 p.m.

Lincoln Recreation Center, Lincoln Elementary School
200 Madison Street
Frederick MD 21701

Wednesday, November 20, 2019

6:30 p.m. – 8:30 p.m.

Urbana Fire Department Banquet Hall
3602 Urbana Pike
Frederick MD 21704

Thursday, November 21, 2019

6:30 – 8:30 p.m.

Activity Center at Bohrer Park
506 South Frederick Avenue
Gaithersburg MD 20877

The workshop materials will include informational displays, and handouts. Staff will be available to answer questions and there will be a brief presentation at 7:00 p.m. at each workshop.

CONTACT INFORMATION: The public is also encouraged to participate online at www.495-270-P3.com, via email at 270-study-P3@mdot.maryland.gov, or by hard copy during the workshops

Handwritten comments will be received at the public workshops or verbal comments may be provided to a verbatim reporter. Comments from the meeting can also be mailed to:

I-495 and I-270 P3 Office
Maryland Department of Transportation State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore MD 21202

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by November 1, 2019. For more information, please visit 495-270-p3.com.

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JOIN US

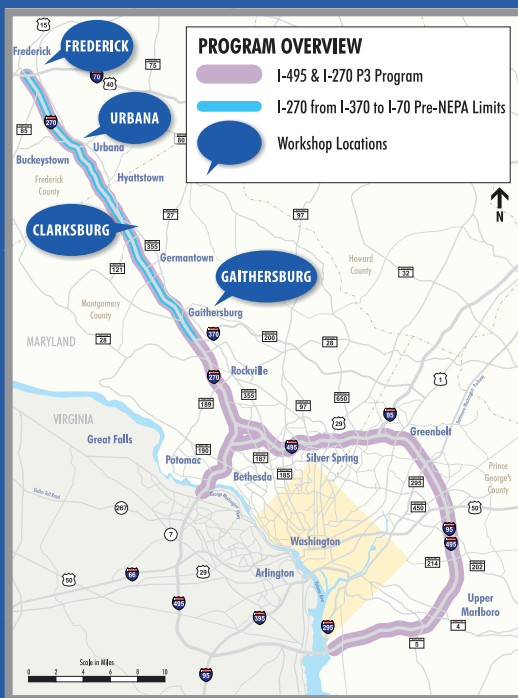
Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. On average, I-270 is congested seven hours each day.

To address this congestion, the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highway Administration (FHWA) are evaluating potential solutions to reduce congestion on I-270 between I-370 and I-70. This evaluation will begin with early planning activities prior to an environmental review under the National Environmental Policy Act (NEPA). Initial Pre-NEPA activities include a review of existing and future traffic, roadway, and environmental conditions to inform the development of alternatives.

MDOT SHA invites the public to learn more at a series of workshops, which will:

- Provide an overview of the Pre-NEPA activities and the NEPA process
- Discuss the transportation needs of the corridor
- Identify potential solutions and existing environmental considerations

Note: The workshop format will allow attendees to review display boards and meet with MDOT SHA Study Team staff. There will be a brief presentation at 7:00 p.m.



Tuesday,

November 12, 2019

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD 20871

Wednesday,

November 13, 2019

6:30 p.m. – 8:30 p.m.

Lincoln Recreation Center, Lincoln Elementary School

200 Madison Street, Frederick, MD 21701

Wednesday,

November 20, 2019

6:30 p.m. – 8:30 p.m.

Urbana Fire Department Banquet Hall

3602 Urbana Pike, Frederick, MD 21704

Thursday,

November 21, 2019

6:30 p.m. – 8:30 p.m.

Activity Center at Bohrer Park

506 South Frederick Avenue, Gaithersburg, MD 20877

Can't Attend?

Meeting materials, including an online presentation, will be available at 495-270-P3.com.

REQUEST FOR ASSISTANCE: Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate (interpreter for hearing/speech difficulties or assistance with the English language) should contact the project toll-free number at 833-858-5960 by November 1, 2019. To receive this flyer in an alternate language, please send an email to 270-Study-P3@mdot.maryland.gov. Please indicate the language in the subject line.

Chinese:

如需<中文版>的简报, 请发电子邮件到 270-Study-P3@mdot.maryland.gov。请在电子邮件主题栏标出

Amharic:

ይህንን ጋዜጣ በ-አማርኛ ለማግኘት፣ አባዝዎ በሚከተለው አድራሻ ኢሜይል ይላኩ፡፡
270-Study-P3@mdot.maryland.gov፡፡ አባዝዎ በኢሜይል ርዕስ ላይ ብለው ያመልኩት፡፡

Vietnamese:

Để nhận được bản tin này bằng <tiếng Việt>, xin vui lòng gửi email đến: 270-Study-P3@mdot.maryland.gov. Xin vui lòng biểu thị trong dòng tiêu đề email.

Spanish:

Para recibir este boletín en, por favor envíe un correo electrónico a:
270-Study-P3@mdot.maryland.gov. Por favor indique en el asunto del correo electrónico.

Spanish and ASL translators will be available at these public workshops.



¡ÚNASE A NOSOTROS!

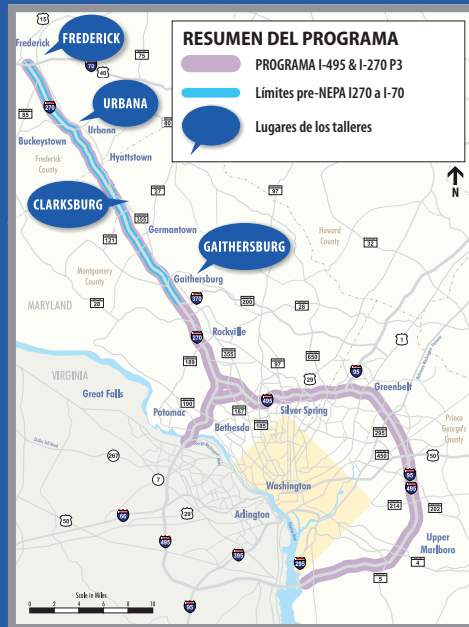
Múltiples estudios en la última década han demostrado que la Región Capital de la nación es una de las más congestionadas, y los habitantes de Maryland enfrentan el segundo mayor tiempo de desplazamiento en el país. En promedio, la I-270 está congestionada siete horas cada día.

Para abordar esta congestión, la Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA, por sus siglas en inglés) y la Administración Federal de Carreteras (FHWA, por sus siglas en inglés) están evaluando posibles soluciones para reducir la congestión en la I-270 entre la I-370 y la I-70. Esta evaluación de la I-270 entre la I-370 y la I-70 comenzará con actividades de planificación temprana antes de una revisión ambiental contemplada en la Ley de Política Ambiental Nacional (NEPA, por sus siglas en inglés). Las actividades iniciales previas a la revisión de la NEPA incluyen una revisión del tráfico existente y futuro, la carretera y las condiciones ambientales para informar el desarrollo de alternativas.

MDOT SHA invita al público a aprender más en una serie de talleres, que:

- Proporcionarán una visión general de las actividades previas a la revisión NEPA y el proceso de revisión de la NEPA
- Discutir las necesidades de transporte en el corredor vial
- Identificar soluciones potenciales y consideraciones ambientales existentes

Nota: El formato del taller permitirá a los asistentes revisar tableros de exhibición y reunirse con el personal del Equipo de Estudio de MDOT SHA. Habrá una breve presentación a las 7:00 p.m. en cada taller.



Martes 12 de noviembre de 2019

6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Miércoles 13 de noviembre de 2019

6:30 p.m. – 8:30 p.m.
Lincoln Recreation Center, Lincoln Elementary School
200 Madison Street, Frederick, MD 21701

Miércoles 20 de noviembre de 2019

6:30 p.m. – 8:30 p.m.
Urbana Fire Department Banquet Hall
3602 Urbana Pike, Frederick, MD 21704

Jueves 21 de noviembre de 2019

6:30 p.m. – 8:30 p.m.
Activity Center at Bohrer Park
506 South Frederick Avenue, Gaithersburg, MD 20877

¿No puede asistir?

Los materiales para las reuniones, incluida una presentación en línea, estarán disponible en **495-270-P3.com**.

SOLICITUD DE ASISTENCIA: Maryland Relay puede asistir usuarios de Teletipo al número 7-1-1. Persona que requieren asistencia para participar, por ejemplo, un intérprete con dificultades para oír/hablar, o asistencia con la lengua inglesa, puede contactarse con nosotros al número 1-833-858-5960 hasta el 1ro de Noviembre, 2019. Para recibir esta notificación en otro idioma, favor de enviar un correo electrónico a: 270-Study-P3@mdot.maryland.gov. Favor de indicar el idioma en la línea de descripción.

Chinese:

如需<中文版>的简报, 请发电子邮件到
270-Study-P3@mdot.maryland.gov。请在电子邮件主题栏标出

Amharic:

ይህንን ጋዜጣ በ<አማርኛ> ለማግኘት፡ አባዝዎ በሚከተለው ኢሜል አዲስ አበባ፡፡
270-Study-P3@mdot.maryland.gov፡፡ አባዝዎ በኢሜል ርዕስ ላይ ብለው ያመልክቱ፡፡

Vietnamese:

Để nhận được bản tin này bằng <tiếng Việt>, xin vui lòng gửi email đến: 270-Study-P3@mdot.maryland.gov. Xin vui lòng biểu thị trong dòng tiêu đề email.

Spanish:

Para recibir este boletín en, por favor envíe un correo electrónico a:
270-Study-P3@mdot.maryland.gov. Por favor indique en el asunto del correo electrónico.

Traductores de español y ASL van a estar disponibles en estos talleres publicos.



PUBLIC WORKSHOPS

270

JOIN US!

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers navigate seven hours of traffic congestion daily on I-270.

To address this congestion, the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highway Administration (FHWA) are evaluating potential solutions to reduce congestion on I-270 between I-370 and I-70. This evaluation on I-270 between I-370 and I-70 will begin with early planning activities prior to an environmental review under the National Environmental Policy Act (NEPA). Initial Pre-NEPA activities include a review of existing and future traffic, roadway, and environmental conditions to inform the development of alternatives.

MDOT SHA invites the public to learn more at a series of Workshops, which will:

- provide an overview of the Pre-NEPA activities and the NEPA process
- discuss the transportation needs of the corridor
- identify potential solutions and existing environmental considerations

Note: The workshop format will allow attendees to review display boards and meet with MDOT SHA Study Team staff. There will be a brief presentation at 7:00 p.m.

Tuesday, November 12, 2019

6:30 p.m. – 8:30 p.m.

Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Wednesday, November 13, 2019

6:30 p.m. – 8:30 p.m.

Lincoln Recreation Center, Lincoln Elementary School
200 Madison Street, Frederick, MD 21701

Wednesday, November 20, 2019

6:30 p.m. – 8:30 p.m.

Urbana Fire Department Banquet Hall
3602 Urbana Pike, Frederick, MD 21704

Thursday, November 21, 2019

6:30 p.m. – 8:30 p.m.

Activity Center at Bohrer Park
506 South Frederick Avenue, Gaithersburg, MD 20877

Can't Attend?

Meeting materials, including an online presentation, will be available at 495-270-P3.com.



APPENDIX B – PUBLIC WORKSHOP MATERIALS



PUBLIC WORKSHOPS

Tuesday, November 12

6:30 PM – 8:30 PM

Clarksburg High School | Gym

22500 Wims Road | Clarksburg, MD 20871

Wednesday, November 13

6:30 PM – 8:30 PM

Lincoln Elementary School | Recreation Center

200 Madison Street | Frederick, MD 21701

Wednesday, November 20

6:30 PM – 8:30 PM

Urbana Volunteer Fire Department | Banquet Hall

3602 Urbana Pike | Frederick, MD 21704

Thursday, November 21

6:30 PM – 8:30 PM

Bohrer Park Activity Center | Gym #1

506 S. Frederick Avenue | Gaithersburg, MD 20877

STAY CONNECTED

MDOT SHA is committed to keeping the public informed. All materials presented at today's Workshop, including the display boards, the presentation, and the mapping; are available on the project website: 495-270-P3.com/i270-environmental/

To learn more:



Visit the project website:
495-270-p3.com/i270-environmental/



Call Toll Free: **833-858-5960**



Email the Study Team:
270-Study-p3@mdot.maryland.gov



Sign up for email notifications on the website:
495-270-p3.com/i270-environmental/

PROVIDE FEEDBACK

We want your comments on the transportation needs and solutions. Please comment through any of these methods:



Email: 270-Study-p3@mdot.maryland.gov



Hard copy comment form submitted at the Workshop or mailed



Oral comments to the verbatim recorder

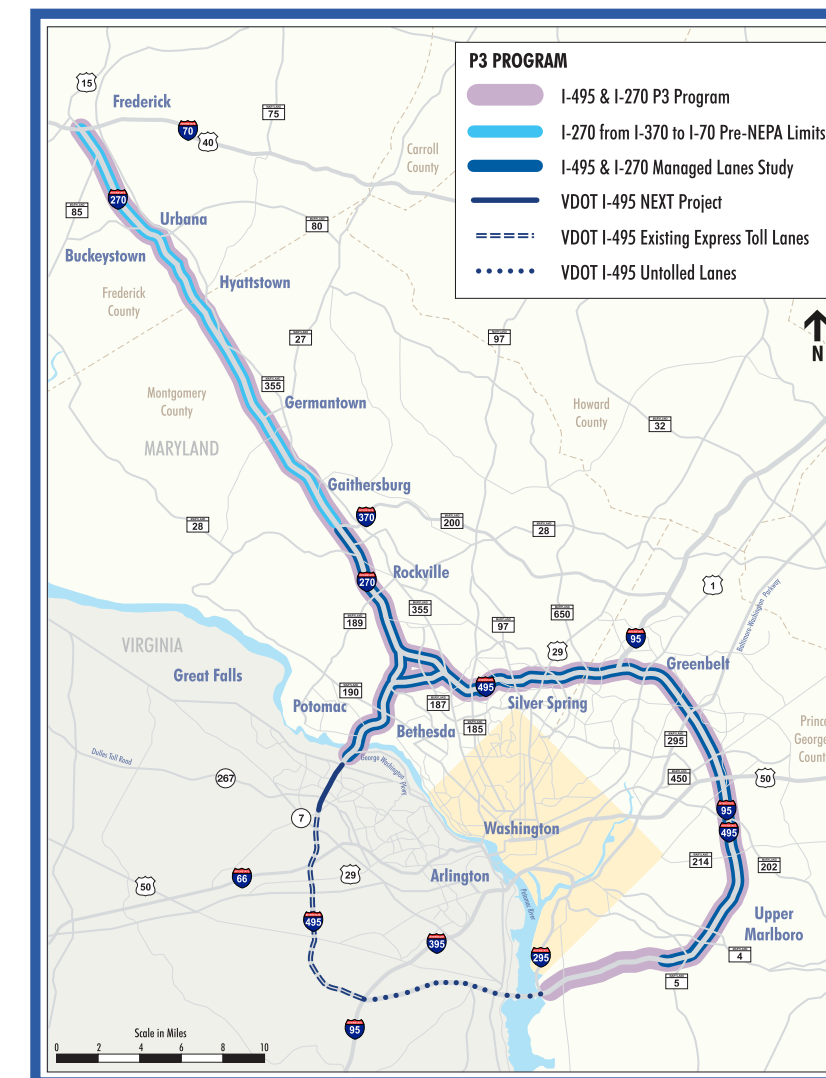


Online comment form on our website:
495-270-p3.com/i270-environmental/



Mail to: Maryland Department of Transportation State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

WELCOME TO THE PUBLIC WORKSHOP FOR I-270 FROM I-370 TO I-70 PRE-NEPA ACTIVITIES



The Workshop includes display boards, I-270 corridor mapping, and a general presentation. The presentation at 7:00 PM will provide an overview of the I-270 Pre-NEPA activities with time for questions and answers.

Please visit the display boards and maps, and talk to MDOT representatives.

Traffic congestion along the I-270 corridor is among the worst in the nation. Because congestion has hit a saturation point, traffic is now spilling over onto local roads, and peak travel hours are growing longer and longer. Traffic congestion degrades quality of life and impedes the region's economic growth.

As the population and number of jobs in the region grow, congestion will continue to worsen if nothing is done. The Maryland Department of Transportation is evaluating potential solutions to reduce congestion on I-270 between I-370 and I-70.

The purpose of tonight's Workshop is to:

- ▶ Provide an introduction and overview of the Pre-NEPA activities and the NEPA process
- ▶ Discuss the transportation needs of the corridor
- ▶ Identify potential solutions and existing environmental considerations



495-270-p3.com



495-270-p3.com

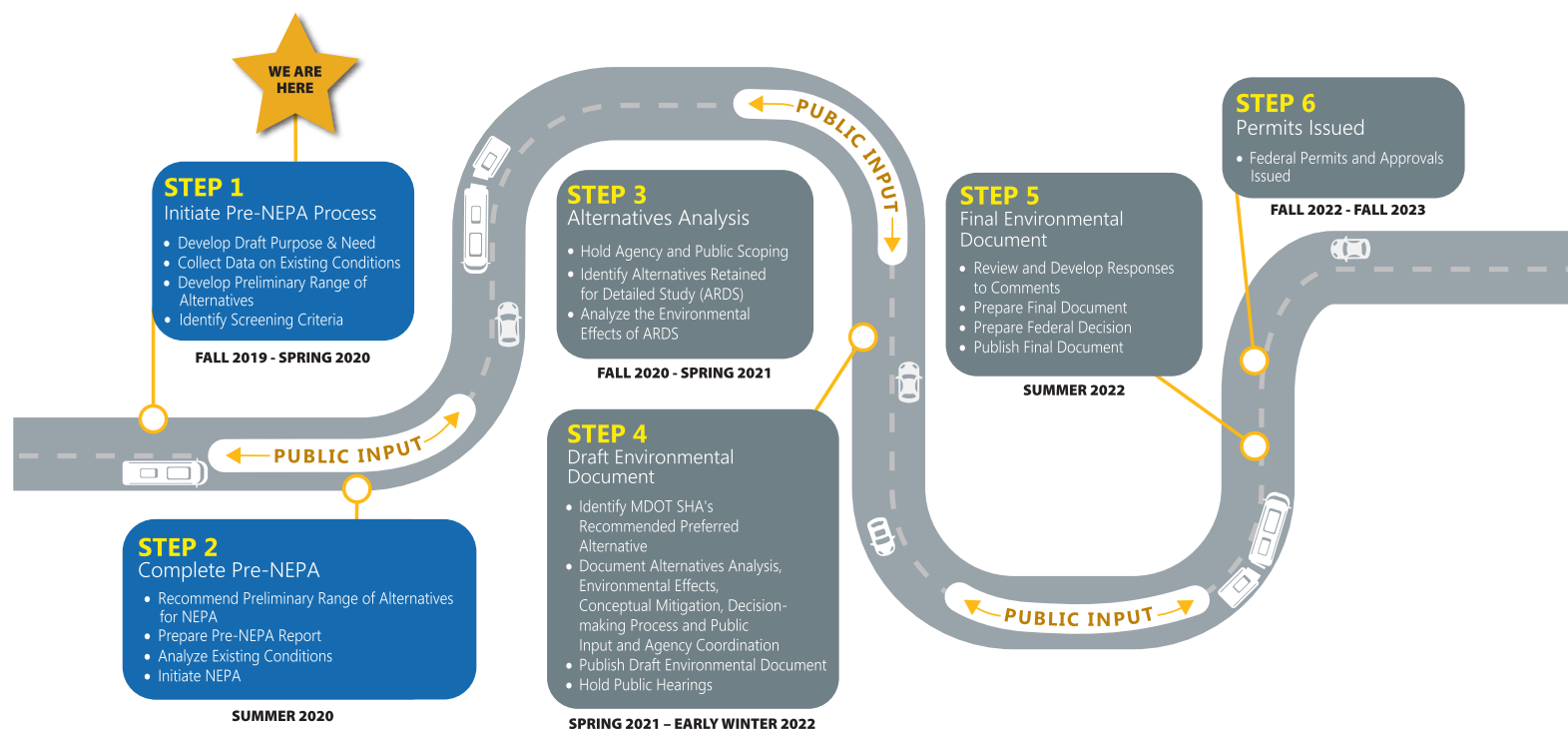
WHAT IS PRE-NEPA?

The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impact of their proposed actions. MDOT SHA is coordinating with the Federal Highway Administration to conduct activities prior to starting a NEPA study to better understand the current transportation challenges on I-270 and to identify potential solutions to those challenges.

As part of the Pre-NEPA activities, MDOT SHA will:

- Engage the public and agency partners
- Collect data on existing traffic and environmental conditions
- Develop the Draft Purpose and Need
- Develop recommended preliminary alternatives
- Evaluate alternatives to determine if they will be advanced for further review in NEPA

I-270 FROM I-370 TO I-70 TIMELINE

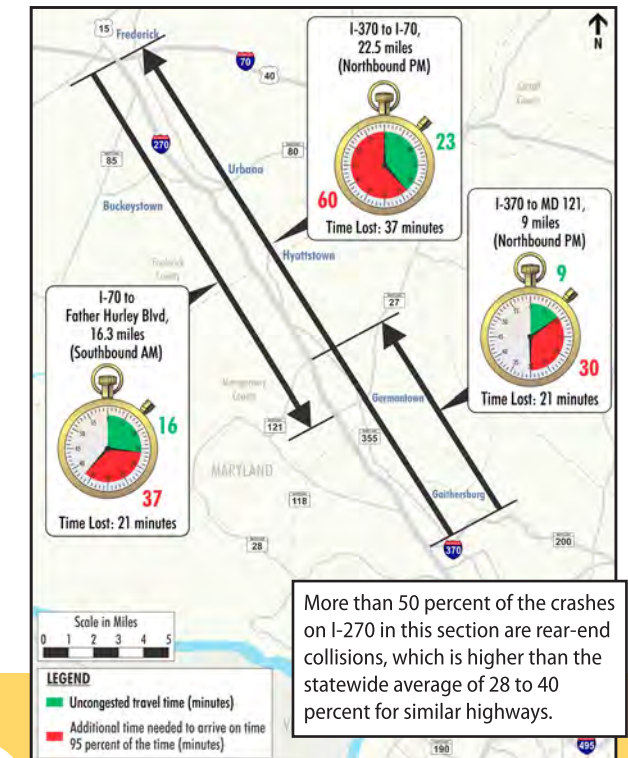
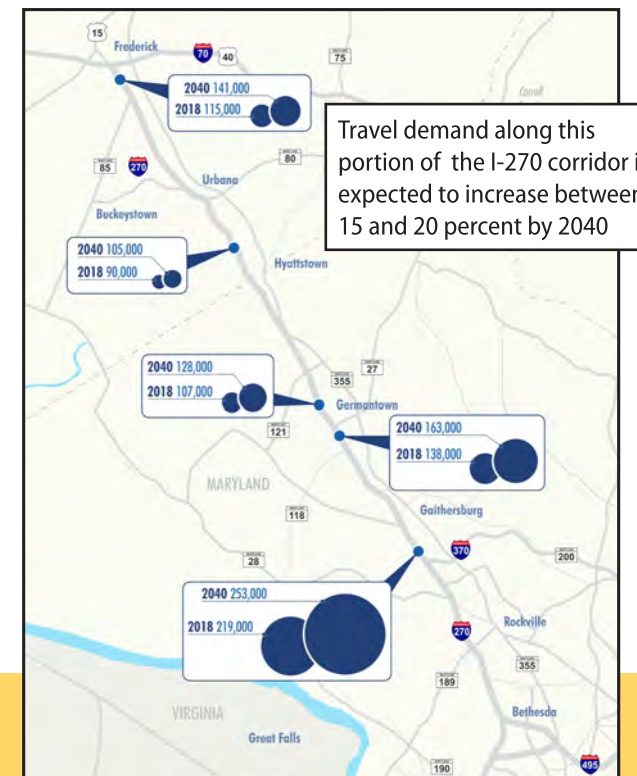


WHAT ARE THE TRANSPORTATION NEEDS ON I-270?

An important step during Pre-NEPA will be defining the overall objective (the purpose) and identifying the specific transportation problems (the need) to be addressed in the corridor. MDOT SHA will develop a Draft Purpose and Need statement that will be used to define the project and guide the evaluation of potential solutions. Some transportation needs, described on the following page, have been identified by MDOT SHA. We would like your comments on these issues.

Do you see other transportation problems on I-270? What potential solutions may address the transportation problems on I-270?

POTENTIAL TRANSPORTATION NEEDS



1

Capacity – I-270 from I-370 to I-70 does not have the capacity to meet current and future travel demand.

3

Multimodal and Travel Enhancements – This portion of I-270 does not provide enough multimodal connectivity to allow for efficient travel. The congestion degrades the efficiency of transit services operating on I-270.

2

Trip Reliability and Safety – The regular congestion on I-270 results in unpredictable travel times. The congestion also results in a higher rate of crashes, decreasing safety for travelers and further degrading trip reliability.

4

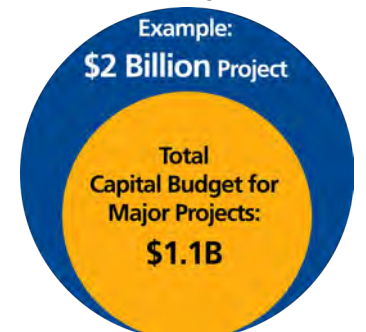
Financial Viability – MDOT SHA's capital budget is insufficient to address the improvements needed on I-270. Therefore, revenue-generating measures are needed to provide funding.

- There are 16 bus routes and more than 230 buses that use I-270 on weekdays.
- Congestion on I-270 makes bus travel more difficult and less efficient.
- There are four transit centers and 10 Park and Ride lots located along or near I-270 between I-370 and I-70.



As an example, a \$2 billion project adding lane capacity on I-270 would use all of MDOT SHA's current budget and would still take approximately 11 years to fund.

MDOT SHA is looking to the private sector to design, build, finance, operate, and maintain improvements to I-270 as part of the P3 Program.



TALLERES PUBLICOS

Martes 12 de Noviembre

6:30 PM – 8:30 PM

Escuela Secundaria de Clarksburg | Gimnasio
22500 Wims Road | Clarksburg, MD 20871

Miércoles 13 de Noviembre

6:30 PM – 8:30 PM

Escuela Primaria de Lincoln | Centro de Recreacion
200 Madison Street | Frederick, MD 21701

Miércoles 20 de Noviembre

6:30 PM – 8:30 PM

Departamento de Bomberos Voluntarios de Urbana
Salón de Banquetes
3602 Urbana Pike | Frederick, MD 21704

Jueves 21 de Noviembre

6:30 PM – 8:30 PM

Centro de actividades del Parque Bohrer | Gimnasio # 1
506 S. Frederick Avenue | Gaithersburg, MD 20877

MANTENTE CONECTADO

MDOT SHA se compromete a mantener al público informado. Todos los materiales presentados en el Taller de hoy, incluyendo los paneles de exhibición, la presentación y los mapas; están disponibles en la página web del proyecto:

495-270-P3.com/i270-environmental

Aprender más:



Visite la página web del proyecto:
495-270-p3.com/i270-environmental/



Llamada gratuita: **833-858-5960**



Envíe un correo electrónico al equipo de estudio:
270-Study-p3@mdot.maryland.gov



Regístrese para recibir notificaciones por correo electrónico en el la página web:
495-270-p3.com/i270-environmental/

PROVEA SU OPINIÓN

Queremos sus comentarios sobre las necesidades y soluciones de transporte. Por favor comente a través de cualquiera de estos métodos:



Correo electrónico:
270-Study-p3@mdot.maryland.gov



Formulario de comentarios en papel
presentado en el Taller o enviado por correo



Comentarios orales al reportero literal

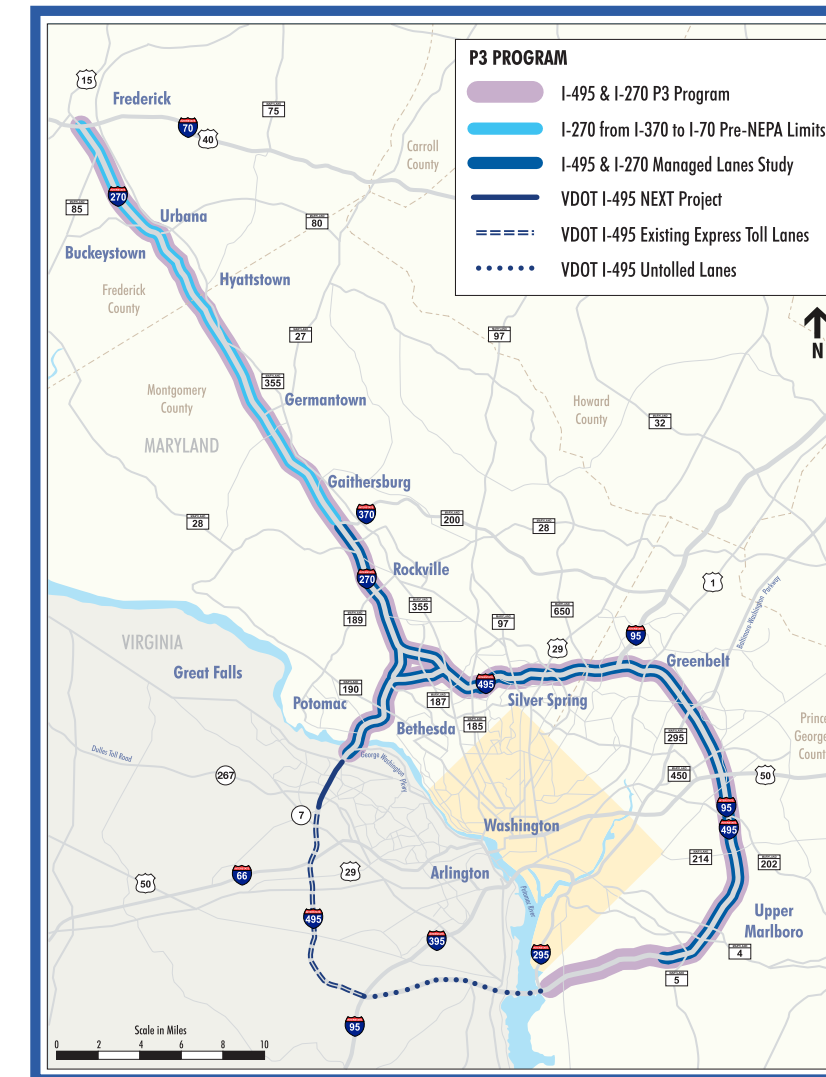


Formulario de comentarios en línea en nuestra
web página:
495-270-p3.com/i270-environmental/



Correo a: Departamento de Transporte de
Maryland Administración de Carreteras del
Estado
Oficina I-495 y I-270 P3
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

BIENVENIDO AL TALLER PÚBLICO PARA I-270 DE LA I-370 A LA I-70 ACTIVIDADES PRE-NEPA



El taller incluye paneles de visualización, mapeo de corredores I-270 y una presentación general. La presentación a las 7:00 PM proporcionará una descripción general de las actividades I-270 Pre-NEPA con tiempo para preguntas y respuestas.

Visite los paneles y los mapas, y hable con los representantes de MDOT.

Congestión de tráfico a lo largo del corredor I-270 está entre los peores de la nación. Porque la congestión ha alcanzado un punto de saturación, tráfico ahora se está extendiendo a las carreteras locales, y las horas pico de viaje son cada vez más largas y más largas. La congestión del tráfico degrada la calidad de la vida e impide el crecimiento de la economía de la region. Como la población y el número de empleos en la región crece, la congestión continuará empeorando si no se hace nada. El Departamento de Transporte de Maryland está evaluando posibles soluciones para reducir la congestión en I-270 entre I-370 y I-70.

El propósito del taller de esta noche

- ▶ Proporcionar una introducción y Resumen de las actividades del proceso Pre-NEPA y el proceso de NEPA
- ▶ Discutir las necesidades de transporte de el corredor
- ▶ Identificar posibles soluciones y existentes consideraciones ambientales

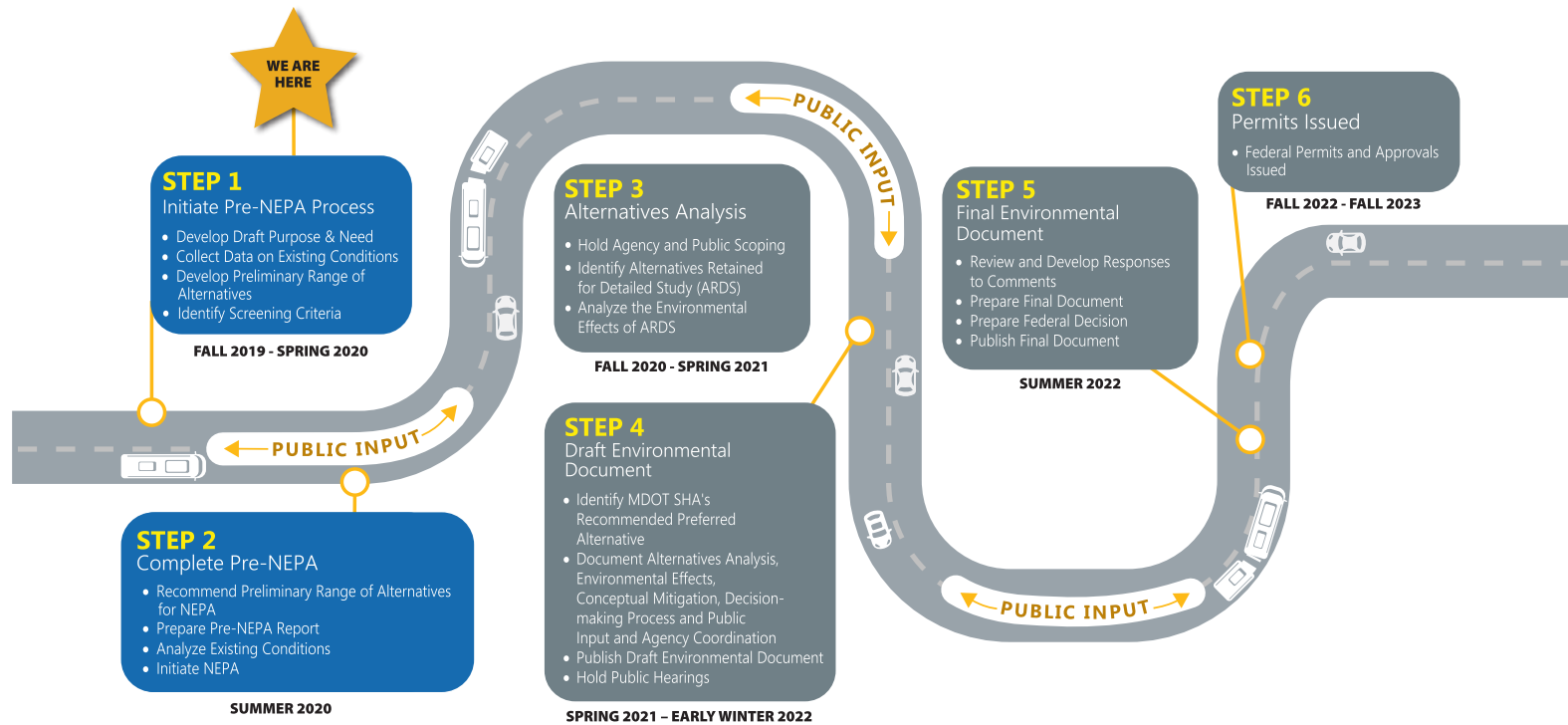
¿QUÉ ES PRE-NEPA?

La Ley Nacional de Póliza Ambiental (NEPA) de 1969 requiere agencias federales para evaluar el impacto Ambiental de sus acciones propuestas. MDOT SHA esta coordinando con la Administración Federal de Carreteras para realizar actividades antes de comenzar un estudio NEPA para comprender mejor los desafíos actuales del transporte en I-270 y para identificar posibles soluciones para aquellos desafíos

Como parte de las actividades Pre-NEPA, MDOT SHA:

- Involucrar al público y a los socios de la agencia.
- Recopilar datos sobre el tráfico existente y las condiciones ambientales.
- Desarrollar un concepto para el propósito y la necesidad
- Desarrollar recomendaciones para alternativas preliminares
- Evaluar alternativas para determinar si serán avanzadas para una revisión adicional en NEPA

I-270 DESDE I-370 A I-70 CRONOGRAMA

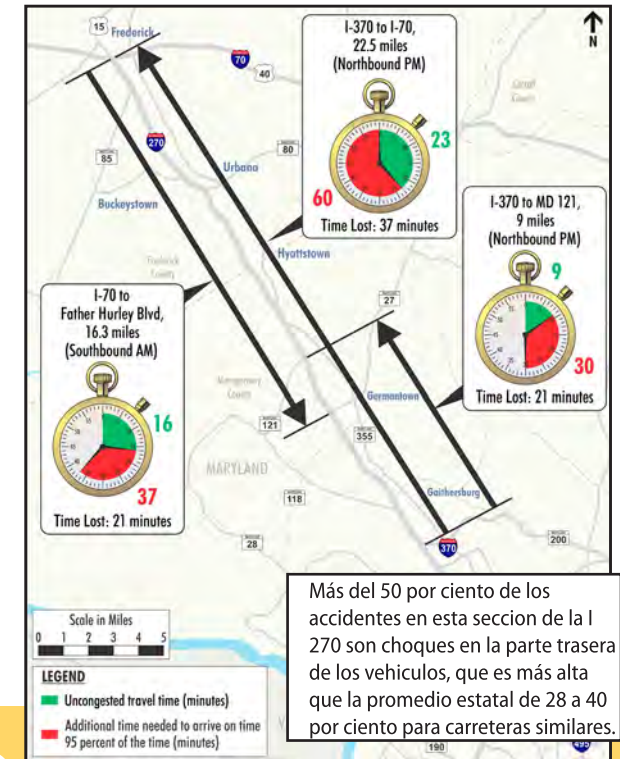


¿CUÁLES SON LAS NECESIDADES DE TRANSPORTE EN I-270?

Un paso importante durante Pre-NEPA será definir el objetivo general (el propósito) e identificar los problemas específicos de transporte (la necesidad) que se dirigirán en el corredor. MDOT SHA desarrollará un concepto borrador de Propósito y Declaración de necesidad que se utilizará para definir el proyecto y guiar la evaluación de posibles soluciones. MDOT SHA ha identificado algunas necesidades de transporte, descritas en la siguiente página. Queremos sus comentarios sobre estos temas.

¿Ves otros problemas de transporte en la Ruta I-270? ¿Qué posibles soluciones pueden ser dirigidos los problemas en la Ruta I-270?

POSIBLES NECESIDADES DE TRANSPORTATION



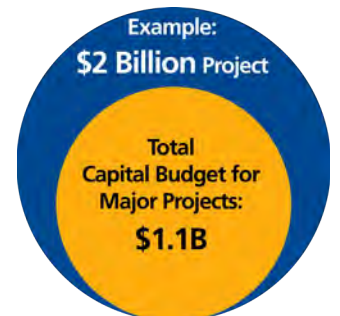
- 1 Capacidad - I-270 de I-370 a I-70 no tiene la capacidad de cumplir las presentes y futuras demandas de viajes.
- 2 Fiabilidad y seguridad: los resultados de la congestión habitual y tiempo de viaje son impredecibles. La congestión también resulta en una alta tasa de accidentes, lo que disminuye la seguridad para viajeros y más degradante fiabilidad del viaje.
- 3 Mejoras multimodales y de viaje - esta porción de I-270 no proporciona suficiente conectividad multimodal para permitir un eficiente viaje. La congestión degrada la eficiencia de los servicios de tránsito que operan en I-270.
- 4 Viabilidad financiera - el capital del presupuesto de MDOT SHA es insuficiente para dirigir las necesidades de mejoramiento en la I-270. Por lo tanto, medidas generadoras de ingresos son necesarios para proporcionar fondos.

- Hay 16 rutas de autobuses y más de 230 autobuses. que usan I-270 de lunes a viernes.
- La congestión en la I-270 hace que viajar en autobús sean difíciles y menos eficiente.
- Existen cuatro centros de tránsito y 10 Park and Ride ubicados a lo largo o cerca I-270 entre I-370.



Como ejemplo, un proyecto de \$ 2 mil millones que agrega capacidad de carril en la I-270 usaría todo el presupuesto actual de MDOT SHA y todavía tomaría aproximadamente 11 años para financiar.

MDOT SHA está mirando hacia el sector privado para diseñar, construir, financiar, operar y mantener mejoras a la I-270 como parte del Programa P3.





MEETING LOCATION: _____

(PLEASE PRINT)

NAME: _____ **DATE:** _____

EMAIL: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

What are your comments on the I-270 Pre-NEPA activities?




MAILING LIST*: ☐ Add my name ☐ Delete my name

**Persons who have received a copy of the project meeting announcement through the mail are already on the Mailing List.*




☐ Check here if you prefer email communications only

Submit your Comments by December 23, 2019
You may use this form or send your comments electronically to
270-Study-P3@mdot.maryland.gov, or via the website
at **495-270-P3.com/i270-environmental/**




1. The information presented was easy to understand?

Good  Okay  Poor 




2. The presentation was informative and useful?

Good  Okay  Poor 

3. The presenters responded well to my questions?

Good  Okay  Poor 

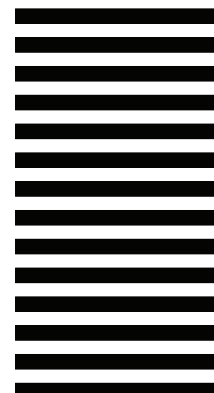
4. Meeting information was in the language I requested?

Good  Okay  Poor 

5. How can MDOT communicate more effectively?



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STATE HIGHWAY ADMINISTRATION
P3 PROGRAM OFFICE
ATTN: 270 STUDY COMMENTS
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521



APPENDIX C – ENVIRONMENTAL JUSTICE OUTREACH CONTACTS

Places of Worship	Location
Ambassador Baptist Church	Frederick, MD 21704
Araby United Methodist Church	Frederick, MD 21704
Barnesville Baptist Church	Barnesville, MD 20838
Bethany Church	Gaithersburg, MD 20878
Braddock Lutheran Church	Frederick, MD 21702
Christ Presbyterian Church	Germantown, MD 20876
Church In Gaithersburg	Gaithersburg, MD 20878
Church of the Ascension	Gaithersburg, MD 20877
Church of the Redeemer Clarksburg	Clarksburg, MD 20871
Church of the Redeemer Frederick	Frederick, MD 21704
Church Of The Transfiguration	Braddock Heights, MD 21714
Clarksburg Baptist Church	Clarksburg, MD 20871
Clarksburg Church	Clarksburg, MD 20871
Clarksburg Church of God	Clarksburg, MD 20871
Clarksburg UMC	Clarksburg, MD 20871
Deeper Life Bible Church	Germantown, MD 20874
Emmanuel Alliance Church	Frederick, MD 21703
Episcopal Church of The Ascension	Gaithersburg, MD 20877
Epworth United Methodist Church	Gaithersburg, MD 20877
First Assembly of God of Gaithersburg	Gaithersburg, MD 20877
First Baptist Church of Gaithersburg	Gaithersburg, MD 20877
Flint Hill Methodist Church	Adamstown, MD 21710
Frederick Baptist Temple	Frederick, MD 21703
Frederick Korean Baptist Church	Frederick, MD 21701
Frederick Seventh Day Adventist Church	Frederick, MD 21701
Gaithersburg First Assembly of God	Gaithersburg, MD 20877
Gaithersburg Presbyterian Church	Gaithersburg, MD 20877
GO Church	Germantown, MD 20874
Grace United Methodist Church	Gaithersburg, MD 20878
Greenridge Baptist Church	Boys, MD 20841
Home Church	Frederick, MD 21704
Hope Hill United Methodist Church	Frederick, MD 21704
Hyattstown Christian Church	Clarksburg, MD 20871
Hyattstown United Methodist Church	Clarksburg, MD 20871
Iglesia de Dios en Cristo Jesus Ministerios Ebenzer Maryland	Gaithersburg, MD 20877
Iglesia Evangelica Misionera	Gaithersburg, MD 20877
Iglesia Fuente De Luz	Frederick, MD 21703
Iglesia La Casa De Dios	Clarksburg, MD 20871
Iglesia Ni Cristo - Locale of Gaithersburg	Gaithersburg, MD 20877
Iglesia Pentecostal Fuente de Amor	Gaithersburg, MD 20878
Interdenominational Church of God	Gaithersburg, MD 20877
Islamic Society of Germantown	Germantown, MD 20876

NOVEMBER 2019 PUBLIC WORKSHOPS REPORT

Journey's Crossing Church	Germantown, MD 20874
Iglesia Casa de Gozo	Germantown, MD 20874
Lakewood Church	Clarksburg, MD 20871
Living Grace Urbana	Ijamsville, MD 21754
Montgomery Baptist Church	Germantown, MD 20874
Mosaic Church- Frederick County	Frederick, MD 21703
Mother Seton Parish Catholic Church	Germantown, MD 20874
Mount Zion Lutheran Church	Frederick, MD 21703
Mountain View Community Church	Frederick, MD 21704
Neelsville Presbyterian Church	Germantown, MD 20876
New Hope Christian Church	Ijamsville, MD 21754
Open Door Church	Clarksburg, MD 20871
Open Door Metro. Community Church	Boys, MD 20841
Parkway Community Church	Frederick, MD 21703
Pathways Baptist Church	Gaithersburg, MD 20878
Peoples Baptist Church	Frederick, MD 21703
Seneca Creek Community Church	Gaithersburg, MD 20878
St Mary's Catholic Church	Barnesville, MD 20838
St Rose of Lima Church	Gaithersburg, MD 20878
St. Barnabas Church of the Deaf	Gaithersburg, MD 20877
Summit Trace Church	Frederick, MD 21704
The Table Church - C&MA	Frederick, MD 21703
Unity in Frederick	Frederick, MD 21704
Wesley Chapel United Methodist	Frederick, MD 21704
Schools	Location
Butterfly Ridge Elementary	Frederick, MD 21703
Carroll Creek Montessori Public Charter School	Frederick, MD 21703
Clarksburg Elementary School	Clarksburg, MD 20871
Clarksburg High School	Clarksburg, MD 20871
Clemente (Roberto) Middle School	Germantown, MD 20874
Crestwood Middle School	Frederick, MD 21703
Earth and Space Sciences Lab (ESSL)	Frederick, MD 21701
Fields Road Elementary School	Gaithersburg, MD 20878
Fox Chapel Elementary School	Germantown, MD 20874
Gaithersburg High School	Gaithersburg, MD 20877
Lincoln Elementary School	Frederick, MD 21701
Little Bennett Elementary School	Clarksburg, MD 20871
MCPS- Clarksburg	Clarksburg, MD 20871
Monocacy Elementary School	Dickerson, MD 20842
Montgomery College - Germantown Campus	Germantown, MD 20876
Orchard Grove Elementary School	Frederick, MD 21701
RICA School	Rockville, MD 20850
Rocky Hill Middle School	Clarksburg, MD 20871
Rosemont Elementary School	Gaithersburg, MD 20877
Seneca Valley High School	Germantown, MD 20874
South Lake Elementary School	Gaithersburg, MD 20877

NOVEMBER 2019 PUBLIC WORKSHOPS REPORT

Sugarloaf Elementary School	Frederick, MD 21704
Summit Hall Elementary School	Gaithersburg, MD 20877
Urbana Elementary School	Frederick, MD 21704
Urbana High School	Ijamsville, MD 21754
William B. Gibbs, Jr. Elementary School	Germantown, MD 20876
Other	Location
C&O Family Chess Center	Gaithersburg, MD 20877-2106
The Willows Apartments	Gaithersburg, MD 20877
Londonderry Apartments	Gaithersburg, MD 20877
"La Gran Comision"	Gaithersburg, MD 20877
La Comunidad Cristiana Familiar Vida Abundante, Inc.	Gaithersburg, MD 20877
Nisala Arana	Gaithersburg, MD 20877
Brighton Village Apartments	Gaithersburg, MD 20878
Lotte Plaza Market	Gaithersburg, MD 20878
Gaithersburg HELP Pantry	Gaithersburg, MD 20878
Gilchrist Immigrant Resource Center	Silver Spring, MD 20904
Montgomery County Office of Community Affairs	Rockville, MD 20850
Asian American Health Initiative	Rockville, MD 20852
Montgomery County Office of Community Partnerships	Rockville, MD 20850
Sidney Kramer Upcounty Regional Services Center	Germantown, MD 20874

APPENDIX D - PUBLIC COMMENTS

Date Submitted	Method Submitted	Submission Text
11/12/2019	Verbatim Recorder	The question I had this evening is, obviously very geared towards the future of I-270 and my question is from a safety standpoint, is there a comparable level of ever being done relative to the auxiliary state roads like 355, 108, 124. And, you know, how they're impacted by the amount of traffic congestion that is seen on I-270. Many people have been avoiding 270. They go to the local roads and it just creates all kinds of bottlenecks from a local standpoint. There's one road project that's been on the books and I don't think it's a state road but I think it's a county road and it's the M-83 Project which would be the continuation, completion of and continuation of the extension of the Mid County Highway which would come from Montgomery Village Avenue all the way up to intersect at Ridge Road, at Snowden Farm Parkway. So that would serve multitudes of neighborhoods in terms of easing their commute, lowering congestion, and avoiding 270 if that road was completed. I haven't seen any level of effort for the state roads that we're seeing here for this I-270. That's it.
11/12/2019	Workshop Form	We need fast frequent, rail service, not more lanes for more cars. Toll lanes are a further insult to poor & middle class people. / PPPs are vehicles for graft & cronyism.
11/12/2019	Workshop Form	Looks very thorough and expensive. Myself + the rest of my fellow 270 construction worker commuters who leave @ 5am want six lanes to Frederick from Clarksburg now! Montgomery Co. commuters don't get up till 6:30am Six lanes to Frederick now!
11/12/2019	Workshop Form	We are in a climate crisis. Building more highways and putting more cars on the road, not only won't relieve congestion but it will contribute to worsening climate change. We are increased instances of flooding throughout the region now. Frederick needs the Red Line. It makes no sense to build a monorail system using the same right of way. A monorail would only complicate the problem by requiring passengers to exit one system only to board another
11/12/2019	Workshop Form	I am opposed to the widening of 270 that includes toll lanes. Widening 270 will never keep up with the developments being built. Toll lanes provide a double jeopardy for people who must make long commutes in order to earn enough money to afford the high housing costs. Look to the negative experience of Rt 66 in Virginia. Increasing public transportation options is the only reasonable and fiscally responsible option. Thank you for the opportunity to comment.
11/12/2019	Workshop Form	Well organized and many people on hand to help me understand - thank you! I want to see US-15 improved as soon as possible - I am open to better understanding how this gets funded roads need to be built- that is undeniable. The concept of a P3 is not scary to me. Yet please also do more to extend rail service affordably.
11/12/2019	Workshop Form	United States citizen and MD residents don't like new and increased taxes and tolls.
11/12/2019	Workshop Form	Express lanes do not work in NOVA. Would like to see mass transit option. What studies are being done regarding transit issues north of Frederick? I-270 to I-15 connection. Could federal funding be secured to assist the state funding?
11/12/2019	Workshop Form	Like to understand how purpose and need and preferred alternative are determined independently from lower I-270 EIS
11/12/2019	Workshop Form	Extension of WMATA Metro from Shady Grove to Frederick should have been done 30 years ago. It would still help, not too late!

11/12/2019	Verbatim Recorder	<p>when I moved here [inaudible] well, first I want to thank you to the schools and the County and Department of Transportation making it possible for the residents to come over here where we live to tell us what they have in mind. It means so much to us here and I'm positive that the Department of Transportation, everything work when they get to work. They want to make life of residents better and I'm thankful for that too. The comments I have is I'm a resident of Clarksburg, Maryland for 30 years, in Germantown and Clarksburg and I've seen the development of this area the last 30 years. This area was developed by Montgomery County due to its potential and mostly residential and less of the businesses. So what happened that, because every new home here creates revenue for the County and the state, so in the last 30 years we have God knows how much, 20, 30,000 new residential homes in this part of the County. And little roads, little facilities, little things because that was easy to build by developers. Currently 355 next to this Clarksburg High School going through is half of mile of expansion and it's a mess, and they're telling us it will take a couple years to be finished. Now imagine what happens. It's extremely difficult for us to leave home in the morning, even get to 270. It's so much difficult because we don't have roads, you don't have enough passages for people even to skate. And now we see that on top of that, even I get to 270 which I have to do, a tremendous time to get to 270, within the 270 I also I have to now they tell me if you want to get faster to your work, why don't you pay some money. We can let you go faster a little, you get five, ten, twenty minutes of additional time. For my employer, I have work eight, nine hours a day. That's a given, that's it. So the rest of the time I spend on the highway. I'm taking it for my life. I'm taking it for my family, my exercise, my sleep. And what I see, I see that my officials at the county and state need to do better for the future of when they have projects like this. I am positive that the Department of Transportation is doing everything they can in their ability to make it easier for us but the issue is that roads have to be built before we get homes built. The utilities, right now even electrical, the sewer, everything else is done after the fact, after the homes come in. I think we're doing things backward. It's amazing. So I wish that the County would look at different alternative, rather than charging us for money to get out to our classes. There are several things the County could do. Bring kindly Metro to Montgomery Village and Lake Forest Mall. Lake Forest Mall is a bankrupt mall. They are closing every shop in the Lake Forest Mall. It's a mass of land to the city and it will be the next stop after Shady Grove Road. It's the best location for a station for Metro, and then again continue that Metro. Bring it to Clarksburg. And it was supposed to build us a town center in Clarksburg. The County never build a town center. And the land is there. Now they're doing something else with it. Bring the Metro to town center that you never build us the city at all so we don't have the stores. At least use it for a Metro station. And the other, one of the successful things in the County is ICC. I think this is a good thing. Washington D.C. needs a second beltway. So the second beltway takes care of many, many things. Now, think of ICC to be a start of a second beltway, a piece of it. The other pieces that can be added. I used to work in Reston, can continue it through Potomac. Go towards Reston and build a new bridge on when it ties up to Reston. That's anything thing they can do. Lots of people work in northern Virginia but they live in the County, in Maryland. So they have to come through the bridge. And then that bridge is another big issue for the state. So we need roads rather than we need toll rates. The same road, but we charge people. And guess who's going to do the toll rate. The rich. Those middle class and lower class, we're not going to be able to do the toll rates. And it's going to be the rich, they're going to pay for the toll rates. So if the County or state looking for extra income, just find it somewhere else and it's not going to resolve the thing because people have a budget, a monthly budget for their life and if they want to put a big portion of that also for the toll rate because then imagine what would happen to the needy people and the middle class people. And there are the one for sure that would not use the toll rates. I appreciate the gentleman that gave me this time for to talk to.</p>
11/13/2019	Workshop Form	<p>1. Are you considering the Ag Reserve for the environmental condition? / 2. Consider Metro extension to Frederick./ 3. Really consider reverse lanes, not toll lanes./ 4. Toll lanes leaves the lower income people in traffic.</p>
11/13/2019	Email	<p>2 page letter with comments and suggestions. Comments were about Clarksburg and Germantown as having affordable housing; infrastructure and amenities cannot keep up with the developments; very congested on 270; expansion of 355 very delayed and 2 lives lost; opposed to toll roads. Suggestions were about these issues being regional in nature and requiring regional solutions. Suggestions included a second highway loop in addition to I-495 around DC; extending the Metro red line to Gaithersburg and Clarksburg (Lake Forest Mall in Gaithersburg and Clarksburg Town Center offered as locations); enlarge Rt 15 to 6-lane highway, add new bridge over Potomac (vicinity of Points of Rocks); ICC is a success; extend ICC westward and join with the Dulles Tollway; consider expanding Roads 28 and 112 in MD and 286 in VA. Further comment: proposed tollways will worsen the traffic issues.</p>
11/13/2019	Workshop Form	<p>Must do something with 270 not crazy very expensive toll lanes like in VA. Make them affordable, Must add lanes to 270 and add railway from Shady Grove to Frederick to really help this problem.</p>
11/13/2019	Workshop Form	<p>I-270 is becoming the New I95 traffic Saturday + Sunday in addition to M-F Rush hours. Rt27 for Damascus- Main feeder lane to 70 AM+PM. Make sure alternatives consider 24hr use, not just rush hour.</p>

11/13/2019	Verbatim Recorder	<p>I am one of the Co-Chairman of a group called Trains Not Tolls, which is a Frederick County Citizens Advocacy for multi-modal train service up and down this beautiful state of ours to get people to jobs, to work, to see the wonderful and historic sites in D.C., and also to increase the tourist centers in all of our cities, including Frederick. Currently, Frederick only has two trains a day; two in the morning and two at night. This does not serve the purpose of the people who work up and down the highways of I-370, I-270, and 495, because it does not get them to their jobs on time and it requires them to leave their jobs before their hours are up. So they get short-changed on their pay. This has not also help the people who work in the bio-pharmaceutical avenues because we are shift workers. That means that we have to show up at seven. We leave at 3:30. Next shift comes in at 3. They don't leave until 11. And on and on this goes. We would like to have train service. We would like to have train service more that two times a day. Three times a day would be wonderful. Train service on the weekend would also be appreciated by the nurses and doctors of Shady Grove Hospital, of the medical institutions, of NIH, of all of our scientific branches, our military branches, of the retired citizens, of the people who have disabilities, who cannot see to drive, be able to hold a steering wheel because their hands are too arthritic to clutch. They cannot drive or their license has been taken away because of other medical conditions. Trains Not Tolls is a citizens advocacy that we are very strongly pushing for the group that is here tonight, to actually do studies and give us some numbers to prove that they've done the studies of multi-modal transits. That means track buses, ride-share programs and including the monorail. Now we do understand that the monorail is a unique thing in the way of trains, but we do have a large railroad system within our state that connects up to West Virginia and Virginia and Pennsylvania where a large number of our workers come from. Fort Detrick is one of the larger institutions in the area for workers of both Pennsylvania, West Virginia, and Virginia. And also the Embach (phonetic) Building, not to mention D.C. So we would like to have people be able to get their jobs, to be able to get to the medical institutions, to be able to get to the services they want. To be able to bring tourist dollars back and forth from D.C. to Frederick, to Brunswick, to Point-of-Rocks, and beyond. Without a decent method of transit this will not work. I understand that the group that is trying to help us figure out how to drive safely on Rotes 26 and Route 15 are doing the best they can. They're still in their preliminary studies. And I understand the the NEPA, Pre-NEPA effects on the I-270, I-370, I-495 is also working to get the job done. But they're doing this in the wrong way. They are not giving the populous the chance to say no to tolls. I cannot afford a \$40 toll from Frederick to Shady Grove. I cannot afford a \$20 toll. I cannot afford a \$10 toll. That would mean if I were to go and pay all of these tolls at the I-66 Corridor, I would have less than \$1,000 to live on per year. I do not have a very good job. A lot of people in this area do not have very good jobs. The retired citizens of this County have to live on a restricted income. Please think of them. Think of your parents. Think of your children. Think of the ways that you could use mass transit. It would get you from Point A to Point B. Don't have to worry about parking a car and being charged \$25 an hour to park a car in DC or the car would not be there. You don't have to worry about things like this. You could go as a group. Schools could go as groups down and actually see the cherry blossoms of the Spring. We could have other people come from D.C. to Frederick. Please be kind, be reasonable. Show us the numbers that you've actually done, the studies for multi-modal transits. That's all we ask at the moment, but what we really want and what we truly are asking for is to stop thinking about widening the highways and actually put in trains. Put in the old transit systems. We used to have them. Why did you ever let them get away. Thank you for listening.</p>
11/13/2019	Workshop Form	<p>There needs to be at the very least additional lane for Clarksburg north to Frederick, that would help. I'm in favor of a toll/ express lane, like in VA and I-95 or that would help commuters in the AM. I moved from Rockville, to Frederick due to the western and traffic. I avoid 270 whenever I can due to the congestion. However, if there are toll/express lanes the tolls would be set as not everyone can afford tolls. Any money from the tolls should go to local projects/transit, improve along I-270.</p>
11/13/2019	Workshop Form	<p>1. where are these people going? Personally, I believe these commuters are going to Northern VA. How will you measure where they are going? / 2. Can we add a commuter lot b/t Urbana/Frederick & Clarksburg more to catch traffic as it comes into the county./ 3. I think we need a road from 270 to VA & MOCO</p>
11/13/2019	Workshop Form	<p>I suggest that SHA should team up with Montgomery County Council and executive and build/finish the 5.6 miles of midcounty corridor (M-83). This would take traffic off 270 and a lane for BRT could be set up on M-83. This road has been "on the books" since 1964 and Clarksburg, "the last frontier," was developed on the promise that M-83 would be completed by the developers and the county. If money is an issue, a \$0.50 toll could be charged to get on the ICC from Shady grove Road at the end of Midcounty corridor. Where there's a will, there's a way! excessive traffic is coming on our narrow, rural roads and safety is a BIG issue! Accidents are happening frequently along the Brink/Wightman Roads Corridor. I earnestly ask Gov. Hogan to put pressure on Mo. Co. Council and executive to complete M-83! They have over 85% of the right-of-way!</p>
11/13/2019	Workshop Form	<p>Suggest you widen the American Legion Bridge. Implement toll lanes with the exception for HOV 3 that would travel at no cost.</p>
11/13/2019	Workshop Form	<p>Although not I-270 related, the M-83 project for the extension of Mid-county Hwy is greatly needed. Its completion would help resolve/ eliminate congestion on auxiliary roads; greatly improving service to Germantown, Clarksburg, Damascus and points north.</p>

11/13/2019	Workshop Form	Presents stated buses get "stuck in traffic" w/o other vehicles, but this could easily be addressed by painting a bus lane (or HOV) on I-270 b/t 70 and 301./ Absent from the conversion seems to be MARC service, All-day 2way MARC would increase reliability and ridership. / OR expand the red line!! MARC doesn't connect to Shady Grove :(
11/13/2019	Email	<p>I am a native of this great state of Maryland, previously lived in Prince George's County and then Montgomery County. I have been a resident of Frederick County since 1993.</p> <p>I was a member of a volunteer transportation advisory group in Frederick County in the late 1990s, and one of my full-time jobs then involved managing a traffic reduction program for major real estate development and construction companies in Montgomery County.</p> <p>As a driver on 270 (I avoid when necessary), as well as a rare user of Metro and other forms of transportation, I truly feel Frederick County and the State of Maryland would be best served by the proposal of an elevated train that runs along the highway.</p> <p>I believe the worst thing the current transportation team in Maryland can do is to add additional signage with alerts for drivers, similar to the ones that report "Silver Alert" or "Buckle Up" or "Icy Roads This Morning."</p> <p>I challenge the transportation employees to drive these congested roads when these signs are on – you will notice that the typical driver slows down because of the notice on the sign – whatever the verbiage! I guess Marylanders cannot drive and read large signs at the same time.</p> <p>My two bits for what it is worth!</p>
11/13/2019	Workshop Form	Extreme congestion on the whole route. Physically separated local lanes = more issues. I-270 northbound/ local lanes/ exit 8 = major backup because 2 lanes goes to 1 then back to 2. No point using public transportation uncanny because you're still stuck in the same traffic (to get to Metro/MARC). 3/4 lane to 2 lanes by Frederick (northbound) + vice versa = huge jam. Most cars = single drivers- HOV lane is not helpful.
11/13/2019	Workshop Form	If you want to increase transit ease provide free ride on bus station in Montgomery county. The cost is less than \$23,000,000 free WMATA service is hard to determine. We saw that WAMATA reduced to zero the J7 & J9. The parking costs at the MARC stations in Montgomery county. In the environmental area the chart shows air quality. Can the lane be changed on air quality to say when your vehicle is stopped in traffic you are polluting the air unless you have a vehicle that the engine stops when the vehicle is not moving. The most important improvement is extending more lanes north of Montgomery Village Avenue. The direction should be north bound only. Any widening south bound should not be completed south bound until the American Legion Bridge is widened in north directions. Traffic is not symmetrical.
11/13/2019	Verbatim Recorder	I'm a resident of the City of Frederick. For like 30 years I've been hiking up and down 270 for that amount of time and I'm here to understand what the state is trying to do with these toll roads and I'm totally against toll roads because for working people that have to get to work down there to make a decent wage, because our politicians don't protect our wages up here in Frederick. I can't afford to work up here. We've got to hit the road and do something about not having toll roads. And also, why can't we get 270 turned into three lanes north of Clarksburg, like they should have done a long time ago.
11/13/2019	Verbatim Recorder	Well, there's a real estate man in town that I know slightly named Rocky Mackintosh and he is promoting the idea of a monorail. Now I applaud him for his interest and effort. But quite frankly, and it's better than the way it is now. Anything, just about anything will be an improvement. However, the monorail idea has been around since about 1965. It was at Disneyland and so forth, and you know, if we were living in Anaheim in '65 I would be in awe, but I just feel after studying and learning a little bit about the hyper loop which Elon Musk promoting out west, that something akin to that could maybe be substituted for the monorail going down the median strip of 270 on elevated concrete pillars. You would obviously need to winterize the rail for snow and ice and things like that and you'd want to have it re-enforced probably with a high-tech rebar or maybe even titanium or something. But I'd rather see us make a step into the future than to take something that's been around for so long. 700 miles an hour for people to get from Frederick to DC, you literally could go in to say Georgetown for dinner and back. It would change a lot of things. So basically I'd like to see us embrace the emerging technologies because we've got to look beyond the 50-year-old monorail concepts. Thank you.
11/13/2019	Verbatim Recorder	I came here tonight skeptical and I leave more skeptical. I believe strongly and I know many people do feel the same way as I, that this is a done deal. That Hogan wants what he wants and public input isn't going to change a thing. The presentation both on the boards and live cited a \$2 billion cost for these highway improvements - that is pre-determined. And it's used as a justification for a private partner whereas if a monorail were considered, I've heard various comments on that at other meetings that a monorail would cost far less and perhaps a private partner would not be necessary. Why if this is not true, if the pre-determination done deal comment that I just made is not true, then why did Hogan travel to Australia recently to talk with a developer, whatever you want to call him, call it that, was used for the Virginia Lanes. One further comment. The Virginia toll lanes are very expensive. I used them once on a trip south. I paid \$28 to go a few miles. I had no idea what it was going to cost. Who's going to pay that on a daily basis twice a day to use 270? I don't believe that these "Lexus" lanes will provide the solution that Mr. Hogan seems to think it will.

11/13/2019	Verbatim Recorder	<p>This is mainly about 270. Well we badly need extra lanes and I think the only feasible way of financing them is the way that Governor Hogan is settled on, of having toll lanes. The gas tax is a dying source of revenue and it's going to become increasingly inequitable as electric cars come in and they're not paying a gas tax. I'm in favor of toll roads. I used to ride a lot on toll roads. That's where I'm at. I think it's politically, I would make the whole thing a toll road if I were a dictator but given the political realities, toll lanes make sense because there's still free lanes there for the people who are used to driving free and you can say to people if they have a choice of taking their chances on the free lanes, running into congestion and so forth, or get a guaranteed free ride if you manage your tolls properly so that they're variable tolls which prevent the density of traffic getting to the level where you get stop and go conditions and I think that's essential, is to have a variable dynamic crossing. I think they could. I hope they can be got underway as soon as possible. I think it's probably justified to have two toll lanes in each direction. I don't think toll lanes work very well if it's just a single lane in each direction. The whole idea of a toll lane is that it's an express lane and so you want to be able to get past slower vehicles. I guess the most interesting questions are how much money you spend on the interchanges where they have dedicated ramps at the interchanges for the toll lane traffic. Of course they do on 495 in Virginia. That, of course, is preferable but it adds a lot of money so I wouldn't be surprised if they want people to weave through at the interchanges, weave through the free lanes. That would be very much a second best I would say.</p>
11/14/2019	Phone	<p>Great meeting...looking for the Power Point presentation online that was running last evening and any additional information that may have included on the side boards.</p> <p>Currently, only sees the spring presentation.</p>
11/19/2019	Comment Form	<p>These are my comments on the I-270 Pre-NEPA activities.</p> <p>I believe the following capacity solutions would help improve I-270 from I-70 to I-370:</p> <ol style="list-style-type: none"> 1. High Occupancy Vehicles (HOV) Lanes 2. High Occupancy Toll (HOT) Lanes 3. express Toll Lanes (ETL) 4. Reversible Lanes 5. Additional General Purpose Lanes <p>for Trip Reliability & Safety</p> <ol style="list-style-type: none"> 1. High Occupancy Vehicles (HOV) Lanes 2. High Occupancy Toll (HOT) Lanes 3. express Toll Lanes (ETL) <p>for MULTIMODAL AND TRAVEL ENHANCEMENTS</p> <ol style="list-style-type: none"> 1. General Purpose Lane 2. High Occupancy Vehicles (HOV) Lanes 3. High Occupancy Toll (HOT) Lanes 4. express Toll Lanes (ETL) <p>and finally for FINANCIAL VIABILITY</p> <ol style="list-style-type: none"> 1. express Toll Lanes (ETL) 2. High Occupancy Toll (HOT) Lanes
11/19/2019	Comment Form	<p>I attended the public workshop in Frederick last Thursday. I found it to be confusing since my expectation was to hear about different modes of transportation that would alleviate the congestion on I-270. The messages I got from those working for MDOT were mixed. I finally got clarification after the presentations that this group's focus was just on improving the highway. Now I see why maps of future plans did not include extending Metro beyond Shady Grove Metro station. I think your request for comments is too general. At least provide some guidelines, e.g.,. what environmental conditions should be studied?, what is causing the backup on I-270 above I-370?, what intersections need to be improved?, how does the traffic impact you?, how can highway expansion be coordinated with public transportation?, are there other ways of paying for highway expansion?, etc.</p> <p>It would be so helpful if a public meeting was held to explain how all transportation sectors have a role in alleviating the traffic problems. This is too complicated an issue to be addressed only by the state highway administration. I imagine there are different solutions to the highway expansion based on what the public transportation is able to do.</p>

11/20/2019	Workshop Form	Strongly support HOV lanes and Express toll lanes on I-270. I have mixed feelings about high speed rail south from I-230 / I-70 area unless it can be directly connected to the existing shady grove Metro station. Possibly incorporated with current rail line between Frederick/Brunswick/WVA and DC Union Station with several stops
11/20/2019	Workshop Form	Need data supporting the monorail and a representative by the board. Need to expand studies on multimodal transportation. Public needs to see the \$ on how much the different studies cost vs. the cost of real world application of the different modes of transit. Public was not informed that they could write on the post-it notes and write down the issues they as commuters confront on a daily basis. The 'workshops' should have had social median links to reach more of the public. We need to expand rail/MARC/bus services. I did not see any study that would state how the large population in the northern section of Maryland, WVA, VA, and PA are currently affecting the traffic on the I 270, I 370, 70, 15, 26, 121, 109, 27, 355, and Rt 40. Were City and County officials invited? Did not see any, more - public, small numbers in audience.
11/20/2019	Workshop Form	Realizing that funding may be an immediate concern to putting plans to expand the current lanes on 270 are there any availability (or do they still exist) for using or offering (to the public) Maryland State Municipal Improvement Bonds? Assuming your NEPA documents include an environmental Impact Statement approved by the Environmental Protection Agency it will likely take much more time than as indicated
11/20/2019	Workshop Form	1. Why instead of thinking about the expansion of Route 270 why not you think about expanding the subway to Frederick? 2. Are you thinking about the families who live close to 270 how can be impact the value of their houses of they have to move to another location or maybe some house could be impact by a big wall in front of the windows (close to the house in backyard)?
11/20/2019	Workshop Form	I live in Monrovia and work in DC. To get to work, I take the 515 bus from the Park and Ride to Shady Grove, and then Metro from Shady Grove to DC. Anything that can be done to reduce my commute to less than 90 minutes, I am for. Funding: why are tolls for existing transportation projects not collected to further additional projects? The Bay Bridge, MD 200, Susquehanna Bridge, etc. have all been paid for, why are a portion of the tolls not turned over to the Transportation Fund? Gas Tax: Why are non-gas consuming vehicles exempt from the gas tax? Why are we not charging a yearly fee based on mileage driven vs. consuming gasoline in vehicles with random MPG ratings, if they consume gas at all?
11/20/2019	Workshop Form	I am daily traveler and in just one year traffic situation has gone worse. The exit 18 to 33 has been completely ignored. Always back up - it needs more lanes both ways. There no eminent domain issue. There plenty of room. Environmental issues are next to none. Why are the people of Frederick last and forgotten. PL. DO SOMETHING. I 495 I 270 P3 Program should be discussed (?) as huge swath of Road tolling in Frederick County is two lanes and can be widened easily. They are at the most disadvantage since their commute is the longest. It takes 2 hours to go to downtown Silver Springs in peak hours. This is most feasible part of project as it has the least of other hurdles
11/20/2019	Mail	Selected "add my name" under Mailing list of a comment sheet
11/20/2019	Workshop Form	I vote or suggest light rail. My wife traveled I-270 for 24 years.
11/20/2019	Verbatim Recorder	There are, as I'm driving daily on my commute, primarily I see single-driver vehicles, commuters. Not many car poolers any more. I do leave my house at between 5:15 , 5:30 in the morning, so I can avoid the heavier traffic, but I don't have to be to work until 7:30, and I generally don't leave until 4:30 in the afternoon which does make for a long day. I do that because there are such limited public transit options. I've checked into trains, the buses and then my commute would even be longer. The trains aren't an option just because of the limited availability. I think that the ultimate goal should be the reduction of vehicles on the road. You have the numbers for, the numbers we have goals by 2040, but how can that be reduced. That should be the goal when working with businesses, public transit options. We're already looking at 10 years out so what other, what else could be available? And if there is no reduction in vehicles, there will not be any work-life balance for anyone. I have adult children so I don't have young kids at home, but if I did I couldn't do my schedule that I have now. But also a two-hour commute in the morning would just be horrendous. And even when I did have kids at home and still this commuting, you know, typically parents the counties have a high deadline to get kids get to childcare. So otherwise they're paying by the minute after, let's say, six o'clock.
11/20/2019	Verbatim Recorder	One thing you were talking about is the noise level with the increased traffic. Because we were right across Route 80 from 270 and there's some vegetation between us which really does help with the buffering. We noticed one time when that was cut down for some improvements of some sort, the noise level went up . So now it is growing back, it's reduced. (Where is this?) We are right near Roderick Road, but we're on the other side of 80 from 270. (So what are you suggesting?) More trees and shrubs. I think those are probably the most effective at reducing the noise and a lot nicer looking than cement barriers.

11/20/2019	Verbatim Recorder	Again about the vegetation. Maybe some trees and these were just, you know, trapping vegetation was cut down. We noticed a really noticeable change in the noise level from 270. They replant it with trees and I would say that probably these trees helped a lot in the noise abatement and they're a heck of a lot better like she said, better than, you know, the concrete walls or whatever. And plus the trees are there. They're promoting that they need carbon monoxide to live. We need oxygen. That's a by-product of that tree. So if you were an environmentalist you would want to have the trees instead of the concrete walls.
11/20/2019	Verbatim Recorder	I'm thinking about the large amount of traffic that always surrounds Urbana on both my commutes to work in Germantown. So that is a southward drive and north again. There's always multiple accidents because of cars trying to merge too fast in. We have construction vehicles. We have trucks bearing goods. We have semi-poor visibility. People trying to get on and off highways. Trying to go a little too fast because of the traffic and these horrible accidents. Anyone trying to get off onto the secondary road, it's already too late because the secondary roads are already filled. The traffic actually through Urbana is not well planned itself, but it's the traffic actually that goes by Urbana on I-270 and 355 causes major congestion, traffic. This is a two-lane area on the I-270 mph, and if they're going to be expanding of the roadways and/or the studies, once it gets past these Pre-NEPA evaluations, they should actually be looking at the northern end of the I-270 corridor as well as the southern end. The southern end already has a lot of different lanes for people to choose from. Up here we only have two lanes, and because of this horrible two-lane congestion that we have going, by the time they get down to this area, and specifically Clarks burg, when it opens up into a glorious three-lane. You have people taking off from 40 miles an hour, (inaudible) depending upon the type of traffic, to a horrendous gunning it to a 70-mile an hour and what do you know, there's another accident in front of you. Now this is not how you should drive on a highway and I already know that. But this is what is actually happening. This is reality. This is what people are having to deal with on a day-to-day basis. So I am asking the Highway Transportation Authority people who are actually doing all these studies, to please take a look at what they've done. Take a look at the numbers they've generated on the Pre-NEPA studies. Take a deep hard look and ask themselves, is it truly wise that we spend all this money down in DC just because all the politicians want their faces in the newspaper, their names in the headlines. Or should we actually do the people who pay our salaries. The people who are actually paying for the roadways a service, by paying attention to where they actually need their roadways first. They need it to the north. We have people who travel from Pennsylvania all the way down to the lower part of DC to work. That's three and a half hours journey for some people. Two times a day. We have people from Virginia. We have people from West Virginia. Did you know that in West Virginia they've actually closed two roads, therefore making it a lot harder for them to get to work. And then, you know, we've got our state of Maryland, we got over by Hagerstown. We've got (inaudible). Those people on the western end of Maryland are trying to also get down to Frederick. They're trying to get down to Germantown. They're trying to get down to Gaithersburg. They're trying to get down to Clarksburg, they're trying to get into DC. Frankly, they're going the Biotech Corridor. These are commuters, not just people who are going out for joy rides. These are people trying to get to work. These are your teachers, your instructors, your scientists. Your doctors, your custodians, your service workers. These are the plumbers, these are the contractors, the landscapers, these are the people who are keeping your places going. And these are the people who need to get there. They don't need to be in an accident. They don't need to have themselves held up and, of course, penalized. Did you know that a lot of contractors are penalized if they don't show up on time? That's money out of their pocket, not in the pocket. These guys are not rich at all and instead, our Highway Safety Commission is taking a look at the south where all the politicians are sitting. And sitting. IF they're not on vacation. Or if they're not taking a break from actually doing the job. Instead of doing the job well, let's take a look, oh, yeah, now they're on another break again. So do us all a favor. Get them back to work. Get them back to the numbers. Get the numbers out here. In fact, the Monorail Board, there was nobody here to represent it. It was just an email address. What is an email address going to tell me? The poor guy's standing in front of the Board couldn't tell me anything about the monorail system. I wouldn't say that's very informative. I would say
11/21/2019	Workshop Form	Roadbuilding as proposed is a 1960s approach to today's problems! The emphasis has to be on moving people via mass transit vs. moving cars. The toll road plans are noncompatible with RGGI or CCI and MD's climate goals. Previous P3 meetings for "Managed Lanes Study" have NOT adequately incorporated into the final options/alternatives mass transit alternatives were dropped early on despite public support. Toll lanes just monetize congestion- i.e. people will only pay if there's big congestion sustained on the free lanes.
11/21/2019	Workshop Form	Why are public transportation ideas not being considered- not just (excellent) monorail but high speed train, busses that use the break-down lanes at rush hour, etc. We should be looking at 2050 ideas, not only 1950 ideas. More roads will bring more cars. Not a long term solution! Any new roads will take a least 10 years to open. We need a faster solution!

11/21/2019	Verbatim Recorder	I frequently drive from Gaithersburg to Frederick where our grandchildren live. And I'm caught in the congestion on the northern part of 270. I believe it could be widened relatively cheaply and with no environmental impact. Once they add a lane in each direction without any bridge work and there's no environmental impact because there are no houses and the right-of-way is very wide and I would strongly recommend that they do that. I don't think you're talking about lots of years or billions of dollars. You're probably talking a couple of years and a couple hundred million dollars. So I would strongly support that. There might be other options but that's the one that seems the most cost-effective to me in terms of the bigger plans to add toll lanes to the southern part of 270 and the Beltway. I think that's probably a good idea but there is often, there will be great opposition in Montgomery County, so I don't know whether the County and the state can pull that off. But I don't think there will be a lot of opposition to widening the northern part of 270.
11/21/2019	Workshop Form	Make sure there are real non-driving options available, including bus routes/hubs that make sense and intersect with other transportation options. If it's not possible to run the MARC more frequently due to CS1, there should be some other form of either bus/rail to compensate.
11/21/2019	Verbatim Recorder	Well, obviously it's important to improve the roads, the road between Frederick and Gaithersburg is a disaster. We have got to stop thinking in terms of 1950 solutions and start thinking in terms of 2050 solutions. We need high speed rail or high speed monorail or other public transportation solutions that will get people all the way from Frederick down to D.C. And not just only during commuter times but also on the weekends. Right now if people want to go see a show or go out in D.C. at night, the only way to do it is by car, either driving down to Shady Grove and taking the Metro or driving all the way into D.C. which not only adds traffic to the roads, but also means you have people drinking and driving which is obviously a non-starter. I hope that this Commission will really take seriously alternatives and maybe not alternatives, maybe in addition to doing some road fixes, considering public transportation, especially high-speed public transportation. We've got to start planning for the future, not start living in the past.
11/21/2019	Workshop Form	Why isn't state and county governments communicating fully. Montgomery County has an airplane that flies daily to check traffic patterns won't that help in the planning. Pre P3 seems a path to a financial solution not necessarily the best possible path to traffic congestion. extending 270 vs toll lanes on the beginning does not solve the congestion but provides more lanes for those who could pay
11/21/2019	Verbatim Recorder	I've lived there since 1975. My comments are very general. I think at some point we need to back up pretty far and think about the kind of society that we're building. A number of years ago firms located in cities because they thought the cities were efficient. The secretary had to go over to the stationery store, the lawyers had to walk over to Court to submit something. None of that's true anymore. The firms are telling us that they can locate anywhere, that they can deal electronically. They can have meetings and teleconferences. It doesn't make any difference where you live. And yet the firms are living in the cities. And the firms say they've got to be in the city because the people are there and the people are in the city because the firms are there. And then, as soon as the employees get to be a little older and want a family, they move out to the suburbs. They don't want to live in the city any more. It's a terrible thing to stuff yourself into one of those apartments and call it home. It's an even worse place to raise kids. If you try to raise kids there, all you get is gangs. The community becomes unsafe. Schools aren't any good. So they move to the suburbs and the traffic goes up even further and then they think we got to pay for more roads. So I think somebody ought to pay a lot of attention to getting the firms to locate closer to where the people live or getting the people to live closer to where they work. We've got some examples of this. When NIH built in Bethesda, that was pretty far out from town and when Health and Human Services moved to Rockville, that was pretty far out from town. The National Institute of Standards in Gaithersburg, Atomic Energy in Germantown. We've got some things in Frederick, we could have more. And if somebody would push a little more on this, then I think we could make the need for this kind of transportation, to reduce itself substantially and we'd all be a whole lot better off with quality of life. All we're doing now is feeding it. I agree that having tolls is pretty good because if you have tolls then the people who get the benefit, pay for it. Having the people get the benefit to pay for it is probably a pretty good way to go. It's a long way from perfect because if people pay for the tolls, then the congestion is going to go down on the lanes that are free and those people are going to get the benefit, but they aren't paying. So it isn't a perfect system and I think we need to work harder on reducing the need for it and I think we'll all be a lot better off and have a lot better lifestyle. So we need to squeeze them a little bit and I'm not sure we're squeezing them hard enough. But if we squeeze them hard enough, people in the firms are going to behave a little bit differently. It's not our obligation to continue feeding them forever. Okay. That's it.
11/21/2019	Verbatim Recorder	I would like to provide some comments about the 270 expansion from 370 up to 70 Frederick. I believe that in an area of climate change, we should not be investing in more highway expansions which are damaging our park lands and our waterways, but instead find solutions such as funding more transit options like maybe expanding the Red Line all the way to Frederick or doing an expansion of the Purple Line from Bethesda all the way to Tyson's Corridor. Another option, using our existing lanes is to do reversible lanes along 270. Another option would also be to just foster more carpooling instead of using vehicles. And a lot of people that live up-county and in Frederick are people that cannot afford to live closer to transit. So if we make transit options for upper county and Frederick County residents available, then those residents could actually live and work near transit.

11/21/2019	Verbatim Recorder	I'm really happy that the study was expedited to start the process from 270 North to 270, but I think it's really short-sighted that there's no analytical data to look at an alternative and what the effects could be of including the proposal for an outer Beltway, the Tech Corridor or whatever you want to call it, that would connect I-270 with the Dulles Corridor. I think it's very short-sighted not to include that as to what would happen in the permutations of traffic patterns in their black box technology to maybe mitigate some of the road work that they'll need to do for the people that would need to go down to the Corridor from either the 270 Corridor and the Dulles Corridor which has been really advanced. So I'm concerned that that's not being looked at with this current study and hopefully that would get looked at.
11/21/2019	Workshop Form	Thank you for recognizing that 270 north of 370 is in need of major improvements. Unfortunately I can't afford/refuse to pay ETL tolls so none of this will benefit me. I also hope to leave MOCO within 10 years, so I will likely not be around to see any improvements.
11/21/2019	Verbatim Recorder	The comments I'd like to offer, let me start by giving you a little background. I took Civil Engineering in college and that was at about the time the Federal Interstate Highway Act was passed. And I would say the time has gone by very fast and I've seen a lot of design inefficiencies in the Interstate Highway Project that we just didn't build things big enough and we should have been more forward-thinking and we probably would have spent less money over time. So when we have this opportunity we shouldn't just be looking at a 25-year time horizon, maybe build for a 25-year time horizon, but plan and design and acquire property for a 15-year time horizon and as long as this Interstate highway program's been in effect, we have over 50 years of experience to look at to place our projections on and if we put our minds to it, I think we could come up with some good estimates of that second 25-year time period from 2045 to 2090. And we'll save the taxpayers a lot of money. We should build with overpasses which that are wide enough to take future lanes. We should buy the land now for the future and have a design plan so when it comes to widen the highways, we move the guard rails and pave it and we have the interchanges already built that will handle it and the overpasses will handle it.
11/21/2019	Workshop Form	I have found it difficult to get specifics on how studies of Environmental and Sound impacts to neighborhoods impacted by the 270 expansion. How can I get more details and involved? I'd like to endorse changes, but need to know my neighbors and I will be cared for during the expansion and sound and air quality will be better post expansion and not worse.
11/21/2019	Workshop Form	P3 toll lanes are a bad idea because only the wealthy benefit. Poor people cannot afford the tolls. Government should build roads. Not the private sector. What we really need is an outer beltway but of course there is no money available for that.
11/21/2019	Workshop Form	I represent SMTA / Citizens for Traffic Relief (C4TR) organizations who vigorously support the TRP. Please focus on data to present to the public that demonstrates the value of this project to congestion relief. It is also important to provide real information on tolls and dispute the myth of "Lexus" lanes. Remind the public that data from VA (not I-66) shows reasonable tolls and modest cons as the typical user. Dispel the untruths.
11/21/2019	Workshop Form	We need to focus on moving people, not cars. This project is especially egregious in a time of a climate emergency. MDOT has not seriously considered a transit, demand management, and transit-oriented land use alternative. We also need to seriously consider targeted affordable housing investments around transit and jobs as a transportation, congestion, and climate solution.
11/21/2019	Workshop Form	Please do not model on Virginia's roads. The bottlenecks are multiple. I never leave Virginia to come back to Maryland on a weekday after 2:00. More lanes are not the answer. Better public transportation to get cars off the roads is imperative. Light rail is preferred.
11/21/2019	Workshop Form	I applaud the effort to address congestion; I oppose, in general, toll lanes, especially with P3 structure. The State should fully fund our roads, not private businesses that will charge over costs and gain huge profits; Transit (light rail) should have a higher focus; Nothing will change unless development is controlled
11/21/2019	Workshop Form	Use existing lanes, make them reversible; invest in more transit options instead of building more lanes; no toll lanes; use the ICC/I-2800 as an alternative to traffic congestion; build/extend the purple line from Bethesda to Tyson's Corner; go to community meetings to receive input from all members of the community; invest in improving the MARC rail from Frederick to Montgomery County - frequency of service, both ways at all times; think that we need to protect our forests and streams under climate change
11/21/2019	Verbatim Recorder	One of the observations I would hope that would be taken into the study, is to look at dedicated transit lanes that can be used by BRT, Bus Rapid Transit, that could also be converted over to autonomous vehicle traffic too in looking towards the future. Thank you. Oh, and I have something more to say too. Okay. That we need to seriously do a study on transit, including a monorail down 355 north to south or south to north and also consider looking at a monorail being placed right in the median of 270 as well as the Beltway 495.

11/22/2019	Email	<p>Hello, I just had a hip replacement so, I couldn't make the recent Gaithersburg meeting about 270-370 gridlock. It's shocking people spend 11 years in traffic in their life. My husband might even spend more! Things are twice as bad after 9/11 when many folks stopped opting for the Metro.</p> <p>I have an idea that I think that will work to help the whole region get back to the sleepy town we moved to, back in 1963. We actually used to walk to the mall from Alexandria because it was not only safe but, there were many ways to walk the 5 miles easily as a teen.</p> <p>But, I'm not recommending we return to a completely pedestrian experience here. Times are increasingly unsafe for pedestrians and standing at bus stops is an extremely dangerous occupation, now. I would never recommend that! I think all the ideas about walkways around the beltway will not work without police protection 24-7.</p> <p>But, I do think if you could partner with other government departments you could offer area residents the option of a big tax write-off for working from home or living within walking distance of where they work. That would be an offering for both sides of the Potomac. Basically, they would be given a the tax that would otherwise be devoted to building more roadways that would be unnecessary if they stay home or live near their workplace.</p> <p>Living within a half-hour from my apartment used to be one of my 'life-rules' when I lived in downtown Baltimore in the 70s. As a student, I rode my bike to school every day, in all seasons. And later, I never took a job that was more than a half-hour walking, biking or busing distance from my apartment. I did not have a car and I hated wasting time commuting to work. I was able to do that successfully for a decade so, I know it is possible! I held several jobs over the years and my last job was at the Maryland Historical Society, merely a block away from my apartment. It was awesome to live ten minutes away!</p> <p>After that, I married and, moved to the suburbs. I was able to continue to walk to stores and the PO in Catonsville. I still didn't have a car and my bike was stolen before I left Baltimore. But a year later, when we moved to Greenbelt, even though the town was a 'pedestrian friendly' town, 'walking everywhere' became untenable, while pushing a stroller.</p> <p>The DC area has changed dramatically since 1963. Not only has the population increased but the amount of drivers has, too. The few roads that have been improved are too large to cross on foot. I am happy DC has managed to not cover the town in concrete as has sadly happened to other large American Metropolis. I couldn't even 'see' Kansas City or 'find' Houston when we visited those cities recently. They must have gotten a great deal on concrete and must love to create forks in their roads but. our GPS couldn't make and sense of the spaghetti and neither could we! St. Louis, where we grew-up, has been flattened to accommodate more concrete and forget Pittsburgh. They flattened and took-out the most interesting parts of their city and built a huge concrete monument to baseball. DC can do better! But, we must give financial incentives since money speaks here!</p> <p>There has to be a way to give tax incentives to residents to encourage them to relocate close to any job they take. This would also be a way to mix-up and improve neighborhoods to reflect the amazing diversity of our nations' capitol.</p> <p>That's all I got. I'm praying for your team to be able to avoid solving this problem by increasing or adding more roads. I do think we would enhance many roads by keep traffic moving by adding even more traffic circles but, that is another topic.</p>
11/22/2019	Email	<p>I have been commuting the I-270 corridor to 495 to Virginia for the past 11 years. One thing that I think would really cut down the traffic is if a walking bridge that is covered is built across the Potomac River near Breton Woods Golf Course and Trump National Golf Course. Then provide rapid bus transit to Shady Grove Metro and Clarksburg on the Maryland side and rapid bus transit to Reston Metro.</p> <p>This would allow commuters that work across the River to get there faster than by car. That is the goal. Make bus transit and Metro faster than using a car. This is the fastest way and most cost effective way. We need to make public transit better and it is not by creating faster transit to get to DC. It is by creating a faster outer loop that allows people to live in one area and get to another area very fast without a car.</p> <p>I have done studies and advocated for schools in the area. I am an engineer that has a lot of work on making things work faster. This is the way because a funnel of water does not go fast without having more connections at the top.</p>
11/22/2019	Email	<p>I have a suggestion about relieving gridlock in the southbound lanes of I-270 during the Monday - Friday commuter time (5:30am - 9:00am): extend the merge lane for the truck weigh station (south of exit 22 - Rte. 109). At the end of the merge lane, trucks have an immediate ascent. This is a problem because the trucks are traveling at best 40 mph in an area that is set at 65 mph. Normally, this causes vehicles in the right lane to swerve into the left lane, causing braking from behind, and at least once a month, an accident. Note that the highway is only two lanes wide. I recommend having a dedicated truck lane on the shoulder to the point where the third lane is established just north of exit 18 (note that the ascent is consistent from the weigh station to the Comus Road overpass).</p> <p>I also have a request: when you issue a Silver alert or an Amber alert, please do not have the lights flashing on the message board that's located north of exit 26 (Rte. 80). Every time you have an announcement with flashing lights, it causes a backup for miles.</p>

11/22/2019	Email	<p>1. Three lanes both directions through Frederick.</p> <p>2. Monorail from Shady Grove to Frederick at 270/70/15 interchange. (An elegant system would have a line on 70 to Baltimore as well.) 3. Two lanes both directions from Leesburg VA through Gettysburg PA.</p> <p>4. extend 200/370 to new bridge over Potomac connecting with routes 7 and 28 in VA.</p> <p>I work regionally in NOVA, MD and DE and cannot car pool.</p> <p>The travel times for all businesses reduce productivity far beyond the expense to correct. However, toll lanes increase expensive and if companies don't reimburse workers expect greater volume on local and rural routes.</p>
11/22/2019	Email	<p>I have always lived in Frederick and drove I-70S/I-270 to Clarksburg (1974-79), then Rockville (1979-80), then Gaithersburg (1980-86), to Germantown (1986-91), and Silver Spring (1995-97). Luckily the office of the company I worked for the remainder of 1991 to early 1994 was near the BWI Airport. That distance was further but at least I was moving most of the time. Since 1997 I've been a teleworker from my home 99% of the time but I still need to drive 270 and 70 from time to time.</p> <p>The largest problems with I-70S/I-270 then and now during the morning and evening rush hours have not changed. The same 2 lanes of traffic are still there since i-70S opened in 1970 (72?). Only one bridge on the 270 route in Frederick County was ever widened – the bridge over the Monocacy River just south of route 85. And it was probably repaired and widened only because it was having issues. Very few other road improvements were approved for Frederick County while Governor Glendening was governor due, per many opinions out here, to his “hate” for the western Counties. Montgomery and Prince Georges counties and Baltimore City got many, many more road updates.</p> <p>Back around 1986, 87 there was talk about improving i-270 in the Frederick area and I received newsletters from the Maryland Highway Administration about the “schedule” for these updates/modifications. The info I remember was that decisions would be finalized in 2018-2019 on the changes. That the engineering plans would start in 2020 with contracts going out for bids in late 2020 or early 2021. Well that schedule is useless. Why is there such a delay? The costs are only increasing!</p> <p>My recommendations are:</p> <ol style="list-style-type: none"> 1)Widen I-270 to 3 lanes in Frederick County and the parts in Montgomery County from the Frederick County border to the section of I-270 near Germantown that are not at least 3 lanes wide. There isn't room for any more, plus there are 5 more bridges in Frederick County alone towards Montgomery County that would need to be widened. 2)Restrict tractor trailer traffic from 6:30 to 8:30 AM and 4 to 6 PM on weekday non-holidays. Traffic bottle necks always occur when cars, vans, smaller trucks, etc. attempt to pass these slower vehicles when driving up the many inclines on 270. 3)Look for an area to construct a new connector highway between I-70 near or past New Market to an area south of Urbana or north of Hyattstown. Or straighten and widen MD 75 between New Market and Hyattstown. 4)Add more trains and/or schedules to the MARC line between Frederick and DC 5)When technology has advanced enough, to construct an elevated continuously running monorail system between the I-270 Rt 85 intersection and the Shady Grove Metro Station over the I-270 roadway. <p>I hope there is actual progress and construction to widen I-270 this time. We in Frederick County and points West have been waiting long enough!</p> <p>Thank you for reading my thoughts.</p>
11/22/2019	Email	<p>I do not believe reversible lanes will solve the problem. The traffic in both directions has increased so much , that it doesn't matter what time of day, north or south is going to be gridlocked. It used to be that in the morning, you could go north to Frederick without a problem while the south bound traffic was at a standstill and the opposite in the afternoon. Now, it is gridlocked all the time.</p> <p>We need the Metro to be extended to Frederick. We need 4 lanes of traffic going north and south.</p>
11/22/2019	Email	<p>I have driven 270, from Germantown to Frederick, paying close attention to the roads. Almost 95% of the way there is room in the middle for another lane going both ways! Without taking any land from citizens, and with room still left for a breakdown lane. Especially in the section passing the weigh station and route 109 where traffic ALWAYS slows. Add more buses if you want to push transit, but the majority of people will not give up their cars.</p> <p>Also, I hate to say this, but I think the Northbound HOV should end where the Southbound HOV begins, or at least where the NB local lanes end. That section is a mess where it loses a lane to the Route 118 exit.</p>

11/22/2019	Email	Just read an article on taking suggestions on the I-270 north bound congestion. I reside in Hagerstown and work in Rockville. I travel I-270 everyday. I feel what could help with the flow of traffic, is eliminate the HOV-2 from exit 15 to Clarksburg. At this point the total amount of lanes go from 4 (one is HOV-2) to 3 (one is HOV-2). It makes no sense to have the HOV lane from 495 to Clarksburg. If you look at I-270 south bound, the HOV lane doesn't begin until exit 10 which is at the halfway point of 270 from Clarksburg to 495. So why not do the same on the north bound side? Adding additional lanes (which will more likely be express lanes which is probably going cost like the express lanes on Route 66 in Virginia), will not solve the problem....
11/22/2019	Email	For Marylanders especially for Montgomery and Howard county whose wants to go anywhere in northern Virginia including the Dulles airport must drive a U shape commute. Meaning go all the way down to Tysons Corner then literally come back up through route 7 or Georgetown pike creating unnecessary driving and filling up the 270 and 495, Lets face it which major city with 2 great counties are separate by a RIVER considering Fairfax county is doing great, yet we do not even have a bridge to commute between these two counties. We have to drive UNNECESSARY to another state to use their bridges (LEGION BRIDGE) because we do not have one, WE NEED A BRIDGE Somewhere maybe along RIVER ROAD and 112 in MD That will take away so many cars from 270 and Legion Bridge who is driving to VA, Can you imagine NEW YORK without bridges? it wouldn't be the city that is today. Bridges bring economy, development, it makes a city more attractive to live in.
11/22/2019	Email	If you could please consider using established Rail lines to help reduce traffic congestion, an existing example is Metro North Rail Service from Connecticut to NYC, over 500,000 people use Metro North daily to commute into and around NYC. Also, adding additional train tracks would cost significantly less since you could offer private rail companies the line. On a side note, all this traffic is causing cars to sit idle on the highway, if climate change is really something you care about then reducing massive traffic jams everyday should help. example: Metro North - Amtrak - Stamford CT to New York City. History: this country was built by trains giving access to travel, look to the past for answers to the future.
11/22/2019	Email	From the north traveling south on 270 you should start HOV once it becomes 3 lanes just prior to 121 after the weigh scales. Not sure why HOV does not start until 370. You need to widen 270 north of 121. 2 lanes is not sufficient to handle the amount of commuters from Frederick, Hagerstown, West Virginia and Pennsylvania. These are all the tags I see. Incentives for riding train and bus service such as Eyre commuter bus.
11/22/2019	Email	Good morning. Add more lanes to I-270 Germantown to Frederick. Also, do consider extending Metro to Frederick through Clarksburg. That will be a "game changer".
11/22/2019	Email	I like the rail option from Shady Grove to downtown Frederick. Whether monorail or two tracks, go for it. If you've got the right of way, it's the best option as it moves the most people most efficiently.
11/22/2019	Email	I agree with Sidney Katz - I believe the monorail system is the best approach, or something along those lines, like the light rail in Baltimore, we have a median that can be used, or shoulders. We NEED to save our green space! Adding more cars, more lanes, more pollution is NOT the answer! The Twin Cities in Minnesota has a fabulous rail system and operates in ridiculously inclement weather, traffic has to yield to the trains. This is one example of a system I have used and believe it works well. We are an asphalt jungle. I've lived here since 270 was 70-S, before 370 existed, and the amount of traffic and lack of competent drivers is making road travel extremely dangerous for EVERYONE. We're paralyzed if something goes wrong – that's not acceptable!
11/22/2019	Email	You will cut traffic in 270 by at least 30% by building a bridge to Northern VA about 1/2 way between 495 and 15. It extremely obvious.
11/22/2019	Email	One thing that could help a little is to not have the weigh station in operation during the morning commute. Trucks have to get off and then merge back into a two-lane highway slowing things down even more. Also, one extra lane in each direction would do wonders and should be fast tracked!

11/22/2019	Email	<p>If the goal is to reduce traffic in the 270/Beltway/AL Bridge corridor, the quickest way is to eliminate the traffic that really doesn't need to be there. The traffic that doesn't need to be on 270/Beltway/AL Bridge are vehicles going from I-270 area to Virginia Rt.28 Chantilly/Reston area and those areas Virginia to Maryland. A bridge in this area would only have to be a few hundred yards long and across water three feet deep. Imagine how much traffic this would take off 270/Beltway/AL Bridge everyday, and during the upcoming new AL Bridge construction. Less traffic on the Beltway in the 270/Beltway/AL Bridge area is a win win for everyone. Lets be heroes and get a new bridge in place once and for all, and prior to the other construction so traffic flow in our area can be smart, efficient and with cleaner air. A new bridge may increase use of the Inter-County Connector, it could be beautiful to include a bike/pedestrian lane, lamp lighting and great for Potomac/Great Falls 5k and 10k runs. It going to be great, smart and out of the box thinking in this day and age of sitting in the car all the time. Maybe a Rock Creek Drive- type of road 45 miles an hour.</p>
11/22/2019	Email	<p>I really like the idea of going with an elevated dual monorail track down the median of I-270. However...Automated & connected vehicles are right around the corner and there will be some growing pains involved with interfacing ACV with existing infrastructure and non-ACV traffic. Taking this into consideration, HOT or ETL would provide some benefits for future ACV since they could be physically separated from non-ACV traffic. Furthermore, if there are special infrastructure needs specific to ACV (sensors, relays, etc.) these would be easier to install and probably less costly within a managed lane environment. There are many factors at work and we just don't know what transportation needs there will be in the future. I look forward to reading the results of your various studies.</p>
11/22/2019	Email	<p>I am a proponent of a monorail system as one part of a multi-faceted approach to helping reduce the traffic congestion on I-270. The right-of-way for a significant portion already exists in the median of I-270. Start the system in Frederick with stops in Urbana, Clarksburg, Germantown, Gaithersburg and terminating at the Shady Grove Metro. Considering how many people Disney World transports daily on their system, I definitely think that a monorail system should be given some consideration.</p>
11/22/2019	Email	<p>Honestly... If you can get more people to take the MARC or extend the Metro up to Frederick it would alleviate most traffic. Also having two lanes is absurd. Going from 4 to 4 to 2 lanes creates a bottleneck which impacts traffic. However even with that being said... If you expand the lanes while having no other form of transportation (MARC / Metro) then more people will be on the road and you are going to have the same issue. Mass transit is the answer.</p>
11/22/2019	Email	<p>Do not widen the highway. Put simply: induced demand. Induced demand is demand that has been realized or generated by improvements made to transportation infrastructure. Thus, it generates the traffic that has been "pent-up" as latent demand. Put another way, as you increase the ease of travel, more people take more trips.</p> <p>Widening the highway will just almost immediately create another congestion issue, and we'd all still be right where we are now... But with less money.</p> <p>The most effective way to relieve the congestion problems of I-270 and really, any other highway in the country is to fund and maintain alternate forms of transportation. Light rail, passenger train, etc. Busses are cheaper but studies show people don't ride buses when they use the same congested highway they'd normally have to drive on their commute anyway.</p> <p>The true solution to the congestion would be a rail route.</p>
11/22/2019	Email	<p>The only viable solutions are removing me from off I-270. 1:Rail connecting FREDERICK to Shady Grove. I do not want to drive and pay toll tax. I have heard about I-270 widening for 15 years. I am retiring and I will never see the change. As a world traveler and Europe China all invest in mass transit. Are we going to pave America in concrete and black top? Beijing 23 million. They have invested in rail and high speed rail. America talk and talk and talk some more and talk.</p>

11/23/2019	Email	<p>I am a Rockville resident who is very concerned about I-270 being widened at the expense of existing Rockville homes. I think it is unconscionable to destroy the homes of people who have chosen to have a higher mortgage in order to reduce their commute. The decision to take on a larger financial burden in order to live closer to work benefits the entire community. These residents are reducing their carbon footprint, minimizing traffic on major roads, and often utilizing public transportation. They should not be punished for that choice by having their homes torn down even at fair market value. Most of the Rockville residents I know are pinching pennies to afford their homes so that they can spend less time commuting. They are not the wealthy elite. They most likely would be pushed farther out after losing their houses.</p> <p>People who choose to commute longer, for a larger house or more property, also know that congestion is an intrinsic part of that decision. Traffic didn't start yesterday, they knew what they were taking on. Rather than forcibly uprooting others, they have the freedom to live differently if they choose.</p> <p>I support toll lanes, monorail, and public transportation options. Widening the road is not a long term solution, the commute times will be right back to where they are now within no time, and everyone knows that.</p> <p>I would expect that decisions are made for the benefit of all. I would also expect that in 2019 our leaders make decisions that are sensitive to pollution and forward-thinking. Not antiquated plow and pave plans that are rooted in a time long past.</p>
11/23/2019	Email	<p>*The state can work with businesses to incentivize businesses to move to Frederick to keep workers there instead of driving down.</p> <p>*Work with businesses to encourage working from home for works that allow it, invest in Fiber internet infrastructure in Frederick</p> <p>*Work with businesses to have a staggered work schedule, some businesses can open later in the day 10am-8pm to spread traffic to other hours</p>
11/23/2019	Email	I think the answer is pretty easy, stop building
11/24/2019	Comment Form	<p>The only option that makes sense for I-270 north of I-370 is to add one travel lane (both northbound and southbound) from Clarksburg to at least Route 85. Where possible, one or both additional travel lanes should be constructed where the median is currently open. The two inner lanes should be variable "alternate" lanes (not HOV or toll lanes), depending on the day of the week and the time of day. For example, weekdays from 5am to 10am the inner lanes should run south (providing four southbound lanes through at least Clarksburg, and preferably Gaithersburg) and from 3pm to 8pm the inner lanes should run north (four northbound lanes from Gaithersburg/Clarksburg to Route 85). Other times and days the lanes should run three north and three south. To allow for this high level of flexibility, the road must be delineated so that spacing occurs between the two outside lanes (in each direction) and the inner lanes, and the two inner lanes need similar spacing between them. The spacing should be at least 1.5 SUV vehicle widths, and marked with double white lines, and occasional overhead lane signs will display red or green lights for each of the two inner lanes (as a minimum) in both directions. An alternate to this is to provide permanent Jersey barriers between the two outside lanes (in each direction) and the two inner lanes, but no Jersey barriers between the two inner lanes. A (localized?) Montgomery/Frederick county gas tax of 20-25 cents per gallon will fund construction costs, and this roadwork must be completed before any other I-270 or I-495 construction commences.</p>

11/24/2019	Email	<p>Getting more cars up I-270 in the evening rush hour is not going to matter much when the issue really is that the routes carrying traffic away from the top end of I-270 can't handle the traffic flow as it is. Similar issue in the morning on the south end, too many cars with not enough ways to continue out from it.</p> <p>A reversible middle set of lanes will just shorten the back up by the number of cars that will fit bumper to bumper, and add to the "fun" with extra merging games at the top end while everyone jockeys for the still inadequate routes after I-270.</p> <p>The only way to get vehicles off the road is to make it easier for people. Metro has to be broken of it's intent to try to force people to take the bus from their home to get to the subway, instead building high capacity parking garages, that will end the several times a year post of Dr. Gridlock giving the approximate time each Metro subway parking lot is full, which is in early rush hour! (and was getting earlier each year while I was using it) If there is space for more cars to park, more will get off the road, and the subway system might actually start being an at least fairly effective public transportation system, rather than the mostly show piece system it's been.</p> <p>I've been on the systems in Tokyo and Hong Kong, where they are serious about moving people efficiently. WMATA isn't about moving people, it's part of a social engineering plan of local politicians, the same ones who at least in Montgomery county, Md. have re-lined intersections and built "traffic islands" along with other actions in a clear effort to obstruct traffic, probably part of the same plan to drive drivers sufficiently frustrated to try to force them to switch to taking a bus to the subway instead of drive their car.</p> <p>Guess what, people won't give up that much of their freedom, so traffic is just obstructed more, so can't get out of the way of the influ1 coming down I-270 in the morning.</p> <p>I'm not sufficiently familiar with the traffic patterns and history in the Frederick area, but could probably figure it out pretty well from initial aerial observation for some days (like from tethered balloon or a blimp) then looking closer at the intersections indicated from that, and talking with people familiar with the routes.</p> <p>You asked for suggestions.</p>
11/24/2019	Email	<p>I'm a resident of Frederick County and sit in I-270 traffic daily. I read a WTOP article this morning about a meeting to discuss northern I-270. Its unbelievable that this meeting is being held in Montgomery county when any changes impact Frederick County only. Frederick residents have different values and would have a better perspective because we are making the commute daily. Even Washington, County, Pennsylvania, Virginia and West Virginia residents offer more perspective than someone in Montgomery county.</p> <p>I know an additional lane on 270 north of Clarksburg is not a popular idea but its a necessity. Even a reverse ordered lane would give some relief. Marylander's drive, it was proven by a study done by the Hogan administration.</p> <p>I think if you really want to relieve traffic on 270 expanding the current bus options and expanding the current MARC train could help significantly. For example, MARC is really only for commuters without small children. My husband works in DC. He is forced to drive to at least shady grove because if there is an emergency during the day he cant get home. Yes, we know there are guaranteed ride home services but they aren't great in an emergency. If MARC train ran north during the day and south more often he would not get on 270 at all. As it stands now the last train out of Monocacy station leaves at 7:15am. My husband will sometimes drive to the Germantown MARC train station but not often. Also, why doesn't MARC train run to Washington, County? We are providing residents of Virginia and West Virginia a way into DC for work but not providing residents of Maryland a way to DC. The bus that runs from Hagerstown to Shady Grove daily is packed. Several of my neighbors in Urbana complain that its impossible to get a seat. If the bus ran every 15 minutes or you had one that left directly from Frederick it would also relieve a lot of traffic.</p> <p>I keep hearing the ideas for a monorail. I think a monorail is a horrible idea. You just don't have the interest. In order for a monorail to be popular you have to have interest in riding it beyond commuter hours. You have to have enough ridership on the weekend to warrant having it. I'm a native Washingtonian and I have no desire to go to leave Frederick and visit DC on weekends. I occasionally do for a concert, or show but it isn't often because every time I visit DC the crime, the values of the residents and other issues make me remember why I live in Frederick. Frederick & Washington County Maryland don't offer much to people from DC beyond antiquing, civil war history, lessons in the 2nd amendment and visiting brewery's. You would have a monorail that is for commuters which is what we currently have with the MARC train.</p> <p>I just thought I would offer my perspective. I'm simply tired of sitting in traffic and tired of lawmakers wasting tax payer funds on things that don't work.</p>

11/25/2019	Comment Form	<p>Thank you for the public meeting held in Gaithersburg on November 21. I thought it was very informative and appreciate your request for public feedback. I am recently retired but had been commuting from Gaithersburg (Quince Orchard) to Rockville (Shady Grove Road) daily. It was a drive of about 5 miles but could take anywhere from about 15 minutes to 40 minutes depending on the southbound traffic on I-270. "South of Shady Grove Rd" is a frequent location for fender-benders which can back up SB traffic to about Clarksburg. Despite my short commute, I listened to and checked on traffic conditions each day. If I-270 was backed up, that would mean that all of the other few alternate routes would be backed up also. There is no "good alternative". There would be times where I-270 traffic was so backed up that it would take several traffic light cycles to be able to leave my neighborhood to get onto the a main road (MD 124).</p> <p>We left comments with several of the reps at the Nov 21 meeting. My husband and a friend took advantage of the video comments. We left ideas with the reps at the interactive map. The sticky notes on the printed map were a great idea to elicit very locale-specific comments.</p> <p>I'd like to offer my additional thoughts on our I-270 traffic congestion issue:</p> <ol style="list-style-type: none"> 1) Improve public transit options. Other than the MARC train, there is no public transit option between Frederick and Gaithersburg. A monorail would be slick (but costly and long-term). Real bus rapid transit (in dedicated express lanes without cars) up and down I-270 could offer a feasible option to drivers. But the bus must be convenient, "rapid" and dependable. Car drivers must envy the bus riders sailing by. Offer WIFI on the buses. Make sure the bus route terminals bring riders to reasonably convenient/useful transfer points at each end. 2) Greatly expand and improve local public transportation networks. We live in Gaithersburg and the Ride-on bus routes are complicated and inconvenient. As "seniors" we'd love to take advantage of free bus rides, but the bus can't get us to where we want to go in a timely manner (31 times as long as driving) or without a great deal of walking (up to a mile to and from bus stops), which is a hindrance for us. 3) Any option to take drivers off 1270 will lessen the need to build more lanes to handle more cars. Improve MD 355 and MD 28 north of Germantown to make them a better option for local traffic. The developments in Clarksburg and Urbana simply pour more drivers onto I-270. 4) Outside of SHA and MDOT purview, provide zoning that distributes population and services instead of building corridors that depend on the interstate. 5) When population estimates are made, are the different demographics considered? Children don't drive, and many seniors no longer make daily commutes. Many younger people do not own cars. Lack of a transit infrastructure dissuades them from moving to or working in MD. 6) Tolls. I see highways as a public good and appreciate that tolls might be one way to build and support them. But I am galled at high-priced express lanes and infuriated by profit-making companies benefitting from them. An option would be to make stretches of I-270 tolled - akin to the MD 200 ICC - with the more reasonable tolls charged there. We use MD200 regularly. But I'll never willingly drive the MD I-95 express lanes, or those in VA. <p>In Virginia</p> <p>"The lanes generated about \$163 million in revenue for the company, which went to taxes, maintenance, debt payments and other costs, but resulted in a loss of more than \$36 million, Transurban spokesman Mike McGurk said. The company expects to make money eventually as volume grows and it pays off its debt." (https://www.baltimoresun.com/news/investigations/bs-md-express-toll-lanes-20171004-story.html)</p>
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11/25/2019	Email	<p>I have traveled 270 for work for over 25 years. I have a couple of suggestions that may or may not have been considered.</p> <p>While very expensive, 270 must be widened to Frederick in both directions. The amount of additional housing that has been and will be built in the future warrants this expansion. The builders must be contributing higher percentage of funds towards these road expansions. Builders have gotten away with murder over the years in not providing enough infrastructure funds and reaping high dollar profits at the expense of the tax payers. This area is known for high amounts of time being spent sitting in traffic, think of the environmental effects of vehicles just sitting there daily barely moving. I would propose in addition to the expansion to three lanes to Frederick each way that a fast lane(s) (for cars/commuter buses) be created. This fast lane would have an entrance (say Gaithersburg) and maybe one exit (say Urbana) and then end in Frederick at the 70 interchange. You can only get on at the start and get off at the limited exit. This would help to move the traffic faster coming from the North to Frederick and beyond. If you wish to get off at an exit in between then you would need to stay on the local lanes. The more entrances/exits that are created slow down the traffic flow and create even more bottlenecks. Charging astronomical tolls for these roads is not the answer and it deters individuals from taking who financially are not able to commit any more funds to their commuting budgets (i.e. VA tolls can exceed \$40 one way - that's could be \$80 a day - for someone making \$20 an hour that 4 hours of take home pay put towards commuting (this is not financially possible for those individuals).</p> <p>I believe that the individuals that are making decisions about this commuting route need to be commuting on these roads daily to experience the traffic congestion and see the road flow trends. How can someone make major decisions that will affect millions of people without experiencing it first hand.</p> <p>Thank you for your time and commitment to widening 270 something that should have been done long ago. Please stop kicking the can down the road and do something to help residents in this area have a better quality commuting life.</p>
11/26/2019	Email	<p>There's an easy fix to the traffic bottlenecks on I-270 you could do today. It's just basic flow theory.</p> <p>Currently you have the speed limit at 55MPH on I-270 from the beltway to a little beyond the MD-121, Clarksburg exit and 65MPH from there up to just south of Frederick.</p> <p>There is a natural bottleneck where the highway goes from 3 lanes to 2 northbound and a wider flow southbound when the highway goes from 2 lanes to 3. The problem is where you have the speed limit change. If you were to move the speed limit signs like this, you can easily increase the flow and reduce bottlenecks.</p> <p>Northbound - move the 65MPH speed limit sign to just before the MD-121 Clarksburg exit. This will naturally spread out the flow as cars move faster. While it might be true that a consideration is made to reduce accidents due to the higher speed and the loss of a lane, I believe that will be offset by the spread of vehicles as they move faster.</p> <p>Southbound - move the 55MPH speed limit sign to just past the MD-121 Clarksburg exit. Again, by having the speed limit reduce while the cars are all in 2 lanes causes a natural bottleneck as you slow the flow of the cars. By moving the speed limit farther south, you give a chance for cars to now fill 3 lanes lessening the impact of the slower speed limit.</p> <p>There are other considerations, but they are more drastic as it would require changing the exit/entrance locations between local and express lanes. I believe changes there could relieve congestion.</p>
11/26/2019	Email	<p>Now that your community meetings are done, what is happening with the hard copy comment cards? I would like to have some, please.</p>

11/27/2019	Email	<p>I attended the workshop at Clarksburg High School on 11/12/19 and would like to pass along some thoughts/concerns. I live in Germantown and drive 270 a lot visiting family members who live in Urbana and Frederick. Many times, after looking at the GPS, I'll take Rt 355, and on really bad days, Rt 28/85. (Not so much 28/85 since the Monocacy bridge work is underway)</p> <p>I know right now that the project is in the environmental study phase, which I do not really have much information about what may or may not be impacted, however once done, I assume the "footprint" of the project will be decided on. For that phase, I'd like to pass along:</p> <ol style="list-style-type: none"> 1. That the road be straighten to remove the curves between the truck scales and Route 109 AND the curves north and south of Route 80 (And maybe all the curves between the truck scales and route 80) It seems that, even during nor rush hours, there are many drivers that simply are afraid to negotiate them at speed. That creates a domino effect that slows everyone, causing needless bottlenecks/jams/congestion. 2. Within the options I think are available, I prefer A) extra lanes be non-toll, B) reversible non-toll lanes be considered C) toll lanes, whether extra or reversible, are in affect during rush hour times only (6-9:30AM, 3-6:30PM) and open free to all at other times D) tolls be more inline to the ICC formula. NOT the way Virginia toll lanes work. 3. The problem with tolls is that it excludes a segment if drivers which do not have the luxury of having the disposable income to spend on them. Even if I may have it, I might want to spend it elsewhere instead of buying a few extra minutes on the road. (Times how many days I choose to do that, and it adds up to too much!) 4. Went to the workshop for the 370 to 495 segment of the project, and one at a local Montgomery county building, and it appears that decisions had already been made, and information was being passed along. I hope the 270 to 70 project is different, especially about the P3/Toll issue. 5. Will there be workshops for the upcoming American Legion Bridge project?
11/27/2019	Email	<p>Thank you for letting me know that actual cards are not available. I was asking about paper cards b/c I'm trying to support some friends who are not tech-savvy. I know that they want to share their comments, but I didn't feel like they should have to spend any money (on stamps) to express their opinions.</p> <p>You say that the comments are all treated equally, that's good. But what even happens to the comments? It's great to welcome feedback, but what are you doing with the feedback?</p>
12/2/2019	Email	<p>I have been a resident of Maryland for a long time. Have witnessed the building of the highways systems throughout the state.</p> <p>My idea is to continue the subway train from Shady Grove to Fredrick above ground and making the station in Frederick near the Amtrak station behind Home Depot off Rt 355. Run the subway service with a 24 hour service with a decreasing frequency of trains due to volume and time of day. this would decrease car traffic from the country 2 lane roads, and Rt 270 it would decrease road repair from wear and tear from heavy traffic volume. It would promote more electric cars reducing pollution. these are some of the advantages.</p> <p>Now the hard part. The State of Maryland needs to work with Metro, The Federal Highway Administration and any other organization and Municipalities that needs to be in the loop.</p> <p>By promoting a 24 hour service nobody gets left behind when the service stops. extra lanes or any disruption along the 270 corridor due to constructions of a monorail in the center of the road would put severe gridlock during daytime driving. The rail system would not have a immediate impact on the 270 corridor.</p> <p>I have a second idea as well promote the Frederick airport and the Montgomery airport and have helicopter service from both airports , Metro is already at Montgomery and Frederick could ad some buses.</p> <p>Thank You for the opportunity to make a response</p>
12/4/2019	Comment Form	I prefer public transport options from Frederick County to Montgomery County (park and ride). I don't want the state to convert our only public highway to a variable tollway. (Current public transit is available from Frederick to DC, but not to Montgomery County or Baltimore.)
12/5/2019	Comment Form	I have heard quite a few ideas from expanding I-270 to include more lanes, which would require taking land from private owners, to building a monorail, which would also take from private owners. If eminent domain is unavoidable, consideration then should be given towards the construction of an underground subway that runs from 70 to the end of 270, with stations along the way. If they could build a new line in NYC on 2nd Ave., then it can be done here as well.

12/5/2019	Email	<p>Good evening, Thank you for offering the Public Workshops on the I-270 Pre-NEPA Activities, very beneficial, and much appreciated.</p> <p>So now I'll just say it plain, stop acting like leeches and just build an honest road with good interchanges. Untwist the exit messes at 370-270 and 270-15-70, stop forcing people to braid their way from one side of a super highway to the other to make the exit or the fork in the direction they want to go in. Put the same number of free and open lanes all the way up and down, not just to 15 and 70, but beyond. Most of your congestion comes from the pinch and the braiding. Do put in a monorail up the center of 270 (watch out for the "treeists" that will protest doing so) and take it up to Gettysburg and down to Montgomery Mall. Spend money wisely. Stop bleeding the public with tolls. Admit ICC-200, HOV, EZpass, and "special lanes" are all under-utilized because no one lives in a hive or works in the same location. Use our taxes to build quality of life, not quantity, nurture our nation, state, community. Stop coddling problematic non-citizens and gangs, having to translate everything into Spanish because they won't learn English and assimilate.</p> <p>Think ahead about how you are going to design the roads so they can handle the masses now in Clarksburg, and the mess of humanity that will be stacked up at the Lake forest Mall site. The Kentlands and Crown are anthills of humanity.</p> <p>Start thinking honestly and truthfully.</p> <p>Quiz:</p> <ol style="list-style-type: none"> 1. The information presented was easy to understand? --OK, there were some mis-statements about whether or not our tax dollars to transportation infrastructure. 2. The information presented was informative and useful? --Good. 3. The presenters responded well to my questions? --OK, I did not ask in the general presentation, but talked with the representatives around the room. A pit of pat answers, but good conversations. 4. How can MDOT communicate more effectively? --Speak often and clearly about the challenges of our region's transportation, listen to the folks who pay your salary; plan for quality of life; stop being just another government leech.
12/5/2019	Email	<p>As part of the Pre-NEPA phase of the I-270 project, I attended a public meeting in Frederick on November 13, 2019. I write as someone who recently retired after commuting from Frederick City to downtown Washington, DC for 29 years. At various times, I used MARC or a combination of driving to Shady Grove and taking Metro, the latter of which I favored for the last 18-19 years of my career. I also made use of a Zip Car account for emergencies, such as when MARC shutdown following a deadly crash near Seminary Road or after a tornado blocked the tracks near Germantown. I loved my job, having intellectually challenging work and terrific colleagues. I retired only because my daily commute of more than four hours total time had become untenable. I wish to provide the following comments pertaining to the oral presentation of the project and the various interpretative displays at the meeting. Since the right-of-way was acquired and a road was constructed as US Route 240 in the middle of the 1950s, there have been only minor improvements to the highway between Germantown and Frederick. Nearly 60 years has passed. The population of Frederick County has nearly quadrupled during that period. There needs to be an overall increase in capacity for I-270, which surely must include an increase in the number of lanes. While many individuals and groups oppose the construction of any additional highway lanes in the D.C. suburbs, favoring instead a transit-first policy, I contend that both enhanced transit options and highway construction are required to address a fundamental mismatch between demand and capacity. The project will almost certainly be a very large one, which would crowd out other capital spending in the state transportation budget. From a political perspective, it is hard for me to imagine that legislators would increase taxes in order to fund the work of expanding I-270. Consequently, the public-private partnership under consideration is the most feasible funding solution. In order to make the project most cost-effective, I recommend that the planners give serious consideration to including reversible lanes, which would: (1) maximize utilization rates; (2) reduce the number of lane-miles that need to be constructed, and (3) potentially reduce the amount of additional land that would have to be acquired. Perhaps one general-purpose (permanent) lane could be added in each direction, with two reversible toll lanes. This latter point would address the concerns of some critics who deride toll-lanes as "Lexus Lanes," since there would be an overall increase in capacity for non-toll-paying drivers. Finally, consider that any such construction must be accompanied by an improvement in mass-transit options for those of us who live north of Gaithersburg. MARC is wonderful in bad weather, so that drivers can avoid inevitable traffic delays, but because it requires a westward trip to Point of Rocks to join the main line to DC, it takes far too long to be a regular method of commuting. Perhaps additional bus service—with extended hours and destinations other than simply Shady Grove Metro—could be funded. Downtown DC is served by commuter buses from Loudon and Frederick County Virginia and Charles, St. Mary's, and Anne Arundel Counties in Maryland. None of the existing MTA buses originating in Frederick go to downtown DC. Moreover, the last bus leaves Shady Grove Station in the evening at 6:00 p.m. That is far too early to be a regular option for many people. Thank you for considering my comments.</p>

11/21/2019 Verbatim Recorder

One final comment is the highways we have today have been very inefficient for years, more like decades. So we need to be thinking in a much longer time horizon than we have in the past and in even the 25-year time horizon we're talking about right now.