



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** Public Comments to date - April 2021 TPB Meeting  
**DATE:** April 21, 2021

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There were no comments received regarding the specific April TPB meeting agenda items. At this time, there is a public comment period open through May 3 and this memo provides a summary of the 116 comments and their contributors submitted to date. All of these comments will be captured and shared next month when all comments received to date are presented to the TPB.

### **PUBLIC COMMENT SUMMARY**

Slightly different variations of the following message was sent by 112 people:

“Dear Chair Charles Allen, We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region’s adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction’s representative at the TPB to fight for these options:

- 1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year
- 2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and

addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.

Thank you for your consideration.”

Elizabeth Ende, Mc Lean, VA  
Patricia Tice, Rockville, MD  
Robin Galbraith, Bethesda, MD  
Johanna Wermers, Rockville, MD  
Katherine Paterson, Bethesda, MD  
Donna Sawyer, Silver Spring, MD  
Carol Amburgey, Rockville, MD  
Terrie Barr, Potomac, MD  
Arlene Montemarano, Silver Spring, MD  
Karen Onthank, Silver Spring, MD  
Carolyn Williams, Bethesda, MD  
Bruce Tinker, Alexandria, VA  
Nanci Wilkinson, Bethesda, MD  
Nancy Wallace, Bethesda, MD  
Evelyn Jacob, Potomac, MD  
Molly Hauck, Kensington, MD  
Walter Weiss, Bethesda, MD  
Marsha White, Fairfax Station, VA  
Mia French, Oakton, VA  
Elizabeth Zolper, Vienna, VA  
Chris French, Oakton VA  
John Cartmill, Herndon, VA  
Rebecca Spring, Washington DC  
Brian Lutenegger, Washington DC  
Jennifer Cook, Silver Spring, MD  
Ankit Jain, Vienna, VA  
Natalie Rosser, Silver Spring, MD  
Sirina Suckal, Savage, MD  
Linda Hertz, Reston VA  
Allen Munchink, Manassas, VA  
Jay Rosin, Clarksburg, MD  
Cheryl Cort, Washington DC  
Madeline Amalphy, Gaithersburg, MD  
Peter Harnik, Arlington, VA  
Andrew Kalukin, Arlington, VA  
Zachary Weinstein, Silver Spring, MD  
Daniel Marcin, Silver Spring, MD  
Douglas Sedon, Jefferson, MD

Richard Tortorella, Centreville, VA  
David Maclean, Springfield, VA  
Donna Sawyer, Silver Spring, MD  
Amanda Hungerford, Takoma Park, MD  
Dr. Laurie Ryan, Silver Spring, MD  
Rachael Neill, Baltimore, MD  
Joseph Reinhard, Silver Spring, MD  
Allen Irvin, Alexandria, VA  
William Maynard, Bowie, MD  
Shawn Wozniak, Alexandria, VA  
Steve Warner, Silver Spring, MD  
Thomas Zeller, Greenbelt, MD  
Charlotte Nugent, Washington DC  
Cynthia Howell, Sterling VA  
Steve Ashurst, Burtonsville, MD  
Molly Hauck, Kensington MD  
Sister Denise Curry, Philadelphia, PA  
Garret Hennigan, Washington DC  
Steven Vogel, Falls Church, VA  
Gavin Baker, Washington DC  
David Seldin, Laurel, MD  
Hannah Follweiler, MD  
Gerry Baill, Silver Spring, MD  
Elizabeth Barbehenn, Bowie, MD  
Jennifer Brown, Springfield, VA  
Christopher Farrell, Wheaton, MD  
Tim Hampton, Washington DC  
James Reid, Reston, VA  
Tom Hoffman, Pearisburg, VA  
John Fay, Wheaton, MD  
Laurence Fogelson, Baltimore, MD  
Paulette Hammond, Baltimore, MD  
Connie Dresser, Gaithersburg, MD  
Debra Butler, Mc Lean, VA  
Marco Sanchez, Arlington VA  
Stu Simon, Chevy Chase, MD  
Deborah Backman, Washington DC  
James Mather, Lorton, VA  
Charles Coleman, Alexandria, VA  
Bernard Holloway, Mitchelville, MD  
Dr. Jean Westler, Silver Spring, MD  
Rhys Tucker, Washington DC  
Dan Leggett, Clarksburg, MD  
Donald Cuming, Bethesda, MD  
MiYoung Park, North Bethesda, MD  
Mr. Donald Paine, Washington DC  
Michael Whelan, Washington DC  
Clara Irazabal, College Park, MD  
Ana Karimi, Washington DC

Nanci Wilkinson, Bethesda, MD  
Kristina Borrer, Silver Spring, MD  
Paul Bickmore, Reston, VA  
Anita Morrison, Silver Spring, MD  
Brent Showalter, Columbia, MD  
Melissa Bondi, Arlington, VA  
Andrea Cimino, Kesington, MD  
Steven Thai, Chantilly, VA  
Ted Sheils, Crownsville, MD  
Katherine White, Rockville, MD  
Kripa Patwardhan, Herndon, VA  
Steven Segerlin, Washington DC  
Dieter Brill, Hyattsville, MD  
Barry Greenhill, Reston, VA  
Niels Pemberton, Reston, VA  
James Fremont, Silver Spring, MD  
Jose de Arteaga, Washington DC  
Tina Schneider, Takoma Park, MD  
Mary Ann Maikish, New York, NY  
Professor Don Bronkema, Washington DC  
Charlotte Cook, Silver Spring, MD  
Jane Lyons, Silver Spring, MD  
Lois Lommel, North Chesterfield, VA  
Alayna Smith, Bethesda, MD  
Stephen Hudson, Washington DC  
Sarah Meadsday-ralls, Hagerstown, MD  
Bill Gallagher, Washington DC

#### **OTHER COMMENTS INCLUDE:**

The project list under consideration at this stage of the Visualize 2045 process, in the aggregate, is a disappointing failure. Implemented as planned, the region would fall dramatically short of its goals for air quality improvements, for addressing the climate crisis, and for improving the quality of life of the region's residents.

Widening roads, if \*successful\* in reducing congestion, simply lead to induced demand and sprawl, and to higher traffic speeds leading to more deaths for all road users. More likely, many of these projects would have no long-term impact on congestion, and simply be a waste of resources that could have been invested in transportation systems that actually work.

New bridges that are on the project list lack dedicated space for cyclists and transit, designs that will be regretted and even cursed for decades to come.

The analysis assumptions include relying on 2014 telecommuting data. Given our collective experience during the pandemic, this is ludicrous. The assumptions also ignore the member jurisdictions' plans for housing growth closer to job centers.

Many of the highway plans were approved before this year, they are not new additions -- but they should be re-evaluated, and in many cases either cancelled or radically re-structured. The current plan should not be approved as is just because of inertia.

Adding new lanes to suburban streets is particularly insane, given how much effort needs to go into road \*diets\* instead. Instead of adding new lanes, Marland BRT plans should incorporate dedicated transit lanes for every portion of their route, removing travel lanes for single-occupancy vehicles wherever necessary. Egregious road-widening examples in Maryland include Buckeystown Pike, Annapolis Road, Georgia Ave, and Montrose Parkway. During the review of such projects, no matter what funding has already been approved and what designs have already been completed, regional bodies should pressure local authorities to stop them in their tracks. They are not just unnecessary, but dangerous and counter-productive.

Sincerely,  
--Shalom Flank, Ph.D.

Dear Chair Charles Allen,

About: draft Regional Transportation plan:

To make plan climate-friendly you would need to:

- Model a smart growth/climate friendly plan.
- Delete projects that increase emissions.
- Add more transit and local street projects that create more walkable, transit-oriented communities.

Carl Shoolman

In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

### Can you explain this change?

In researching the project, it appears this project was added back into the CLRP in **2013**. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One.

**I-95 Express Lanes Comprehensive Agreement:** "Occoquan Bridge Improvements. **The Occoquan Bridge Improvements will be treated as a Compensation Event** unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements"

"Occoquan Bridge Improvements means the addition of any **additional lanes on the bridge over the Occoquan River on U.S. Route One** in Virginia, the plans for which have not been included in the **CLRP or the SYIP as of November 30, 2011.**"

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years? or 65+ years? at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

Based on this, could a **new VRE/Amtrak rail bridge over the Occoquan** or a **dedicated bus transit bridge with bike/ped over the Occoquan** be explicitly added to the CLRP as a replacement project in the 2030-2040 timeframe? There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. **This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.** Hopefully, the Springfield to Quantico Enhanced Public Transportation Feasibility Study will help bring more transit projects to light in this corridor.

Thanks,  
Mark Scheufler  
PWC Resident